

SID-STAR Handbook

Integrated Training for vACC SRM Controllers and Pilots

Refer SRM [Radiotelephony Communications Handbook](#) for supporting details



virtual Air-traffic Control Center
Sri Lanka & Maldives

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Note: Information appear in this document extracted from data available in WWW
For simulated flight and controller use only

1 Introduction

The document explains SID and STAR procedures designed to provide aircraft with specific information with regard to what is expected in terms of speed and level at all times.

The procedures rely on the use of key phraseologies (CLIMB VIA / DESCEND VIA) to clearly indicate to flight crews if they should abide by speed and/or level restrictions associated to a given procedure.

Specific phraseology used to instruct an aircraft to cancel level and procedure speed restrictions, as well as to instruct an aircraft to leave and re-join a procedure.

Considerations

The following information must be considered, and is not expressed in the scenario examples for brevity:

- Unless an aircraft is cleared direct to a point, or specifically given a vector, the pilot must always comply with the lateral profile of the SID/STAR/RNAV.
- When ATC assigns an altitude the aircraft must always climb or descend to the ATC assigned altitude.
- In the event that a pilot assesses that a published restriction cannot be met, he/she must inform ATC as soon as possible.

The situations are exemplified for SIDs and STARs with charted restrictions. When no charted restrictions exists or when there are no remaining published or remaining level or speed restrictions on the SID or STAR, the phrase CLIMB TO (altitude) or DESCEND TO (altitude) should be used.

SRM NOTAM 21.06.11:

1. If deem necessary (due to traffic or airspace optimization requirements) controller can cancel the SID or STAR clearance and issue radar vectors and altitudes.
2. ILS/VOR Y or ILS/VOR Z approaches are not available when radar vectors are provided to ILS interception. Vectors will be provided to the Localizer or final approach path.

Situation: ALK123 has previously been cleared via STAR LALUM 1A to ILS Z Runway 22. Due to traffic, controller cancelled the STAR clearance and issued radar vectors. Speed restrictions will be provided as required.

ATC clearance and pilot read back:

ATC ALK123 CANCEL STAR CLEARANCE (DUE TRAFFIC). EXPECT RADAR VECTORS TO ILS APPROACH RWY 22. MAINTAIN HEADING 050, DESCEND 2000 FEET.

Pilot EXPECT RADAR VECTORS TO ILS RWY 22. MAINTAIN HEADING 050, DESCEND 2000 FEET, ALK123

Pilot anticipated action - ALK123 will hold heading 050 & descend to 2000 feet.

Subsequently...

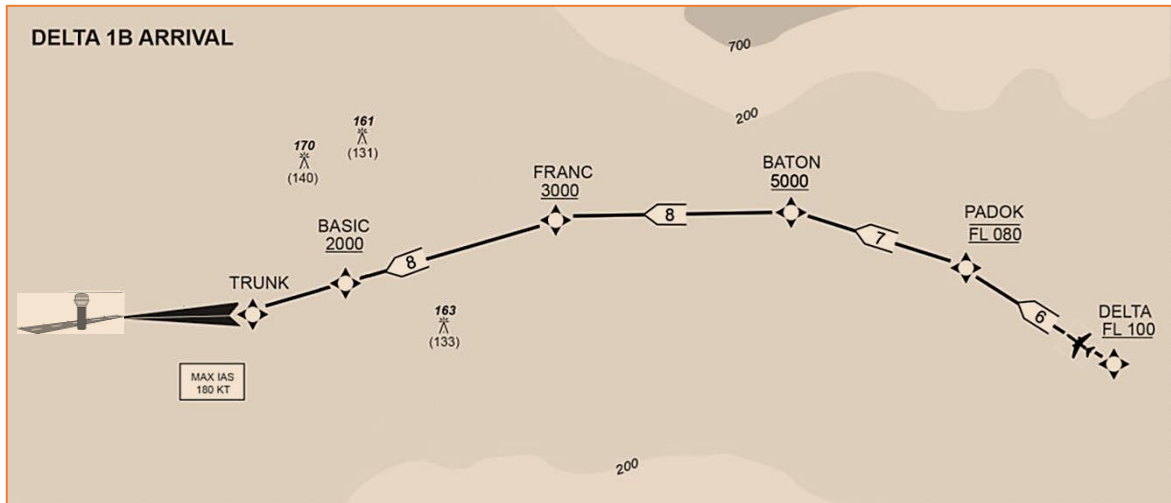
ATC ALK123 TURN RIGHT HEADING 190, CLEARED TO ILS APPROACH RUNWAY 22, REPORT WHEN ESTABLISHED ON LOCALIZER, NO SPEED RESTRICTION.

