ALPA Operations Bulletin
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RNAV Departure Procedure & Phraseology Changes at Charlotte

Background
As more airports develop RNAV Departures, the need for standardized ATC phraseology is becoming more apparent. The FAA, ALPA and operators have jointly developed new standardized takeoff phraseology and procedures for both pilots and controllers. These new procedures debuted at both Dallas / Fort Worth (DFW) and Atlanta Hartsfield-Jackson (ATL) on June 1, 2009.

On October 15, 2009, Charlotte (CLT) will begin RNAV SID "Off The Runway" operations with new takeoff clearance phraseology outlined below, similar to DFW and ATL. These new procedures are meant to provide a final crosscheck to ensure the programmed FMS path matches ATC expectations. Crews are expected to verify *the first named fix* in the FMS matches their takeoff clearance prior to departure.

> NOTE: *The first named fix* is that waypoint which has a specific latitude and longitude associated with it. For example, 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 a "fix".*

New Standardized ATC Takeoff Clearances:

For RNAV Departure "Off the Runway" Operations:
"Acme 123, RNAV to GIRGY, Runway 18C, Cleared for takeoff."
For Heading Operations:
"Acme 123, fly heading 180, Runway 18C, Cleared for takeoff."

Pilot Responses expected by ATC:

If the takeoff clearance <u>matches</u> the FMS:
"Acme 123, RNAV to GIRGY, Runway 18C, Cleared for takeoff."
OR
"Acme 123, heading 180, Runway 18C, Cleared for takeoff."

If the Takeoff Clearance <u>does not match</u> the FMS:
Follow your company policy and reprogram the FMS. ALPA <u>does not</u> recommend simply requesting a heading and reprogramming the FMS 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 in your chart coverage October 15, 2009) and company bulletins.
- As always, use caution during aircraft movement when going heads down to verify FMS programming – consider stopping the aircraft and setting the parking brake as necessary.
- If airborne and the FMS directs an unexpected path, manually intervene if necessary to avoid transgressing in the direction of a parallel track. If unable to comply with the SID profile, immediately advise ATC.

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 your Central Air Safety Committee and to EAS@alpa.org.

Captain Rory Kay
Executive Air Safety Chairman

October 5, 2009