



Climb Via & Speed Phraseology Implementation

Climb Via

On April 3, 2014, the FAA will implement “CLIMB VIA” phraseology and procedures for Standard Instrument Departures (SIDs). “CLIMB VIA” is an ATC clearance authorizing pilots to navigate a SID vertically and laterally while complying with all published restrictions. It is consistent with existing “DESCEND VIA” phraseology and procedures for Standard Terminal Arrival Routes (STARs), which has been in use for over a decade.

PHRASEOLOGY

When a clearance is given for a SID that has published altitude restrictions, the phraseology “CLIMB VIA” will be used.

If the SID has a *Top Altitude* depicted on the SID, the altitude will *not* be assigned by ATC unless there is a change to that altitude. If there is not a *Top Altitude* depicted on the SID, then it will be assigned by Clearance Delivery or PDC. In the same way that “DESCEND VIA” *Bottom Altitudes* vary based on runway transition or landing direction, *Top Altitudes* can vary depending on the transition.

When a clearance is given for a SID that has NO published altitude restrictions, or if ATC desires to cancel any published or ATC assigned altitude restrictions, the phraseology “Climb and Maintain” will be used (any speed restrictions remain in effect). This is slightly different from today where “Climb and Maintain” in the context of your initial clearance from ATC Clearance Delivery means you will comply with all restrictions on the SID.

When cleared for a SID, pilots should inform ATC, upon initial contact, of the altitude leaving, the assigned SID and any assigned restrictions not on the published procedure.

EXAMPLE: ATC: “ABC 123, Climb Via the SHEAD Seven Departure”
Aircraft: “Departure, ABC123, Four Thousand, Climbing Via the SHEAD Seven Departure”
(SID with a Top Altitude, aircraft will comply with all restrictions on the SID)

EXAMPLE: ATC: “ABC 123, Climb Via the HAROB Four Departure, Except Maintain Five Thousand”
Aircraft: “Departure, ABC123, Two Thousand for Five Thousand, Climbing Via the HAROB Four Departure”
(SID with NO Top Altitude, OR, ATC has amended the clearance altitude for the SID. Aircraft will comply with all restrictions on the SID)

EXAMPLE: ATC: “ABC123, Climb Via the BANGR Seven Departure, except after TOMRE maintain Seven Thousand”
(This authorizes the pilot to climb to 7000’ while complying with ALL published altitude and speed restrictions up to and including TOMRE. After TOMRE, published altitude restrictions on the SID are deleted, but speed restrictions remain in effect.)

EXAMPLE: ATC: “ABC 123, Cleared to AUS, via the SUMMA Seven Departure, as Filed, Maintain Five Thousand”
Aircraft: “Departure, ABC123, Two Thousand for Five Thousand”
(Any published ALTITUDE restrictions on the SID are deleted, and climb is unrestricted. Aircraft will comply with all SPEED restrictions on the SID)

SPEED OR ALTITUDE ADJUSTMENTS

If ATC takes you off the SID, speed and altitude restrictions are cancelled, and ATC ensures obstruction clearance until you are cleared to rejoin the SID.

“CLIMB VIA” can also be used by ATC *after* an aircraft is airborne to join or rejoin a SID without the need to restate altitude restrictions. After issuing a “CLIMB VIA” instruction, ATC is responsible for obstacle clearance until the aircraft is established on the lateral AND vertical path of the SID.

When ATC issues speed or altitude adjustments in conjunction with “CLIMB VIA” clearances, ATC will specify the point at which the restriction begins, ends, or changes the published restrictions:

EXAMPLE: “ABC123, Climb Via the BANGR Seven Departure, except cross WUREL at or above Three Thousand”
EXAMPLE: “ABC123, Climb Via the BANGR Seven Departure, maintain two three zero knots until BREMM”

If, after being cleared to “CLIMB VIA”, ATC subsequently issues a Climb and Maintain clearance, ALL altitude restrictions contained in the SID are deleted, but speed restrictions remain in effect.

EXAMPLE: “ABC123, Climb and maintain FL240”

If ATC clears you direct to a waypoint/fix on a SID and no published altitude is depicted, ATC is required to assign an altitude that will ensure obstruction clearance and permit normal climb to the next published altitude on the procedure:

EXAMPLE: “ABC123, proceed direct EMRLD, cross EMRLD at Niner Thousand, Climb Via the HAROB Four Departure”

Speed Restrictions Phraseology

In addition to the new “CLIMB VIA” phraseology, the FAA will implement new speed restrictions and speed adjustments phraseology. To help pilots better distinguish when compliance with speed restrictions is required and when speed is at pilot’s discretion, new phraseology has been developed that will apply in all situations, including conventional and RNAV SIDs and STARS.

ATC SPEED ADJUSTMENT PHRASEOLOGY CHANGES

1. **“RESUME NORMAL SPEED”** – Cancels ATC assigned speed restrictions. Speeds are at pilot’s discretion, subject to compliance with speed restrictions contained in 14 CFR 91.117. *This represents a change from the existing use of this phraseology.*

EXAMPLE: “ABC123, Resume Normal Speed”

2. **“COMPLY WITH RESTRICTIONS”** – Comply with **ALL** published speed and altitude restrictions on the SID / STAR from that point forward.

EXAMPLE: “ABC123, Comply With Restrictions”

3. **“RESUME PUBLISHED SPEED”** – Cancels any ATC assigned speed restrictions. Pilot is expected to comply with any published speed restrictions on the SID / STAR.

EXAMPLE: “ABC123, Resume Published Speed”

4. **“DELETE SPEED RESTRICTIONS”** – Cancels any ATC assigned or published speed restrictions.

EXAMPLE: “ABC123, Delete Speed Restrictions”

Note: When deleting published restrictions, ATC is responsible for obstacle clearance and airspace containment until aircraft is established on a route where no published restrictions apply.

5. **“CLIMB VIA” or “DESCEND VIA”** – Terminates any existing ATC assigned speed and authorizes pilots to navigate a SID or STAR vertically and laterally while complying with all *published* altitude and speed restrictions.

EXAMPLE: “ABC123, Descend Via the HHOOD Two Arrival, Landing West”

RECOMMENDATIONS:

- Follow company guidance and flight manual procedures.
- For Climb Via and Descend Via Procedures, brief the SID or STAR and verify runway, waypoints, speeds and altitudes in the FMS with the chart.
- If you have any questions concerning a clearance, ask ATC.
- The following educational materials are available for your review:
 - [FAA Information for Operators \(InFO\) 14003](#)
 - [FAA Video Tutorial: Climb/Descend Via](#)
 - [Climb Via/Descend Via Speed Clearances Frequently Asked Questions](#)

Please provide any feedback to your Central Air Safety Committee and to EAS@alpa.org.



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Air Safety Chairman
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