

the procedure, ATC also wants the aircraft to comply with the published procedure speed restrictions): “Resume the SALTY ONE departure. Comply with speed restrictions.”

**CAUTION–**

The phraseology “Descend via/Climb via SID” requires compliance with all altitude and/or speed restrictions depicted on the procedure.

**3.** Instruct the pilot to “resume published speed.” Resume published speed is issued to terminate a speed adjustment where speed restrictions are published on a charted procedure.

**NOTE–**

When instructed to “comply with speed restrictions” or to “resume published speed,” ATC anticipates pilots will begin adjusting speed the minimum distance necessary prior to a published speed restriction so as to cross the waypoint/fix at the published speed. Once at the published speed, ATC expects pilots will maintain the published speed until additional adjustment is required to comply with further published or ATC assigned speed restrictions or as required to ensure compliance with 14 CFR Section 91.117.

**EXAMPLE–**

(An aircraft is flying a SID/STAR with published speed restrictions. ATC issues a speed adjustment and instructs the aircraft where the adjustment ends): “Maintain two two zero knots until BALTR then resume published speed.”

**NOTE–**

The ATC assigned speed assignment of two two zero knots would apply until BALTR. The aircraft would then comply with the published speed restrictions.

**4.** Advise the pilot to “delete speed restrictions” when either ATC assigned or published speed restrictions on a charted procedure are no longer required.

**EXAMPLE–**

(An aircraft is flying a SID with published speed restrictions designed to prevent aircraft overtake on departure. ATC determines there is no conflicting traffic and deletes the speed restriction): “Delete speed restrictions.”

**NOTE–**

When deleting published restrictions, ATC must ensure obstacle clearance until aircraft are established on a route where no published restrictions apply. This does not relieve the pilot of those speed restrictions which are applicable to 14 CFR Section 91.117.

**5.** Instruct the pilot to “climb via” or “descend via.” A climb via or descend via clearance cancels any previously issued speed restrictions and, once established on the depicted departure or arrival, to climb or descend, and to meet all published or assigned altitude and/or speed restrictions.

**EXAMPLE–**

**1.** (An aircraft is flying a SID with published speed restrictions. ATC has issued a speed restriction of 250 knots for spacing. ATC determines that spacing between aircraft is adequate and desires the aircraft to comply with published restrictions): “United 436, Climb via SID.”

**2.** (An aircraft is established on a STAR. ATC must slow an aircraft for the purposes of spacing and assigns it a speed of 280 knots. When spacing is adequate, ATC deletes the speed restriction and desires that the aircraft comply with all published restrictions on the STAR): “Gulfstream two three papa echo, descend via the TYLER One arrival.”

**NOTE–**

**1.** In example 1, when ATC issues a “Climb via SID” clearance, it deletes any previously issued speed and/or altitude restrictions. The pilot should then vertically navigate to comply with all speed and/or altitude restrictions published on the SID.

**2.** In example 2, when ATC issues a “Descend via <STAR name> arrival,” ATC has canceled any previously issued speed and/or altitude restrictions. The pilot should vertically navigate to comply with all speed and/or altitude restrictions published on the STAR.

**CAUTION–**

When descending on a STAR, pilots should not speed up excessively beyond the previously issued speed. Otherwise, adequate spacing between aircraft descending on the STAR that was established by ATC with the previous restriction may be lost.

**g.** Approach clearances supersede any prior speed adjustment assignments, and pilots are expected to make their own speed adjustments as necessary to complete the approach. However, under certain circumstances, it