Pilot TURN RIGHT HEADING 190, CLEARED TO ILS APPROACH RUNWAY 22, WILL REPORT WHEN ESTABLISHED ON LOCALIZER, NO SPEED RESTRICTION, ALK123.

Pilot anticipated action - ALK123 will intercept localizer of runway 22 on heading 190, while managing the speed.

2 Clearances via a STAR

STAR EX 1: Descent via a STAR with charted restrictions



Situation: ALK123 has previously been cleared to descend via STAR DELTA 1B to FL 80 and complying with the charted restrictions.

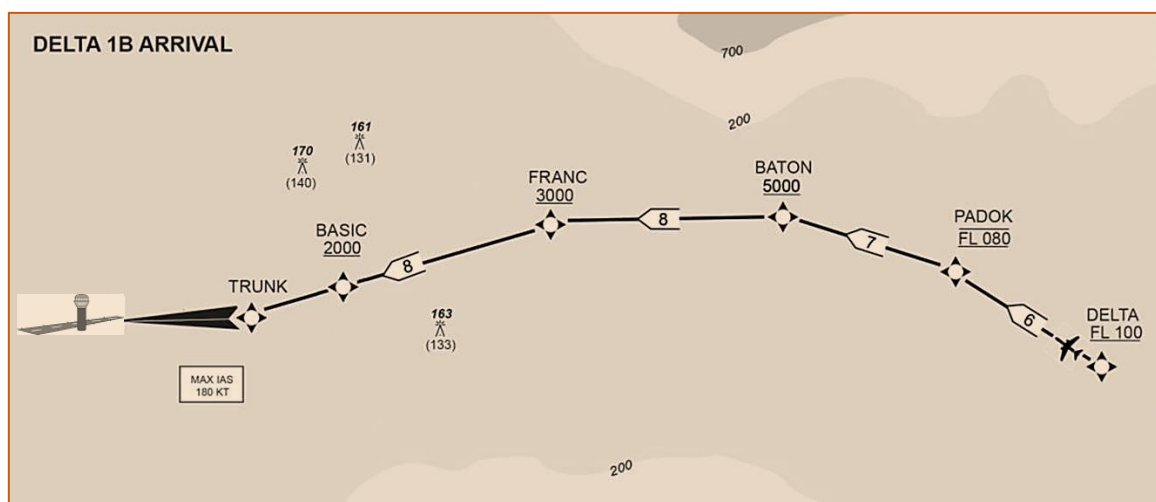
ATC clearance and pilot read back:

ATC ALK123 DESCEND VIA STAR 3000 FT

Pilot DESCEND VIA STAR 3000 FT ALK123

Pilot anticipated action - ALK123 will descend to 3000 feet and comply with all the speed and level restrictions at or above 3000 feet.

STAR EX 2: Descent when ready via a STAR with charted restrictions



Situation: ALK123 has previously been cleared to descend via STAR DELTA 1B to FL 080 and complying with the charted restrictions.

ATC clearance and pilot read back:

