

**2. Routing with assigned altitude.**

“Cleared Tyler One arrival, descend and maintain flight level two four zero.”

“Cleared Tyler One arrival, descend at pilot’s discretion, maintain flight level two four zero.”

**NOTE–**

In Example 2, the first clearance requires the pilot to descend to FL 240 as directed, comply with any published speed restrictions, and maintain FL 240 until cleared for further vertical navigation with a newly assigned altitude or a “descend via” clearance.

The second clearance authorizes the pilot to descend to FL 240 at his discretion, to comply with any published speed restrictions, and then maintain FL 240 until issued further instructions.

**3. Lateral/routing and vertical navigation clearance.**

“Descend via the Eagul Five arrival.”

“Descend via the Eagul Five arrival, except, cross Vnmom at or above one two thousand.”

**NOTE–**

In Example 3, the first clearance authorized the aircraft to descend at pilot’s discretion on the Eagul Five arrival; the pilot must descend so as to comply with all published altitude and speed restrictions.

The second clearance authorizes the same, but requires the pilot to descend so as to cross at Vnmom at or above 12,000.

**4. Lateral/routing and vertical navigation clearance when assigning altitude not published on procedure.**

“Descend via the Eagul Five arrival, except after Geeno, maintain one zero thousand.”

“Descend via the Eagul Five arrival, except cross Geeno at one one thousand then maintain seven thousand.”

**NOTE–**

In Example 4, the first clearance authorized the aircraft to track laterally on the Eagul Five Arrival and to descend at pilot’s discretion so as to comply with all altitude and speed restrictions until reaching Geeno and then maintain 10,000. Upon reaching 10,000, aircraft should maintain 10,000 until cleared by ATC to continue to descend.

The second clearance requires the same, except the aircraft must cross Geeno at 11,000 and is then authorized to continue descent to and maintain 7,000.

**5. Direct routing to intercept a STAR and vertical navigation clearance.**

“Proceed direct Leoni, descend via the Leoni One arrival.”

“Proceed direct Denis, cross Denis at or above flight level two zero zero, then descend via the Mmell One arrival.”

**NOTE–**

In Example 5, in the first clearance an altitude is published at Leoni; the aircraft proceeds to Leoni, crosses Leoni at the published altitude and then descends via the arrival. If a speed restriction is published at Leoni, the aircraft will slow to comply with the published speed.

In the second clearance, there is no altitude published at Denis; the aircraft must cross Denis at or above FL200, and then descends via the arrival.

**(b)** Pilots cleared for vertical navigation using the phraseology “descend via” must inform ATC upon initial contact with a new frequency, of the altitude leaving, “descending via (procedure name),” the runway transition or landing direction if assigned, and any assigned restrictions not published on the procedure.

**EXAMPLE–**

**1.** Delta 121 is cleared to descend via the Eagul Five arrival, runway 26 transition: “Delta One Twenty One leaving flight level one niner zero, descending via the Eagul Five arrival runway two-six transition.”

**2.** Delta 121 is cleared to descend via the Eagul Five arrival, but ATC has changed the bottom altitude to 12,000: “Delta One Twenty One leaving flight level one niner zero for one two thousand, descending via the Eagul Five arrival, runway two-six transition.”

**3.** (JetBlue 602 is cleared to descend via the Ivane Two arrival, landing south): “JetBlue six zero two leaving flight level two one zero descending via the Ivane Two arrival landing south.”

**b.** Pilots of IFR aircraft destined to locations for which STARs have been published may be issued a clearance containing a STAR whenever ATC deems it appropriate.

**c.** Use of STARs requires pilot possession of at least the approved chart. RNAV STARs must be retrievable by the procedure name from the aircraft database and conform to charted procedure. As with any ATC clearance or portion thereof, it is the responsibility of each pilot to accept or refuse an issued STAR. Pilots should notify ATC if they do not wish to use a STAR by placing “NO STAR” in the remarks section of the flight plan or by the less desirable method of verbally stating the same to ATC.

**d.** STAR charts are published in the Terminal Procedures Publications (TPP) and are available on subscription from the National Aeronautical Charting Office.