

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, Para 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 read:

“Cleared to Johnston Airport, Scott One departure, Jonez transition, Q-One Forty-five, Climb via SID except maintain flight level one eight zero.”

**NOTE–**

In Example 4, the aircraft must comply with the Scott One departure lateral path and any published speed and altitude restrictions while climbing to FL180. The aircraft must stop climb at FL180 until issued further clearance by ATC.

5. (An aircraft was issued the Suzan Two departure, “climb via SID” in the IFR departure clearance. After departure ATC must change a waypoint crossing restriction). The clearance will be:

“Climb via SID except cross Mkala at or above seven thousand.”

**NOTE–**

In Example 5, the aircraft will comply with the Suzan Two departure lateral path and any published speed and altitude restrictions and climb so as to cross Mkala at or above 7,000; remainder of the departure must be flown as published.

6. (An aircraft was issued the Teddd One departure, “climb via SID” in the IFR departure clearance. An interim altitude of 10,000 was issued instead of the published top altitude of FL 230). After departure ATC is able to issue the published top altitude. The clearance will be:

“Climb via SID.”

**NOTE–**

In Example 6, the aircraft will track laterally and vertically on the Teddd One departure and initially climb to 10,000; Once