ATC ALK123 WHEN READY, DESCEND VIA STAR 5000 FEET

Pilot WHEN READY DESCEND VIA STAR 5000 FEET ALK123

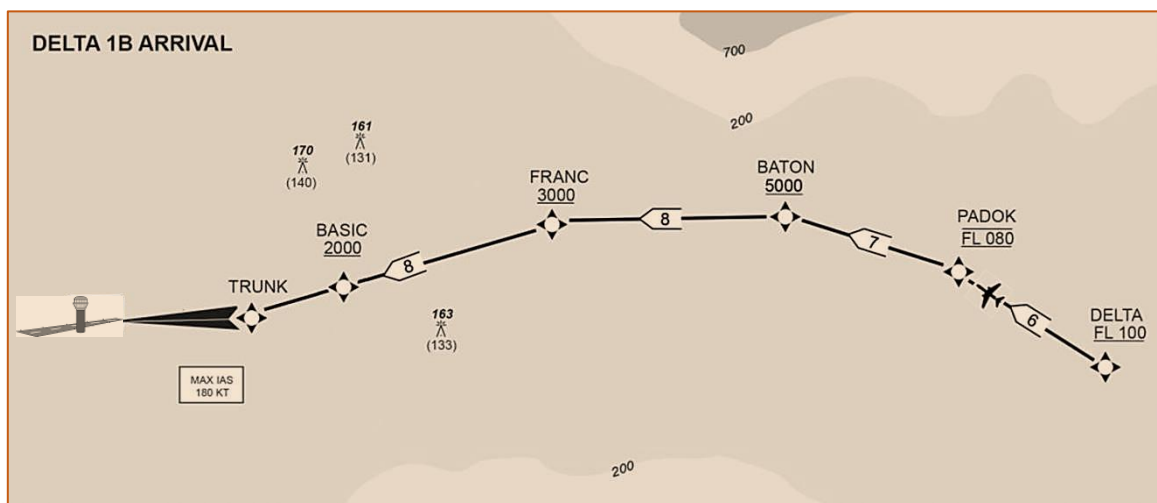
Subsequently...

ATC ALK123 DESCEND VIA STAR 3000 FEET

Pilot DESCEND VIA STAR 3000 FEET ALK123

Pilot anticipated action - ALK123 will descend to 5000 feet when ready while complying with all the speed and level restrictions at 5000 feet or above. Subsequently, ALK123 will descend to 3000 feet and comply with all the speed and level restrictions at or above 3000 feet.

STAR EX 3: Cancellation of a speed restriction



Situation: ALK123 has previously been cleared to descend via STAR DELTA 1B to FL 080 and complying with the charted restrictions.

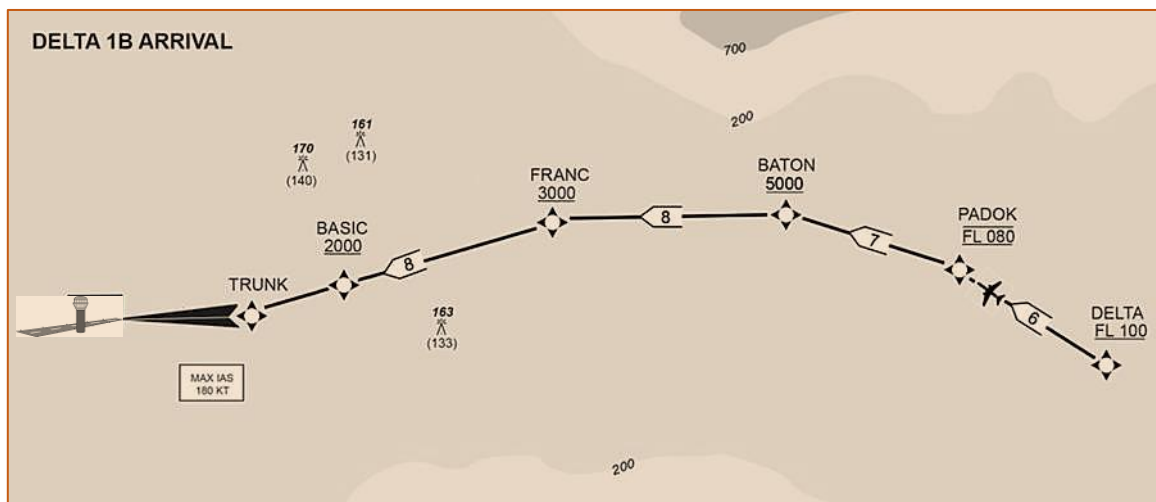
ATC clearance and pilot read back:

ATC ALK123 DESCEND VIA STAR 2000 FEET CANCEL SPEED RESTRICTION AT TRUNK

Pilot DESCEND VIA STAR 2000 FEET CANCEL SPEED RESTRICTION AT TRUNK ALK123

Pilot anticipated action - ALK123 will descend to 2000 feet while complying with all the restrictions on the STAR, with the exception of the SPEED restriction at TRUNK.

