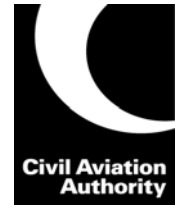


# ATSIN Air Traffic Services Information Notice

Safety Regulation Group  
Air Traffic Standards Division



**ATC**

**Please note that this ATSIN has been superseded by CAP 493 Supplementary Instruction 2009/06. The information contained in this ATSIN is provided for information purposes only.**

**Number 119**

**Issued 10 December 2007**

## **CLIMB ABOVE NOTIFIED STANDARD INSTRUMENT DEPARTURE ALTITUDES**

### **1 Introduction**

- 1.1 A recent change to ICAO Doc 4444 (PANS-ATM) has the effect of introducing some additional phraseology into climb instructions issued to aircraft following Standard Instrument Departures. This change has been the subject of a Eurocontrol Safety Warning Message (SWM) e-mail which was issued on 7 November 2007. The SWM is provided as an attachment to this ATSIN.
- 1.2 Notwithstanding the SWM, the safety impact of this ICAO Document change has not yet been fully assessed in the UK. It is, therefore, **not** the intention of the CAA to adopt these new procedures for use in UK airspace until the appropriate safety analyses have been completed.

### **2 Purpose**

- 2.1 The purpose of this ATSIN is to provide guidance to controllers with regard to climb clearances in the light of the ICAO Document changes highlighted in the SWM.

### **3 Scope**

- 3.1 This ATSIN is addressed to all ATC ANSPs for immediate consideration and promulgation to ATCO staff. The CAA will continue to assess the implications of this ICAO change and will consider whether further measures are necessary.

### **4 UK Level Restriction Procedure**

- 4.1 MATS Part I, Section 1, Chapter 4 states in paragraph 7:

*"7 Amendments to Clearances*

- 7.1 When an amendment is made to a clearance, the new clearance shall be read in full to the pilot **and shall automatically cancel any previous clearance.** Controllers must be aware, therefore, that if the original clearance included a restriction, e.g. 'cross ABC FL 150 or below' then the issue of a revised clearance*

*automatically cancels the earlier restriction, unless it is reiterated with the revised clearance.*

7.2 *Similar care must be exercised when a controller issues a clearance which amends the route or vertical profile of an aircraft on a standard instrument departure (SID). For example, 'Climb FL120' **automatically cancels the vertical profile of the SID**. If the profile contains a restriction which provides vertical separation from conflicting traffic on another SID route, the restriction must be reiterated, e.g. 'climb FL120 cross XYZ 5000 feet or above', unless separation is ensured by other means."*

- 4.2 When compared with the revised Eurocontrol SWM, the only area of difference from the current UK procedure relates to the section entitled 'CLIMB ABOVE LEVEL PUBLISHED IN SID'. Levels published in UK STARS are promulgated such that 'actual descent clearances will be as directed by ATC', therefore this section of the SWM is not relevant in the UK. Similarly, the final SWM paragraph dealing with 'Level Restrictions Issued Explicitly by ATC' already reflects current UK practice.

## 5 Safety Rationale for UK Difference

- 5.1 The ICAO revision introduces a requirement for controllers to issue an explicit cancellation of level restrictions published as part of a SID when a climb above those levels is required. For example:

"Climb FL100, level restrictions SAM1M departure cancelled".

- 5.2 A safety analysis needs to be completed before introduction of this change within UK airspace. In particular, a full assessment must be made of the safety implications of the routine introduction of this additional formal SID cancellation phraseology onto already congested frequencies.

## 6. Required Controller Actions

- 6.1 In the interim, UK air traffic controllers should adhere to the procedures outlined in MATS Part I (as cited in paragraph 4 above) when issuing amendments to clearances, with the addition that the word 'now'<sup>1</sup> should be added to climb clearances above the SID profile, e.g. 'c/s climb **now** FL120'.
- 6.2 Controllers should bear in mind that, as aircraft operators and their crews are made aware of the ICAO change and associated national regulatory directions, it will be particularly important that they monitor the vertical flight profile of aircraft following such revised clearances. In particular, controllers should be alert to pilots accepting a climb clearance and either continuing to follow a step profile or maintaining the terminal altitude of the SID until the procedure is complete.
- 6.3 When a climb clearance is issued above the terminal altitude of the SID, controllers should expect the aircraft to climb to that level without undue delay and in accordance with any minimum climb gradients as specified in the SID procedure or for the particular airspace. Note that the required minimum climb rate in UK airspace is 500 feet per minute. Where it is apparent that an immediate climb to the allocated level has not been commenced, or that the climb has been stopped at an intermediate level, controllers are to reiterate the

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<sup>1</sup> CAP413 Chapter 2 Page 13 Paragraph 1.14.4 refers.

clearance making explicit reference to the cancellation of the previous clearance, for example: 'Climb now FL100, level restrictions SAM1M departure cancelled.'

