

- (b) Determine whether an ODP is available;
- (c) Determine if obstacle avoidance can be maintained visually or if the ODP should be flown; and
- (d) Consider the effect of degraded climb performance and the actions to take in the event of an engine loss during the departure. Pilots should notify ATC as soon as possible of reduced climb capability in that circumstance.

**NOTE—**

*Guidance concerning contingency procedures that address an engine failure on takeoff after  $V_1$  speed on a large or turbine-powered transport category airplane may be found in AC 120-91, Airport Obstacle Analysis.*

- (e) Determine if a DVA is published and whether the aircraft is capable of meeting the published climb gradient. Advise ATC when requesting the IFR clearance, or as soon as possible, if unable to meet the DVA climb gradient.

- (f) Check for Takeoff Obstacle Notes published in the TPP for the takeoff runway.

2. Pilots should not exceed a published speed restriction associated with a SID waypoint until passing that waypoint.

3. After an aircraft is established on a SID and subsequently vectored or cleared to deviate off of the SID or SID transition, pilots must consider the SID canceled, unless the controller adds “expect to resume SID;” pilots should then be prepared to rejoin the SID at a subsequent fix or procedure leg. If the SID contains published altitude and/or speed restrictions, those restrictions are canceled and pilots will receive an altitude to maintain and, if necessary, a speed. ATC may also interrupt the vertical navigation of a SID and provide alternate altitude instructions while the aircraft remains established on 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.