

published lateral path and any published speed or altitude restrictions while climbing to the SID top altitude.

9. (An aircraft was issued the Suzan Two departure, “climb via SID” in the IFR departure clearance. After departure ATC vectors the aircraft off of the SID, and then clears the aircraft to rejoin the SID at Dvine waypoint, which has a published crossing restriction). The clearance will read:

“Proceed direct Dvine, Climb via the Suzan Two departure.”

NOTE–

In Example 9, the aircraft will join the Suzan Two departure at Dvine, at the published altitude, and then comply with the published lateral path and any published speed or altitude restrictions.

7. Pilots cleared for vertical navigation using the phraseology “climb via” must inform ATC, upon initial contact, of the altitude leaving and any assigned restrictions not published on the procedure.

EXAMPLE–

1. (Cactus 711 is cleared to climb via the Laura Two departure. The Laura Two has a top altitude of FL190):
“Cactus Seven Eleven leaving two thousand, climbing via the Laura Two departure.”

2. (Cactus 711 is cleared to climb via the Laura Two departure, but ATC changed the top altitude to 16,000):
“Cactus Seven Eleven leaving two thousand for one-six thousand, climbing via the Laura Two departure.”

8. If prior to or after takeoff an altitude restriction is issued by ATC, all previously issued “ATC” altitude restrictions are canceled including those published on a SID. Pilots must still comply with all speed restrictions and lateral path requirements published on the SID unless canceled by ATC.

EXAMPLE–

Prior to takeoff or after departure ATC issues an altitude change clearance to an aircraft cleared to climb via a SID but ATC no longer requires compliance with published

altitude restrictions:

“Climb and maintain flight level two four zero.”

NOTE–

The published SID altitude restrictions are canceled; The aircraft should comply with the SID lateral path and begin an unrestricted climb to FL240. Compliance with published speed restrictions is still required unless specifically deleted by ATC.

9. Altitude restrictions published on an ODP are necessary for obstacle clearance and/or design constraints. Crossing altitudes and speed restrictions on ODPs cannot be canceled or amended by ATC.

i. PBN Departure Procedures

1. All public PBN SIDs and graphic ODPs are normally designed using RNAV 1, RNP 1, or A–RNP NavSpecs. These procedures generally start with an initial track or heading leg near the departure end of runway (DER). In addition, these procedures require system performance currently met by GPS or DME/DME/IRU PBN systems that satisfy the criteria discussed in the latest AC 90–100, U.S. Terminal and En Route Area Navigation (RNAV) Operations. RNAV 1 and RNP 1 procedures must maintain a total system error of not more than 1 NM for 95 percent of the total flight time. Minimum values for A–RNP procedures will be charted in the PBN box (for example, 1.00 or 0.30).

2. In the U.S., a specific procedure’s PBN requirements will be prominently displayed in separate, standardized notes boxes. For procedures with PBN elements, the “PBN box” will contain the procedure’s NavSpec(s); and, if required: specific sensors or infrastructure needed for the navigation solution, any additional or advanced functional requirements, the minimum RNP value, and any amplifying remarks. Items listed in this PBN box are REQUIRED for the procedure’s PBN elements.