



**WORKING PAPER**

**AIR TRAFFIC MANAGEMENT OPERATIONS PANEL (ATMOPSP)**

**FOURTH MEETING OF THE WORKING GROUP (ATMOPS/WG/5)**

**Montreal, Canada – 11-15 September 2017**

**Agenda Item 6: Implementation of New SID/STAR Phraseology**

**PROGRESS OF NEW SID & STAR PHRASEOLOGY  
IMPLEMENTATION IN SINGAPORE AND RECOMMENDATION FOR A  
HARMONISED REGIONAL IMPLEMENTATION**

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**SUMMARY**

This paper provides a progress report on the status of implementation of the new SID & STAR phraseologies in Singapore. The new phraseologies, in line with Amendment 7 to the PANS-ATM (Doc 4444), *Procedures for Air Navigation Services — Air Traffic Management*, were implemented on 2 March 2017 and has thus far been well received by pilots and ATC. Some early lessons learnt are listed in paragraph 2.

Action by the meeting is in paragraph 3.

**1. INTRODUCTION**

1.1 Prior to the implementation of the new SID & STAR phraseologies on 2 March 2017, the Civil Aviation Authority of Singapore (CAAS) embarked on a series of information sharing and training programmes to prepare controllers for the changes in radiotelephony phraseologies. Through its regular forums with airlines as well as airline pilots association, a series of outreach programme of similar intent were also conducted to provide information to the pilot community. As a result, the new procedures went relatively well in the early days of implementation.

**2. DISCUSSION**

2.1 Preparation for controllers – Training slides for the implementation of the new SID & STAR phraseologies had been distributed to the controllers for preparatory self-reading so as to equip them with an initial insight into the expected brief. This was carried out over a period of 2 months prior to the implementation taking advantage of the one-hour ATC watch briefing sessions during the prior to commencement of the shift. The briefing sessions conducted included interactive role-play practices on the various probable scenarios requiring the use of SID & STAR phraseology.

2.2 In tandem with the briefings conducted at the ATC operational units, the new SID & STAR phraseologies were incorporated into the training syllabus for controllers attending the Approach control course at the Singapore Aviation Academy..

2.3 Information sharing with airlines and pilots were also carried out as early as in November 2016 during the regular monthly forum with the airport operator and airlines . This served as a good platform to propagate information regarding the changes to the airlines and pilots and also sought feedback and concerns regarding the changes.

2.4 Since the implementation in March 2017, there has been no adverse feedback from the airline or the ATC community. CAAS received positive feedback for the smooth transition of the implementation. Furthermore, the new SID & STAR phraseology provided greater clarity and eliminate ambiguity for ATS operations.

2.5 However, one of the key issue is the lack of harmonisation in the timeline for implementation. Given that aircraft operators and pilots operates over various parts of the world, the lack of harmonised implementation may create confusion when operating between two areas that have varying implementation timeline. ICAO may wish to consider that for such implementation, it could be coordinated at the regional level through the ICAO Regional Offices. A regional implementation plan monitored through the various bodies of the Planning and Implementation Regional Groups (PIRG) may help in ensuring a harmonised implementation for the new phraseology.

### 3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information in the paper;
- b) for ICAO to consider adopting a regional approach for harmonised implementation through the respective Regional Offices and guided by the PIRGs.

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