

Pilot Briefing: Climb Via, Descend Via, Speed Adjustments

NBAA Access Committee – Airspace, ATC, & Flight Technologies Working Group

Change Summary
Revision 1.01 to Rev 2.00
Revision 2 - Effective 28 February 2014

Rev 1.01 - SUPERCEDED

Speed Restrictions Published On A SID

FAA issued a clarification concerning the speed to be maintained when the aircraft is removed from the lateral path of a SID or STAR. Unless otherwise assigned a speed to maintain, speed restrictions published on a SID or STAR are canceled when ATC issues a radar vector removing the aircraft from the procedure's lateral path (e.g. "Lear 1234, fly heading one-five zero, vectors for spacing, maintain one zero thousand, expect to rejoin the KEPEC arrival"). If ATC has previously assigned a speed to maintain, pilots should maintain that speed unless necessary to slow in accordance with 14 CFR 91.117

Deleted

ATC anticipates pilots will begin accelerating after passing a speed restriction commensurate with normal aircraft operations, but will not exceed the next speed restriction, if any, published on the SID

~~If vectored off a SID route segment where a published speed restriction applies, pilots are expected to maintain the published speed restriction until further advised~~

- Absent any qualifying instructions, issuance of a "Climb Via" clearance cancels a previously issued ATC speed adjustment and provides pilot discretion to adjust speed while requiring compliance with upcoming restrictions
- ATC may require compliance with previously issued speed adjustments using phraseology:
 - "Proceed to (WP name), then climb via..."
 - "Maintain (speed) until (WP name), then climb via..."
 - "Cross (WP name) at (speed) then climb via...."
- Where there are no upcoming speed restrictions, issuance of a "Proceed direct (WP name), climb via" cancels a previously issued speed adjustment and authorizes speed at pilot's discretion as appropriate for the phase of flight, ensuring compliance with 14 CFR 91.117

Rev 2.00

Speed Restrictions Published On A SID

- When cleared along a route or procedure that contains published speed restrictions, pilots must comply with those speed restrictions **independent of a “Climb Via” or “Climb & Maintain” clearance**

Revised

ATC anticipates pilots will begin accelerating after passing a speed restriction commensurate with normal aircraft operations, but will not exceed the next speed restriction, if any, published on the SID

If vectored off of a SID route segment where a published speed applies, the published speed is cancelled and speed is at pilot's discretion unless ATC has assigned a speed

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Rev 1.01 - SUPERCEDED

Speed Restrictions Published On A STAR

FAA issued a clarification concerning the speed to be maintained when the aircraft is removed from the lateral path of a SID or STAR. Unless otherwise assigned a speed to maintain, speed restrictions published on a SID or STAR are canceled when ATC issues a radar vector removing the aircraft from the procedure's lateral path (e.g. “Lear 1234, fly heading one-five zero, vectors for spacing, maintain one zero thousand, expect to rejoin the KEPEC arrival”). If ATC has previously assigned a speed to maintain, pilots should maintain that speed unless necessary to slow in accordance with 14 CFR 91.117

ATC anticipates pilots will begin adjusting speed the minimum distance necessary prior to a published speed restriction, commensurate with normal aircraft deceleration, to cross the waypoint/fix at the published speed

Deleted

- Once at the published speed, ATC expects pilots will maintain the published speed until additional adjustment is required to comply with further published or ATC assigned speed restrictions or as required to ensure compliance with 14 CFR Section 91.117

• ~~If vectored off a STAR route segment where a published speed restriction applies, pilots~~ **are expected to maintain the published speed restriction until further advised**

- Absent any qualifying instructions, issuance of a “Descend Via” clearance cancels a previously issued ATC speed adjustment and provides pilot discretion to adjust speed while requiring compliance with upcoming restrictions
- ATC may require compliance with previously issued speed adjustments using phraseology:
 - “Proceed to (WP name), then descend via...”,
 - “Maintain (speed) until (WP name), then descend via...”
 - “Cross (WP name) at (speed) then descend via...”
- Where there are no upcoming speed restrictions, issuance of a “Proceed direct (WP name), descend via” cancels a previously issued speed adjustment and authorizes speed at pilot's discretion as appropriate for the phase of flight, ensuring compliance with 14 CFR 91.117

