



**GOVERNMENT OF INDIA  
CIVIL AVIATION DEPARTMENT  
OFFICE OF DIRECTOR GENERAL OF CIVIL AVIATION  
NEW DELHI**

## **OPERATIONS CIRCULAR 2 OF 2011**

**AV. 22024/8/2010-FSD  
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**Subject: Altitude and Speed Constraints in Area Navigation (RNAV) Procedures.**

**PURPOSE:** This circular emphasizes that separation and sequencing of airplanes by air traffic control (ATC) depends on uniform performance by pilots with respect to published altitude and speed constraints, especially when conducting RNAV procedures.

**BACKGROUND:** Adherence to published altitude and speed constraints is essential in conducting conventional (non-RNAV) procedures. But adherence has taken on additional importance with the widespread implementation of RNAV procedures, which generally involve more constraints. Published constraints are shown on charts and may be amended by Notices to Airmen (NOTAMs).

**DISCUSSION:** In RNAV operations ATC will clear pilots to fly departure, arrival, and approach procedures using phraseology such as “join”, “resume”, “proceed via”, “descend via”, and “climb via.” Pilots should understand the following key points regarding published altitude and speed constraints in order to fully comply with the intent of ATC clearances.

### **1. Cancellation of Constraints.**

- Altitude Constraints. Cancellation of one or more altitude restrictions will normally include the use of “maintain” and/or “except” phraseology, which does not cancel published speed constraints associated with the procedure.

- Speed Constraints. Cancellation of published speed constraints will be indicated by the use of “speed your discretion” or “cancel speed restriction(s)/constraint(s)” phraseology. The use of “expect” phraseology may also be used, for example, “expect” cross REBON at 250 knots.”

2. Resume Normal Speed. The phraseology “resume normal speed” does not cancel published speed constraints; rather, it cancels speed constraints previously issued by ATC and returns the aircraft to the published speed for the procedure. Similarly “No speed restriction” does not cancel speed defined by type of airspace.

3. Speeds between Waypoints with Published Speed Constraints.

- Departure and Missed Approach Procedures. Pilots should not exceed published speed associated with a waypoint until passing that waypoint.

- Arrival and Instrument Approach Procedures (Excluding Missed Approach Procedures). Pilots should plan to cross waypoints with a published speed restriction in accordance with the published speed and should not exceed this speed after passing the associated waypoint unless authorized by ATC or published note to do so.

**Recommended Action:** Chiefs of Training, Safety, and of Operations, and pilots should cooperate in ensuring that the practices described in this Circular are clearly understood and uniformly applied in flight operations.

Air Traffic Controllers to use standard phraseology only.

Sd/-  
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