

**Contact**

## Post:

REPUBLIC OF SINGAPORE  
AERONAUTICAL  
INFORMATION SERVICES  
CIVIL AVIATION AUTHORITY  
OF SINGAPORE  
SINGAPORE CHANGI  
AIRPORT  
P.O. BOX 1, SINGAPORE  
918141

Tel: (65) 6595 6051

AFS: WSSSYNYX

Fax: (65) 64410221

Email: [caas\\_singaporeais@caas.gov.sg](mailto:caas_singaporeais@caas.gov.sg)URL: [www.caas.gov.sg](http://www.caas.gov.sg)URL: <https://fpl-1.caasaim.gov.sg>**AIP Supplement for  
Singapore**

**AIP SUP  
029/2017**  
**Effective from 02 MAR 2017**  
**UFN**  
**Published on 20 JAN 2017**

**CHANGES TO STANDARD INSTRUMENT DEPARTURE AND STANDARD  
INSTRUMENT ARRIVAL PHRASEOLOGIES****1 INTRODUCTION**

1.1 This AIP Supplement is to inform airline operators and pilots on the changes to the ATC-pilot phraseologies to be used when operating on standard instrument departure (SID) / standard instrument arrival (STAR) route. The phraseologies are in accordance to ICAO's published Amendment 7-A to PANS-ATM to harmonise phraseologies for issuing standard clearances to arriving and departing aircraft, including clearances to aircraft on a SID or STAR.

1.2 The changes to the SID and STAR phraseologies will be effective in Singapore FIR on 2 March 2017 at 0000UTC.

**2 BACKGROUND**

2.1 SIDs and STARs provide a safe and efficient way of prescribing a large amount of information through procedure design. Both depict the lateral profile of an instrument departure or arrival route and the level and speed restrictions along it. SID/STAR phraseology allows ATC and pilot to communicate and understand detailed clearance information that would otherwise require long and potentially complex transmissions.

2.2 Over time, these benefits have been eroded through the development of non-harmonised practices and different meanings being attached to certain elements of SID/STAR phraseology. Consequently, there may be a mismatch between ATC and pilot expectations when SID/STAR phraseology is used, and what certain terms may mean. This presents a safety risk that requires a renewed effort to adopt harmonised SID/STAR phraseology.

**3 OVERVIEW OF CHANGES TO PHRASEOLOGIES**

3.1 The changes provide core phraseologies that positively reinforce the lateral, vertical and speed requirements embedded in a SID or STAR that will continue to apply, unless explicitly cancelled or amended by the controller.

3.2 The core phraseologies are:

- CLIMB VIA SID TO (level)
- DESCEND VIA STAR TO (level)

3.3 These require the aircraft to:

- i. Climb / descend to the cleared level in accordance with published level restrictions;
- ii. Follow the lateral profile of the procedure; and
- iii. Comply with published speed restrictions or ATC-issued speed control instructions as applicable.

3.4 It will also provide supplementary phraseology that enables any level and / or speed restrictions be removed as necessary. Phraseologies for removal of speed or level restrictions are:

- CLIMB VIA SID TO (level), CANCEL SPEED RESTRICTION(S)
- DESCEND VIA STAR TO (level), CANCEL LEVEL RESTRICTION(S) AT (point(s))

3.5 These phraseologies mean that:

- i. The lateral profile of the procedure continue to apply and
- ii. Speed or level restrictions which have not been referred to will continue to apply.

3.6 It will also harmonise the means by which aircraft must be cleared where variations to the lateral profile are required, such as where waypoints along the procedure are bypassed. Phraseologies for variations to lateral profile of the SID/STAR are:

- PROCEED DIRECT (waypoint), or
- VECTORING

3.7 These phraseologies mean that speed and level restrictions associated with the bypassed waypoints are cancelled.

3.8 Conversely, the harmonised phraseology to clear aircraft to return to SID/STAR is:

- REJOIN SID/STAR

3.9 This phraseology means that speed and level restrictions associated with the waypoint where the rejoin occurs, as well as those associated with all subsequent waypoints must be complied with.

## 4 DETAILS OF CHANGES AND SCENARIOS

4.1 To assist aircraft operators and pilots to familiarise with the changes to the phraseologies, ICAO has prepared communication leaflets and scenario booklet to provide examples.

4.2 These materials can be downloaded from ICAO's website through the following web address:

[http://www.icao.int/airnavigation/sidstar/Pages/CHANGES-TO-SID\\_STAR-PHRA-SEOLOGIES.aspx](http://www.icao.int/airnavigation/sidstar/Pages/CHANGES-TO-SID_STAR-PHRA-SEOLOGIES.aspx)

## 5 USE OF THE TERM VIA IN OTHER CONTEXT

5.1 With the introduction of the new SID and STAR phraseologies on 2 March 2017 in Singapore FIR, the term VIA will no longer be used when issuing lateral routing clearances. Examples are as follows:

Current phraseology	New phraseology
Cleared via flight planned route	Cleared flight planned route
Cleared via (designation) departure	Cleared (designation) departure
Cleared via (designation) arrival	Cleared (designation) arrival

5.2 ATC will still use VIA in ground and taxi instructions.

## 6 CANCELLATION

6.1 This AIP Supplement supersedes AIP Supplement 028/2017 due to editorial changes made to the web address in paragraph 4.2 and paragraph 5.

6.2 AIP Supplement 029/2017 will remain current until the information is incorporated into AIP Singapore.