Rev 2.00

Speed Restrictions Published On A STAR

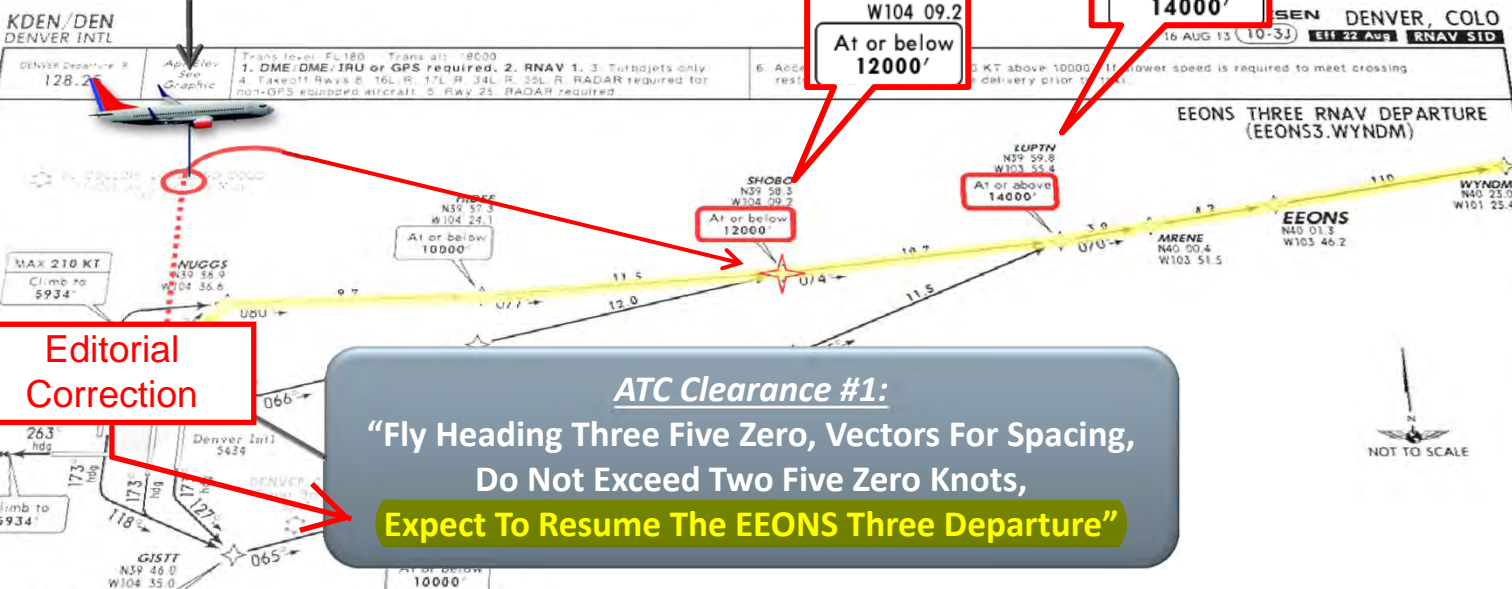
- When otherwise cleared along a route or procedure that contains published speed restrictions, the pilot must comply with those speed restrictions **independent of a “Descend Via” or “Descend & Maintain” clearance**
- ATC anticipates pilots will begin adjusting speed the minimum distance necessary prior to a published speed restriction, commensurate with normal aircraft deceleration, to cross the waypoint/fix at the published speed
- Once at the published speed, ATC expects pilots will maintain the published speed until additional adjustment is required to comply with further published or ATC assigned speed restrictions or as required to ensure compliance with 14 CFR Section 91.117
- **If vectored off of a STAR route segment where a published speed applies, the published speed is cancelled and speed is at pilot's discretion unless ATC has assigned a speed**
- Absent any qualifying instructions, issuance of a “Descend Via” clearance cancels a previously issued ATC speed adjustment and provides pilot discretion to adjust speed while requiring compliance with upcoming restrictions
- ATC may require compliance with previously issued speed adjustments using phraseology:
 - “Proceed to (WP name), then descend via...”
 - “Maintain (speed) until (WP name), then descend via...”
 - “Cross (WP name) at (speed) then descend via...”
- Where there are no upcoming speed restrictions, issuance of a “Proceed direct (WP name), descend via” cancels a previously issued speed adjustment and authorizes speed at pilot's discretion as appropriate for the phase of flight, ensuring compliance with 14 CFR 91.117

Revised

Speed Adjustments



ATC Clearance #2:
 "Proceed Direct SHOBO,
 Climb Via The EEONS Three Departure"



Editorial Correction

ATC Clearance #1:
 "Fly Heading Three Five Zero, Vectors For Spacing,
 Do Not Exceed Two Five Zero Knots,
 Expect To Resume The EEONS Three Departure"

- Proceed direct to SHOBO & resume EEONS SID
- The last ATC-assigned speed (250 KT) is canceled
- Pilot may adjust speed at their discretion in compliance with 14 CFR 91.117
- Continue climb & comply with published altitude restrictions to the "Top Altitude" (FL 230)

ROUTING
 Then on depicted route to WYNDM. **MAINTAIN FL230** or filed lower altitude.
 EXPECT higher filed altitude 10 minutes after departure.