STAR EX 4: Cancellation of a level restriction



Situation: ALK123 has previously been cleared to descend via STAR DELTA 1B to FL 080 and complying with the charted restrictions.

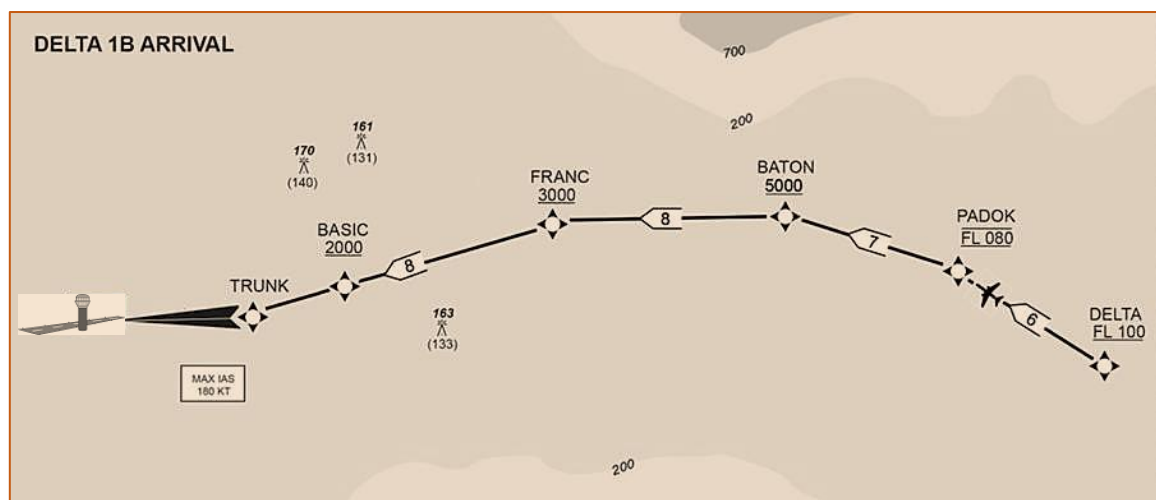
ATC clearance and pilot read back:

ATC ALK123 DESCEND VIA STAR 2000 FEET CANCEL LEVEL RESTRICTION AT BATON

Pilot DESCEND VIA STAR 2000 FEET CANCEL LEVEL RESTRICTION AT BATON ALK123

Pilot anticipated action - ALK123 will descend to 2000 feet while complying with all the restrictions on the STAR, with the exception of the LEVEL restriction at BATON.

STAR EX 5: Cancellation of all restrictions above the cleared level



Situation: ALK123 has previously been cleared to descend via STAR DELTA 1B to FL 080 and complying with the charted restrictions.

ATC clearance and pilot read back:

ATC ALK123 DESCEND UNRESTRICTED 4000 FEET or
ALK123 DESCEND 4000 FEET CANCEL LEVEL AND SPEED RESTRICTIONS

Pilot DESCEND UNRESTRICTED 4000 FEET ALK123 or
DESCEND 4000 FEET CANCEL LEVEL AND SPEED RESTRICTIONS ALK123

Subsequently...

