

## SID STAR Phraseology and Procedures

Standard Instrument Departures (SIDs) and Standard Instrument Arrivals (STARs) provide a safe and efficient way of prescribing a large amount of information through procedure design. Both depict the lateral profile of an instrument departure or arrival route and the associated level and speed restrictions.

The use of SID/STAR phraseology brings significant benefits. It enables efficient and concise communication. It allows ATC to issue, and aircrew to understand detailed clearance information that would otherwise require long and complex transmissions.

Over time though, these benefits have been eroded. The development of non-harmonised practices induced that different meanings would become attached to certain elements of SID/STAR phraseology. Confusion crept in. Pilots became uncertain of what air traffic controllers meant. Extra questions and request for clarification appeared on frequencies that were already cluttered.

This increased safety risk called for a renewed effort, to strengthen and harmonize the SID/STAR phraseology. The amendment to the fifteenth edition of the Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM, Doc 4444) becomes effective 10 November 2016 and will enable air traffic controllers and flight crews to have a common understanding of the terms and expectations

### WHAT IS NEW?

- provides core phraseology that positively reinforces that the lateral, vertical and speed requirements embedded in a SID or STAR continue to apply, unless explicitly cancelled or amended by the controller;
- provides additional phraseology that enables to lift any level or speed restrictions, as local circumstances, practice or procedures permit;
- harmonises the phraseology to bypass waypoints or amend the lateral profile of SID or STAR.

### WHAT DOESN'T CHANGE?

- The requirement in ICAO Annex 10 for the highest standard of discipline to be applied to all communications at all times **does not change**.
- Speed limits associated to airspace classification (ICAO Annex 11 Chapter 2 and Appendix 4) **are not cancelled** by the instructions in the SID and STAR procedures.
- The requirement for a QNH altimeter setting to be included in the descent clearance when first cleared to an altitude below the transition level, except when it is known that the aircraft has already received the information (PANS-ATM 4.10.4.5 refers), **does not change**.
- And finally, while pilots and ATS providers are expected to comply with the revised phraseology, in unusual or unforeseen circumstances it may not be possible to apply the phraseology as intended. Should this happen, pilots and ATS personnel are still expected to use plain language, **which must be as clear and concise as possible**

The link below is to the ICAO web page that will provide the full amendment to PANS-ATM and also to a document that contains various scenarios with a summary of phraseologies to be applied when issuing or receiving an ATC clearance on a SID or STAR with charted restrictions.

[http://www.icao.int/airnavigation/sidstar/Pages/CHANGES-TO-SID\\_STAR-PHRA-SEOLOGIES.aspx](http://www.icao.int/airnavigation/sidstar/Pages/CHANGES-TO-SID_STAR-PHRA-SEOLOGIES.aspx)