

10SAB05

12 June 2009

SID phraseology changes at Atlanta (KATL) and Dallas/Ft Worth (KDFW)

ALPA International has issued the following bulletin:

Background:

As more airports develop RNAV SIDs, a lack of standardised ATC phraseology is causing confusion for pilots and ATC. The FAA, ALPA and operators have jointly developed new standardized takeoff phraseology and procedures for both pilots and controllers.

The following procedure and associated phraseology may be used by appropriately authorized International carriers (i.e. approved by the FAA issued OPSPECS). On June 1, 2009, KATL and KDFW resumed RNAV SID “Off The Runway” operations with new takeoff clearance phraseology shown below. These are meant to provide a final crosscheck to ensure that the programmed FMC path matches ATC’s expectations. Crews are expected to verify the first named fix in the FMC matches the take-off clearance prior to departure.

NOTE: *The first named fix is that waypoint which has a specific latitude and longitude associated with it. Some FMS will display a point associated with an altitude e.g. [1080] on a Boeing 767/757 Honeywell display, (1080FT) on a Universal Embraer avionics display. A point defined solely by altitude, without an associated lat/long in the database, is not the “the first named fix”.*



New Standardised ATC Takeoff Clearances:

For RNAV SID “Off the Runway” Operations:

“Delta 123, RNAV to FUTBL, Runway 27R, Cleared for takeoff.”

For Heading Operations:

“Delta 123, fly heading 265, Runway 27R, Cleared for takeoff.”



ATC-expected Pilot Responses:

If the takeoff clearance matches the FMC:

“Delta 123, RNAV to FUTBL, Runway 27R, Cleared for takeoff.”

“Delta 123, heading 265, Runway 27R, Cleared for takeoff.”



If the Takeoff Clearance does not match the FMC:

Follow your company policy and reprogram the FMC. ALPA does not recommend simply requesting a heading and reprogramming the FMC after airborne.

Recommendations:

- ▶ In all cases, follow company guidance, SOP, and flight manual procedures.
- ▶ Prior to takeoff, ensure you have loaded the correct, valid RNAV SID and departure runway.
- ▶ Verify any subsequent reprogramming. If something doesn’t look right, consider delaying takeoff.
- ▶ Review applicable RNAV SID advisory notices (published for DFW & ATL May 15, 2009) and company bulletins.
- ▶ As always, use caution during aircraft movement when going heads down to verify FMC programming – consider stopping the aircraft and setting the parking brake as necessary.
- ▶ If airborne and the FMC directs an unexpected path, manually intervene if necessary to avoid turning in the direction of a parallel track. If unable to comply with the RNAV SID profile, immediately advise ATC.

The FAA’s intent is to take these procedures nationwide in 2010. Therefore we need your input on how these procedures work for you during this trial period so we can refine them as necessary. Please provide any feedback to EAS@alpa.org.

IFALPA provides this data for information only, In all cases pilots should follow their company's guidance and procedures.

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