

the published lateral path. Aircraft may be vectored off of an ODP, or issued an altitude lower than a published altitude on an ODP, at which time the ODP is canceled. In these cases, ATC assumes responsibility for terrain and obstacle clearance. In all cases, the minimum 200 FPNM climb gradient is assumed.

4. Aircraft instructed to resume a SID procedure such as a DP or SID which contains speed and/or altitude restrictions, must be:

(a) Issued/reissued all applicable restrictions, or

(b) Advised to “Climb via SID” or resume published speed.

EXAMPLE–

“Resume the Solar One departure, Climb via SID.”

“Proceed direct CIROS, resume the Solar One departure, Climb via SID.”

5. A clearance for a SID which does not contain published crossing restrictions, and/or is a SID with a Radar Vector segment or a Radar Vector SID, will be issued using the phraseology “Maintain (altitude).”

6. A clearance for a SID which contains published altitude restrictions may be issued using the phraseology “climb via.” Climb via is an abbreviated clearance that requires compliance with the procedure lateral path, associated speed and altitude restrictions along the cleared route or procedure. Clearance to “climb via” authorizes the pilot to:

(a) When used in the IFR departure clearance, in a PDC, DCL or when cleared to a waypoint depicted on a SID, to join the procedure after departure or to resume the procedure.

(b) When vertical navigation is interrupted and an altitude is assigned to maintain which is not contained on the published procedure, to climb from that previously-assigned altitude at pilot’s discretion to the altitude depicted for the next waypoint.

(c) Once established on the depicted departure, to navigate laterally and climb to meet all published or assigned altitude and speed restrictions.

NOTE–

1. When otherwise cleared along a route or procedure that contains published speed restrictions, the pilot must comply with those speed restrictions independent of a climb via clearance.

2. 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.

3. If ATC interrupts lateral/vertical navigation while an aircraft is flying a SID, ATC must ensure obstacle clearance. When issuing a “climb via” clearance to join or resume a procedure ATC must ensure obstacle clearance until the aircraft is established on the lateral and vertical path of the SID.

4. ATC will assign an altitude to cross if no altitude is depicted at a waypoint/fix or when otherwise necessary/required, for an aircraft on a direct route to a waypoint/fix where the SID will be joined or resumed.

5. SIDs will have a “top altitude;” the “top altitude” is the charted “maintain” altitude contained in the procedure description or assigned by ATC.

REFERENCE–

FAA Order JO 7110.65, Paragraph 5-6-2, Methods PCG, Climb Via, Top Altitude

EXAMPLE–

1. Lateral route clearance:

“Cleared Loop Six departure.”

NOTE–

The aircraft must comply with the SID lateral path, and any published speed restrictions.

2. Routing with assigned altitude:

“Cleared Loop Six departure, climb and maintain four thousand.”

NOTE–

The aircraft must comply with the SID lateral path, and any published speed restriction while climbing unrestricted to four thousand.

3. (A pilot filed a flight plan to the Johnston Airport using the Scott One departure, Jonez transition, then Q-145. The pilot filed for FL350. The Scott One includes altitude restrictions, a top altitude and instructions to expect the filed altitude ten minutes after departure). Before departure ATC uses PDC, DCL or clearance delivery to issue the clearance:

“Cleared to Johnston Airport, Scott One departure, Jonez transition, Q-OneForty-five. Climb via SID.”

NOTE–

In Example 3, the aircraft must comply with the Scott One departure lateral path and any published speed and altitude restrictions while climbing to the SID top altitude.

4. (Using the Example 3 flight plan, ATC determines the top altitude must be changed to FL180). The clearance will