

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.

EXAMPLE–

(An aircraft is flying a SID/STAR with published speed restrictions. ATC issues a speed adjustment and instructs the aircraft where the adjustment ends): “Maintain two two zero knots until BALTR then resume published speed.”

NOTE–

The ATC assigned speed assignment of two two zero knots would apply until BALTR. The aircraft would then comply with the published speed restrictions.

4. Advise the pilot to “delete speed restrictions” when either ATC assigned or published speed restrictions on a charted procedure are no longer required.

EXAMPLE–

(An aircraft is flying a SID with published speed restrictions designed to prevent aircraft overtake on departure. ATC determines there is no conflicting traffic and deletes the speed restriction): “Delete speed restrictions.”

NOTE–

When deleting published restrictions, ATC must ensure obstacle clearance until aircraft are established on a route where no published restrictions apply. This does not relieve the pilot of those speed restrictions which are applicable to 14 CFR Section 91.117.

5. Instruct the pilot to “climb via” or “descend via.” A climb via or descend via clearance cancels any previously issued speed restrictions and, once established on the depicted departure or arrival, to climb or descend, and to meet all published or assigned altitude and/or speed restrictions.

EXAMPLE–

1. (An aircraft is flying a SID with published speed restrictions. ATC has issued a speed restriction of 250 knots for spacing. ATC determines that spacing between aircraft is adequate and desires the aircraft to comply with published restrictions): “United 436, Climb via SID.”

2. (An aircraft is established on a STAR. ATC must slow an aircraft for the purposes of spacing and assigns it a speed of 280 knots. When spacing is adequate, ATC deletes the speed restriction and desires that the aircraft comply with all published restrictions on the STAR): “Gulfstream two three papa echo, descend via the TYLER One arrival.”

NOTE–

1. In example 1, when ATC issues a “Climb via SID” clearance, it deletes any previously issued speed and/or

altitude restrictions. The pilot should then vertically navigate to comply with all speed and/or altitude restrictions published on the SID.

2. In example 2, when ATC issues a “Descend via <STAR name> arrival,” ATC has canceled any previously issued speed and/or altitude restrictions. The pilot should vertically navigate to comply with all speed and/or altitude restrictions published on the STAR.

CAUTION–

When descending on a STAR, pilots should not speed up excessively beyond the previously issued speed. Otherwise, adequate spacing between aircraft descending on the STAR that was established by ATC with the previous restriction may be lost.

g. Approach clearances supersede any prior speed adjustment assignments, and pilots are expected to make their own speed adjustments as necessary to complete the approach. However, under certain circumstances, it may be necessary for ATC to issue further speed adjustments after approach clearance is issued to maintain separation between successive arrivals. Under such circumstances, previously issued speed adjustments will be restated if that speed is to be maintained or additional speed adjustments are requested. Speed adjustments should not be assigned inside the final approach fix on final or a point 5 miles from the runway, whichever is closer to the runway.

h. The pilots retain the prerogative of rejecting the application of speed adjustment by ATC if the minimum safe airspeed for any particular operation is greater than the speed adjustment.

NOTE–

In such cases, pilots are expected to advise ATC of the speed that will be used.

i. Pilots are reminded that they are responsible for rejecting the application of speed adjustment by ATC if, in their opinion, it will cause them to exceed the maximum indicated airspeed prescribed by 14 CFR Section 91.117(a), (c) and (d). **IN SUCH CASES, THE PILOT IS EXPECTED TO SO INFORM ATC.** Pilots operating at or above 10,000 feet MSL who are issued speed adjustments which exceed 250 knots IAS and are subsequently cleared below 10,000 feet MSL are expected to comply with 14 CFR Section 91.117(a).

j. Speed restrictions of 250 knots do not apply to U.S. registered aircraft operating beyond 12 nautical miles from the coastline within the U.S. Flight