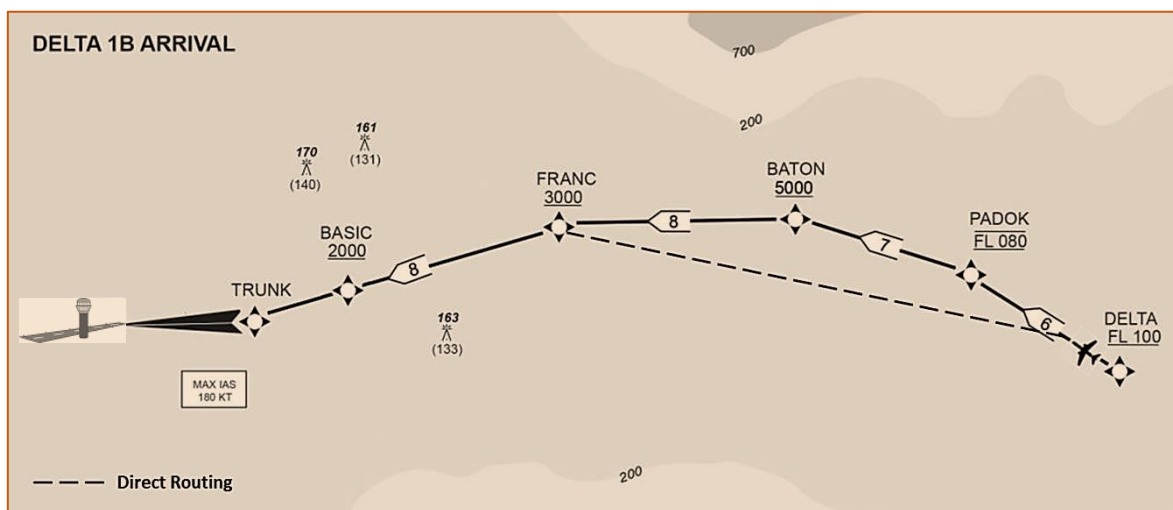
ATC ALK123 DESCEND VIA STAR 3000 FEET

Pilot DESCEND VIA STAR 3000 FEET ALK123

Pilot anticipated action - ALK123 will descend unrestricted to 4000 feet and is not required to meet the level and speed restrictions above 4000 feet.

Subsequently, ALK123 will descend to 3000 feet while complying with all the STAR restrictions at and after FRANC.

STAR EX 6: Proceeding direct to a point on STAR



Situation: ALK123 has previously been cleared to descend via STAR DELTA 1B to FL 080 and complying with the charted restrictions.

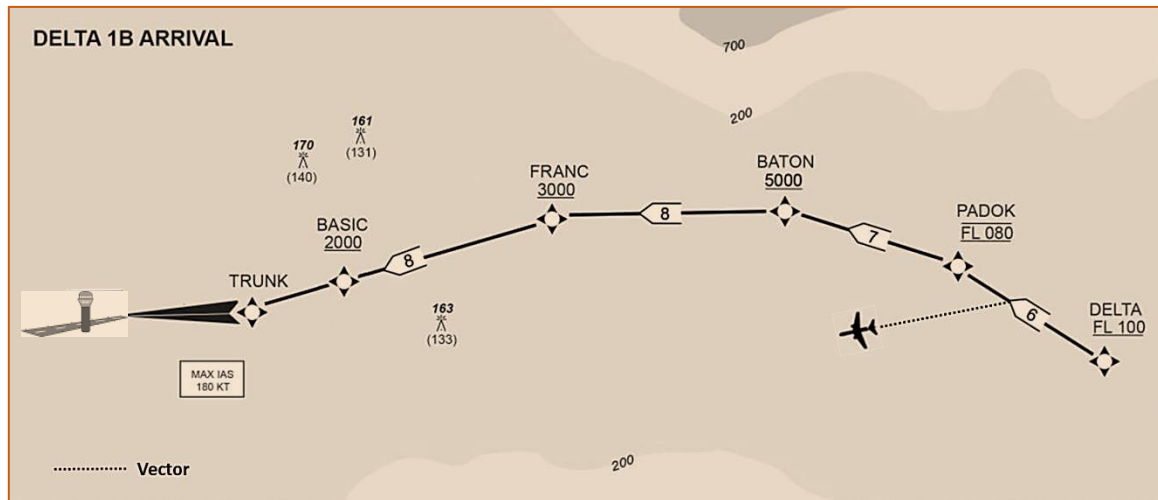
ATC clearance and pilot read back:

ATC ALK123 PROCEED DIRECT FRANC DESCEND 3000 FEET

Pilot PROCEED DIRECT FRANC DESCEND 3000 FEET ALK123

Pilot anticipated action - ALK123 will proceed direct to FRANC and descend to 3000 feet. ALK123 is not required to comply with the published level or speed restrictions at waypoints being bypassed. ALK123 must however comply with all published level and speed restrictions at and after FRANC.

STAR EX 7: Vector flight off a STAR



Situation: ALK123 has previously been cleared to descend via STAR DELTA 1B to FL 080 and ATC vectors ALK123 off the STAR. ATC intends that ALK123 will re-join the STAR.