Gnd speed-KT	75	100	150	200	250	300
230° per NM	288	383	575	767	958	1150

320° per NM	400	533	800	1067	1333	1600
400° per NM	500	667	1000	1333	1667	2000
420° per NM	525	700	1050	1400	1750	2100
450° per NM	563	750	1125	1500	1875	2250
465° per NM	581	775	1163	1550	1938	2325
500° per NM	625	833	1250	1667	2083	2500

ROUTING
 Then on depicted route to WYNDM. **MAINTAIN FL230** or filed lower altitude.
 EXPECT higher filed altitude 10 minutes after departure.

CHANGES: Procedure renumbered, MRENE crossing restriction, procedure note.

KPHX/PHX
PHOENIX SKY HARBOR INTL

D-ATIS 127.57
Apt Elev 1135'
Apt Set INCHES
Trans level FL180

1. RNAV 1.
2. DME/DME/IRU or GPS required.
3. RADAR required.
4. Turbojet aircraft only.

5. File GALLUP or ZUNI transitions only. WINSLOW transition assigned by ATC for hazardous weather avoidance only. 6. GALLUP and ZUNI transitions: For non-GPS equipped aircraft INW, IWA, PXR and ZUN must be operational. 7. WINSLOW transition: For non-GPS equipped aircraft DRK, IWA, and PXR must be operational.

