



GUIDANCE FOR USE OF RADIOTELEPHONY IN AMENDED LEVEL CLEARANCES

AIR SAFETY CIRCULAR

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OFFICE OF PRIME INTEREST : Airspace & Air Navigation Standards (ANS)

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TYPE OF DOCUMENT	AIR SAFETY CIRCULAR (ASC).		
STATUS OF DOCUMENT	CONTROLLED		

A. PURPOSE:

A1. This Air Safety Circular (ASC) is issued to avoid any possibility of potential hazard which could be created due to misunderstanding while amending an ATC clearance regarding assigning of level to an aircraft in general and SID/STAR in particular.

B. SCOPE:

B1. The scope of this Air Safety Circular is to provide guidance to ANSPs (air traffic controllers) and aircraft operators (pilots):

B1.1 on the use of standard radio telephony phraseology while amending a SID/STAR level restriction or an amended clearance to ensure that no confusion exists as to the intent of ATC clearances; and

B1.2 the adherence to the amended clearances by the pilots.

C. DESCRIPTION:

C1. BACKGROUND:

C1.1 Aircraft operators had encountered difficulties in ascertaining the applicability of a SID/STAR level restriction when subsequent level clearances are issued by air traffic control. The resulting confusion has led to numerous queries on frequency as flight crews and ATC clarify the vertical parameters of the clearance. In few instances, it also resulted in aircraft operating on other than the vertical trajectory anticipated by ATC leading to serious safety hazard.

C1.2 In order to address the issue, amendment were made in Procedures for Air Navigation Services — Air Traffic Management, (PANS-ATM, Doc 4444) which became applicable on 22 November 2007. It was intended to clarify the status of published altitude restrictions on standard instrument departure (SID) and standard terminal arrival (STAR) procedures when further altitude clearances are issued by air traffic control.

C1.3 Upon analysis of a survey conducted by ICAO, it was revealed that the potential for such misunderstanding still exists largely due to inconsistent implementation of the above stated amendment across all States. The procedures are therefore being issued for strict compliance in Pakistan.

C2. PROCEDURES:

C2.1 CLIMB CLEARANCE ABOVE LEVELS SPECIFIED IN A SID:

When a departing aircraft on a SID is cleared to climb to a level higher than the level(s) specified in a SID, such restrictions shall explicitly be cancelled by ATC.

C2.2 DESCENT BELOW LEVELS SPECIFIED IN A STAR:

When an arriving aircraft on a STAR is cleared to descend to a level lower than the level(s) specified in a STAR, such restrictions shall explicitly be cancelled by ATC.

C2.3 LEVEL RESTRICTION ISSUED ON RADIOTELEPHONY:

Level restrictions issued by ATC in air-ground communications shall be repeated in conjunction with amended level clearances in order to remain in effect.

- C2.4 Cancellation of SID, STAR and/or any other level restriction shall be explicitly specified in radio telephony communications.
- C2.5 The pilot of an aircraft shall read back the amended clearance(s)/restriction(s) in a manner clearly indicating that they have been understood and will be complied with.
- C2.6 Air traffic controllers shall listen to the read back to ascertain that the clearance(s), amendment(s) and restriction(s) have been correctly acknowledged by the pilot and shall take immediate action to correct any discrepancies revealed by the read back.

C3. RADIOTELEPHONY PHRASEOLOGY:

- C3.1 Clearance to cancel level restriction(s) of the vertical profile of a SID during climb

CLIMB TO (level) [LEVEL RESTRICTION(S) (SID designator) CANCELLED] (or)
CLIMB TO (level) [LEVEL RESTRICTION(S) (SID designator) AT (point) CANCELLED];
- C3.2 Clearance to cancel level restriction(s) of the vertical profile of a STAR during descent

DESCEND TO (level) [LEVEL RESTRICTION(S) (STAR designator) CANCELLED] (or)
DESCEND TO (level) [LEVEL RESTRICTION(S) (STAR designator) AT (point) CANCELLED].
- C3.3 Amended clearance for a new level, keeping intermediate restriction to remain in effect.

(CONTINUE) CLIMB/DESCENT TO (level) CROSS (significant point) AT or ABOVE/BELOW (level)

C4. ACTION REQUIRED:

- C4.1 Air Navigation Service Providers are required to implement the existing procedures and to ensure that air traffic controllers are using appropriate phraseology so as to avoid any possible flight crew misunderstandings;
- C4.2 Review current SID/STAR designs to confirm their efficacy, considering airspace design, terrain, traffic flows, necessity for altitude restrictions and Radio Telephony verbiage.
- C4.3 Aircraft Operators are required to ensure that the pilots comply with the provisions of PANS-ATM to avoid any confusion in the understanding and subsequent adherence to clearances and amendments thereto issued by ATC.
- C4.4 Read back of safety related elements of clearances and amendments thereto shall be made and acknowledged.

D. EVIDENCES (ACRONYMS / RECORDS / REFERENCES):

D1. ACRONYMS:

ASC	AIR SAFETY CIRCULAR
ATC	AIR TRAFFIC CONTROL
ICAO	INTERNATIONAL CIVIL AVIATION ORGANIZATION
SID	STANDARD INSTRUMENT DEPARTURE
STAR	STANDARD TERMINAL ARRIVAL ROUTE

D2. RECORDS:

D2.1 File No. HQCAA/6426/1/14/ANS

D3. REFERENCES:

D3.1 ICAO Doc 4444 (PANS-ATM)

IMPLEMENTATION:

This ASC is implemented with effect from 10th May 2010.

Dated: 24 May, 2010
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