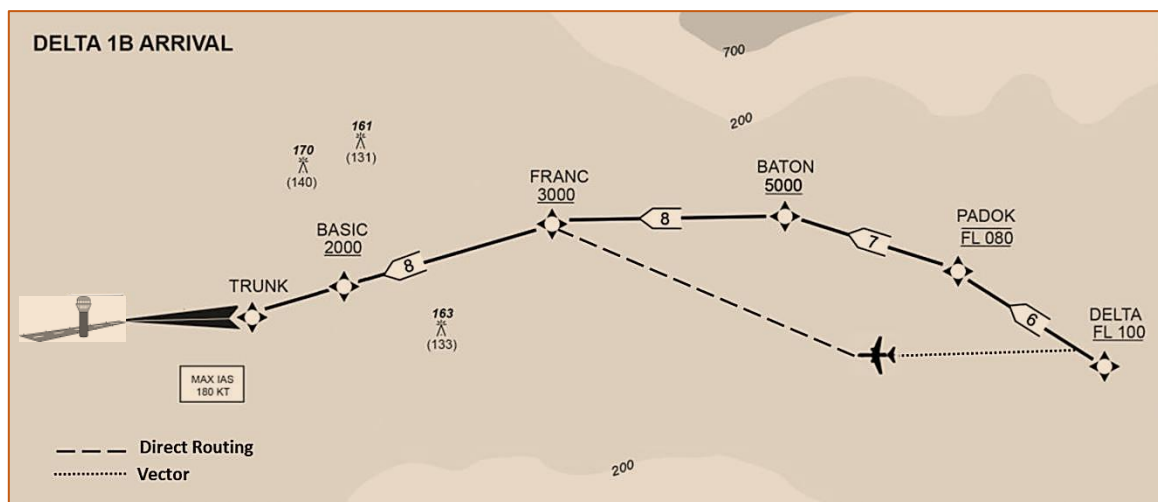
ATC clearance and pilot read back:

ATC ALK123 TURN LEFT HEADING 2-6-0 DUE TRAFFIC DESCEND 5000 FEET EXPECT TO RE-JOIN STAR AT FRANC

Pilot TURN LEFT HEADING 2-6-0 DESCEND 5000 FEET ALK123

Pilot anticipated action - ALK123 will turn left heading 260° and descend to 5000 feet. All the STAR restrictions are cancelled. The pilot will retain the STAR in the FMS for future re-join instructions.

STAR EX 8: STAR RE-JOIN instruction when prior notice has not been issued



Situation: ALK123 has previously been cleared to descend via STAR DELTA 1B to FL 080 and complying with the charted restrictions.

ATC clearance and pilot read back:

ATC ALK123 TURN LEFT HEADING 2-7-0 DUE TRAFFIC DESCEND 5000 FEET

Pilot TURN LEFT HEADING 2-7-0 DESCEND 5000 FEET ALK123

Pilot anticipated action - ALK123 will turn left heading 270° and descend to 5 000 feet. All the STAR restrictions are cancelled.

Subsequently...

Situation: ALK123 was vectored off the STAR and was not advised to expect to rejoin DELTA 1B Arrival. ALK123 is currently flying on heading 270° and descending to 5000 feet when ATC instructs ALK123 to rejoin STAR DELTA 1B at FRANC.