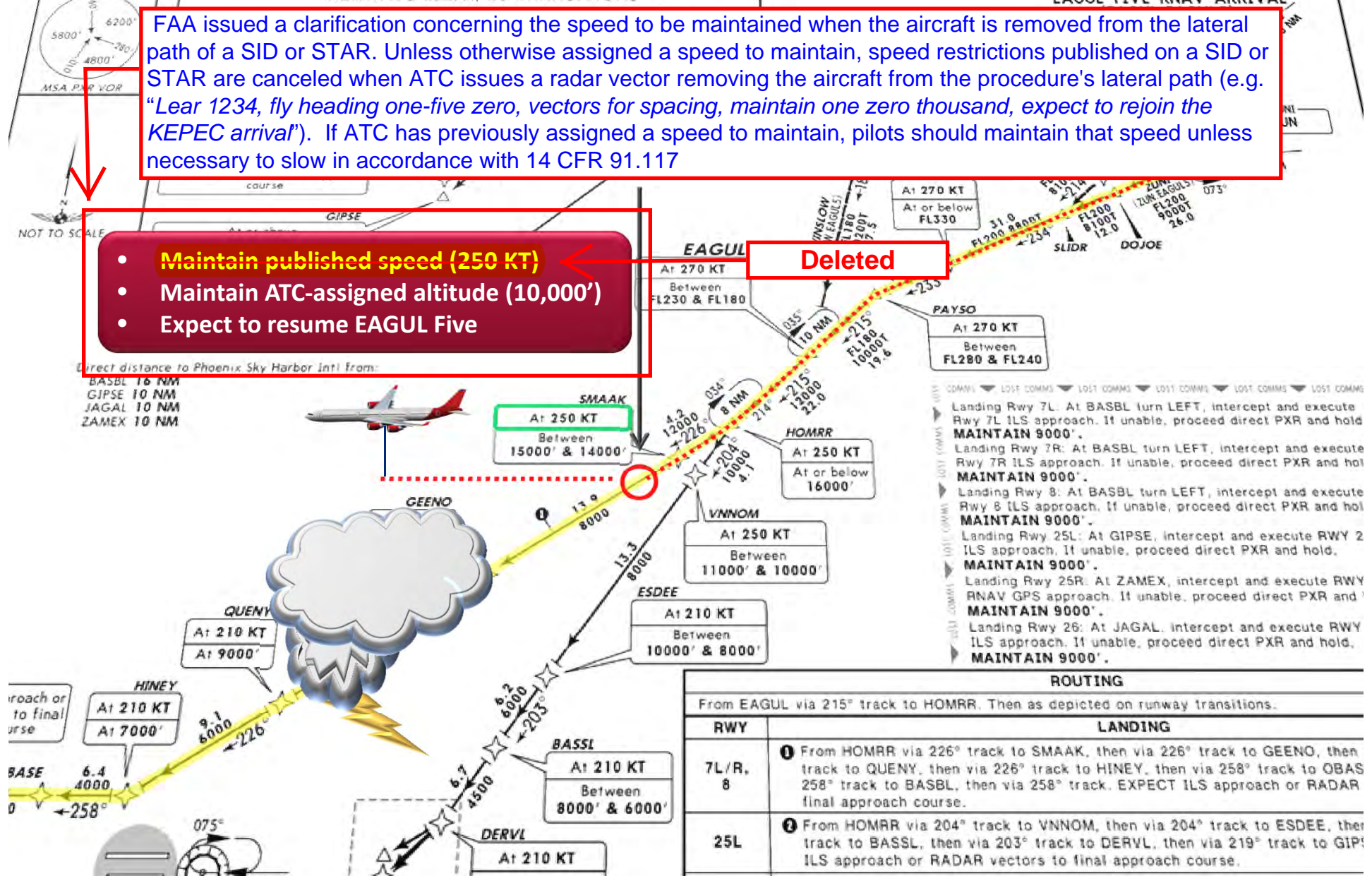
RUNWAYS 25L/R, 26 TRANSITIONS

EAGUL FIVE RNAV ARRIVAL

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- Maintain published speed (250 KT)
- Maintain ATC-assigned altitude (10,000')
- Expect to resume EAGUL Five

Deleted



ROUTING	
From EAGUL via 215° track to HOMRR. Then as depicted on runway transitions.	
RWY	LANDING
7L/R, 8	① From HOMRR via 226° track to SMAAK, then via 226° track to GEENO, then track to QUENY, then via 226° track to HINEY, then via 258° track to OBAS 258° track to BASSL, then via 258° track. EXPECT ILS approach or RADAR final approach course.
25L	② From HOMRR via 204° track to VNNOM, then via 204° track to ESDEE, then track to BASSL, then via 203° track to DERVL, then via 219° track to GIPSE ILS approach or RADAR vectors to final approach course.