## **7. Queries**

- 7.1 Any queries on the content of this ATSIN or requests for further information should be addressed to:

ATS Enquiries  
Air Traffic Standards Division  
CAA Safety Regulation Group  
2W Aviation House  
Gatwick Airport South  
West Sussex RH6 0YR  
E-mail: [ats.enquiries@srg.caa.co.uk](mailto:ats.enquiries@srg.caa.co.uk)

- 7.2 Any queries relating to the availability and distribution of ATSINs should be directed to:

ATS Documents  
Air Traffic Standards Division  
CAA Safety Regulation Group  
2W Aviation House  
Gatwick Airport South  
West Sussex RH6 0YR  
E-mail: [ats.documents@srg.caa.co.uk](mailto:ats.documents@srg.caa.co.uk)

## **8 Cancellation**

This ATSIN will remain in force until further notice.

*The following ATSINs remain current:*

<i>Number</i>	<i>Title</i>	<i>Relevant level of ATS</i>
1	Introduction of the ATSIN scheme	All ATS
64	Incorrect operation of some SSR aircraft transponders	ATC
66	Incorrect operation of some SSR aircraft transponders	ATC
74	Communication on Air Traffic Service Matters with the CAA	All ATS
80	Flight Inspection under Single European Sky	All ATS
82	Minimum rest period following completion of a single night duty	ATC
93	Wind Turbulence Separation and Flight Planning Requirements for the Airbus A380-800	ATC
97	Medical Certification Requirements for Unit Training Plan (UTP) Verifiers	ATC
101	European Action Plan for Air-Ground Communication (EAPAGC)	All ATS
102	Communication with ATSD about ATSINs	All ATS
105	Single European Sky (SES) – The Interoperability Regulation	ATC and FIS
106	Procedures for Verbal Co-ordination between Air Traffic Services Personnel	All ATS
107	Deemed Separations: MATS Part 2	ATC
108	Introduction of RNAV (GNSS) Instrument Approach Procedures	All ATS
109	Display Technology	ATC and FIS
110	Departure Speed Restrictions – RTF Phraseology	ATC
111	Use of Obsolete RTF Phraseology and Multiple Level Instructions in Departure Clearances	ATC
112	1. “Student” prefix and considerations for ATS personnel. 2. Instructions to aircraft on final approach.	All ATS
113	Letter of Consultation – Proposal to amend the UK's Air Traffic Services Outside Controlled Airspace (ATSOCAS).	ATC and FIS
114	Change to UK ILS Phraseology	ATC
115	Eurocontrol Guidelines for Contingency Planning of Air Navigation Services	All ATS
116	Winter Break 2007/2008 (Christmas and New Year)	All ATS
117	Winter Operations at Aerodromes	ATC and FIS
118	ATS Communication Facilities at Licensed Aerodrome: Publication of Designated Operational Coverage (DOC)	All ATS
119	Climb Above Notified Standard Instrument Departure Altitudes	ATC



## Safety Warning Message

- **Safety Subject:** Level Restrictions – Amendments to ICAO PANS-ATM
  - **Origin:** EUROCONTROL Airspace Network Planning & Navigation
  - **Date:** 26/10/2007
  - **Distribution:** Aviation Safety Professionals
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### AMENDMENT TO ICAO PANS-ATM

- There was a potential for unintended level deviations due to flight crews and controllers interpreting the continued validity of level restrictions differently.
- To ensure an unambiguous understanding of the PANS-ATM provisions pertaining to the validity/applicability of level restrictions, new procedures (*ref.: PANS-ATM paragraphs 6.3.2.4, 6.5.2.4, 11.4.2.5.2.5 and Chapter 12*) were developed (*applicable on 22 November 2007*).
- Some elements of the procedures are outlined below.

### CLIMB ABOVE LEVEL PUBLISHED IN SID

- When given a clearance to a level higher than that specified in a SID or initially cleared, follow the published profile **unless restrictions are specifically cancelled**. Example of phraseology to cancel level restrictions could be:  
First transmission  
"CLIMB TO 6 000 FEET KODAP 1 DEPARTURE"  
Second transmission  
"CLIMB TO FL 210 LEVEL RESTRICTIONS KODAP 1 DEPARTURE CANCELLED".

### DESCENT BELOW LEVEL PUBLISHED IN STAR

- Follow the published vertical profile of the STAR unless specifically cancelled by ATC and always apply minimum levels based on terrain clearance. Example of phraseology to cancel level restrictions could be:  
"DESCEND TO 5000 FT LEVEL RESTRICTIONS KODAP 1 ARRIVAL CANCELLED".

### LEVEL RESTRICTIONS ISSUED EXPLICITLY BY ATC

- In all cases, level restrictions issued explicitly by ATC in air-ground communications **shall be repeated by ATC** in conjunction with subsequent level clearances **in order for such level restrictions to remain in effect**. Example of phraseology which would have the effect of cancelling level restrictions could be:  
First transmission  
CLIMB TO FL 210 CROSS ALPHA AT FL 100 OR BELOW  
Second transmission  
CLIMB TO FL 250

### YOUR SUPPORT IS REQUIRED

- Note the subject and investigate the relevance for your operational environment.

### SHARE WITH US YOUR SAFETY KNOWLEDGE

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**DISCLAIMER**

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