Speed Adjustments

KPHX/PHX
PHOENIX SKY HARBOR INTL

JEPPESEN
30 MAR 12
Eff 5 Apr 10-2D

PHOENIX, ARIZ
RNAV STAR

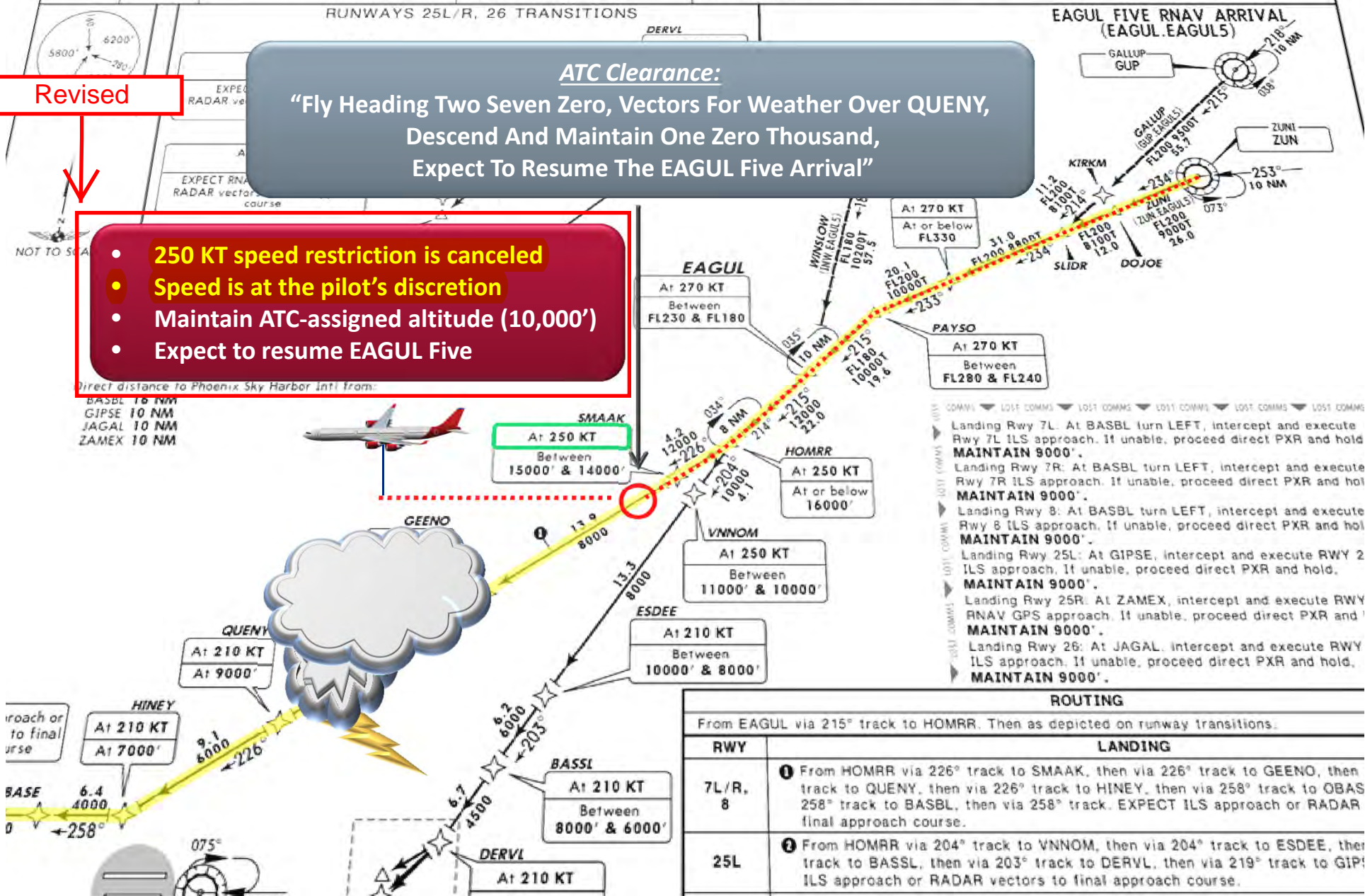
1. RNAV 1.
2. DME/DME/IRU or GPS required.
3. RADAR required.
4. Turbojet aircraft only.

5. File GALLUP or ZUNI transitions only. WINSLOW transition assigned by ATC for hazardous weather avoidance only. 6. GALLUP and ZUNI transitions: For non-GPS equipped aircraft INW, IWA, PXR and ZUN must be operational. 7. WINSLOW transition: For non-GPS equipped aircraft DRK, IWA, and PXR must be operational.

Revised

ATC Clearance:
"Fly Heading Two Seven Zero, Vectors For Weather Over QUENY, Descend And Maintain One Zero Thousand, Expect To Resume The EAGUL Five Arrival"

- 250 KT speed restriction is canceled
- Speed is at the pilot's discretion
- Maintain ATC-assigned altitude (10,000')
- Expect to resume EAGUL Five



LOST COMMS

Landing Rwy 7L: At BASBL turn LEFT, intercept and execute Rwy 7L ILS approach. If unable, proceed direct PXR and hold **MAINTAIN 9000'**.

Landing Rwy 7R: At BASBL turn LEFT, intercept and execute Rwy 7R ILS approach. If unable, proceed direct PXR and hold **MAINTAIN 9000'**.

Landing Rwy 8: At BASBL turn LEFT, intercept and execute Rwy 8 ILS approach. If unable, proceed direct PXR and hold **MAINTAIN 9000'**.

Landing Rwy 25L: At GIPSE, intercept and execute RWY 2 ILS approach. If unable, proceed direct PXR and hold **MAINTAIN 9000'**.

Landing Rwy 25R: At ZAMEX, intercept and execute RWY RNAV GPS approach. If unable, proceed direct PXR and hold **MAINTAIN 9000'**.

Landing Rwy 26: At JAGAL, intercept and execute RWY ILS approach. If unable, proceed direct PXR and hold **MAINTAIN 9000'**.

ROUTING	
From EAGUL via 215° track to HOMRR. Then as depicted on runway transitions.	
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7L/R, 8	① From HOMRR via 226° track to SMAAK, then via 226° track to GEENO, then track to QUENY, then via 226° track to HINEY, then via 258° track to OBAS 258° track to BASBL, then via 258° track. EXPECT ILS approach or RADAR final approach course.
25L	② From HOMRR via 204° track to VNNOM, then via 204° track to ESDEE, then track to BASBL, then via 203° track to DERVL, then via 219° track to GIP ILS approach or RADAR vectors to final approach course.

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ACHIEVE ITS HIGHEST GOALS**

End