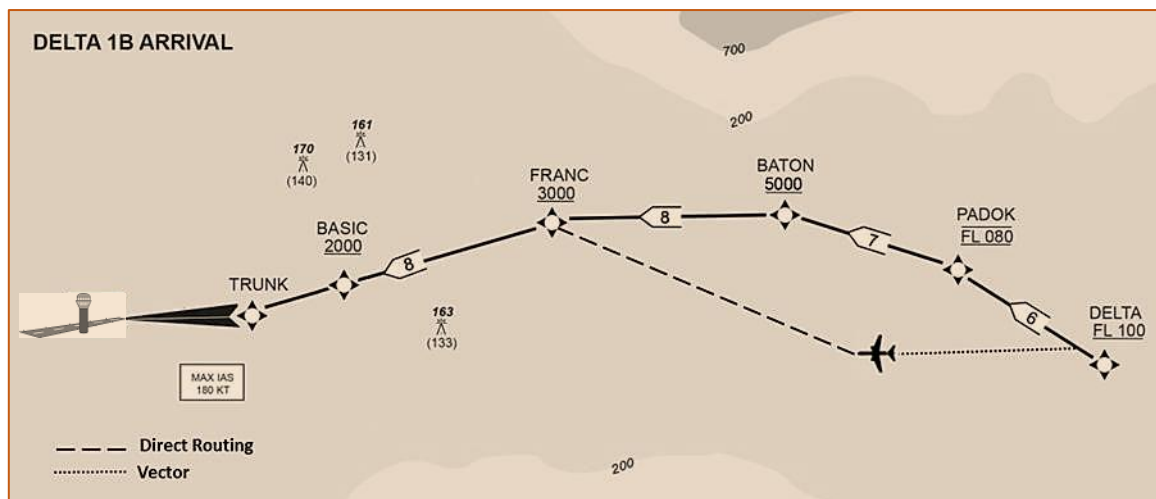
ATC clearance and pilot read back:

ATC ALK123 PROCEED DIRECT FRANC REJOIN DELTA 1B ARRIVAL DESCEND VIA STAR 2000 FEET

Pilot PROCEED DIRECT FRANC REJOIN DELTA 1B ARRIVAL DESCEND VIA STAR 2000 FEET ALK123

Pilot anticipated action - ALK123 will descend to 3000 feet, proceed direct to FRANC to REJOIN DELTA 1B Arrival and comply with the published level and speed restrictions at and after FRANC. Complying with the restrictions, ALK123 will descend to 2000 feet after FRANC.

STAR EX 9: STAR REJOIN instructions when prior notice has been issued



Situation: ALK123 has previously been cleared to descend via STAR DELTA 1B to FL 080 and complying with the charted restrictions.

ATC clearance and pilot read back:

ATC ALK123 DUE TRAFFIC TURN LEFT HEADING 2-7-0 DESCEND 5000 FEET. EXPECT TO REJOIN STAR

Pilot TURN LEFT HEADING 2-7-0 DESCEND 5000 FEET ALK123

Pilot anticipated action - ALK123 will turn left heading 270° and descend to 5000 feet. All the STAR restrictions are cancelled.

Subsequently...

Situation: ALK123 was vectored off the STAR, and was advised to expect to rejoin STAR. ALK123 is currently flying on heading 270° and descending to 5000 feet when ATC instructs ALK123 to rejoin STAR at FRANC.

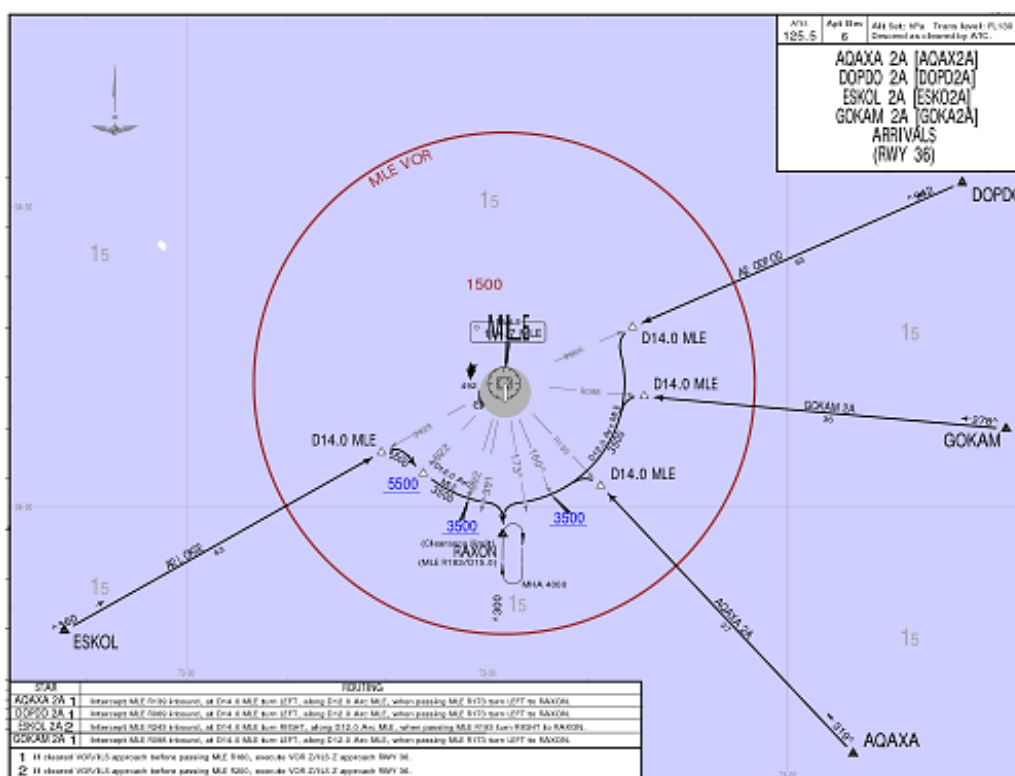
ATC clearance and pilot read back:

ATC ALK123 PROCEED DIRECT FRANC REJOIN STAR DESCEND VIA STAR 2000 FEET

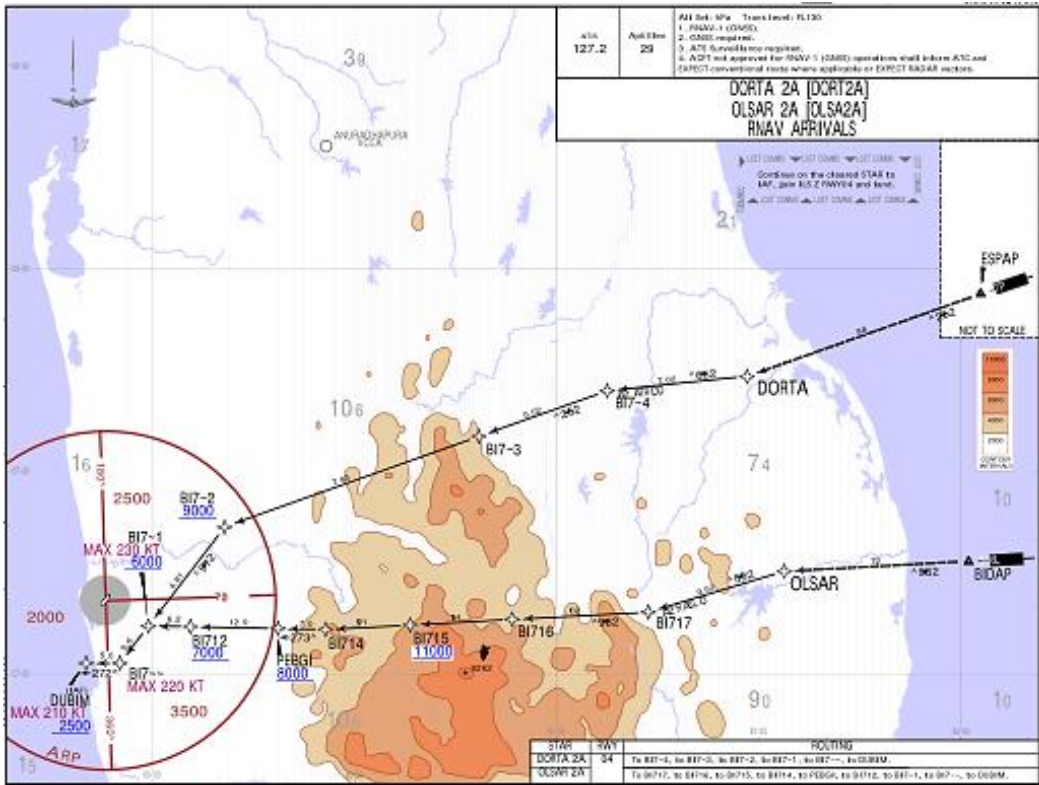
Pilot PROCEED DIRECT FRANC REJOIN STAR DESCEND VIA STAR 2000 FEET ALK123

Pilot anticipated action - ALK123 will descend to 3000 feet, proceed direct to FRANC to REJOIN STAR and comply with the published level and speed restrictions at and after FRANC. Complying with the restrictions, ALK123 will descend to 2000 feet after FRANC.

Sample of VRMM STAR

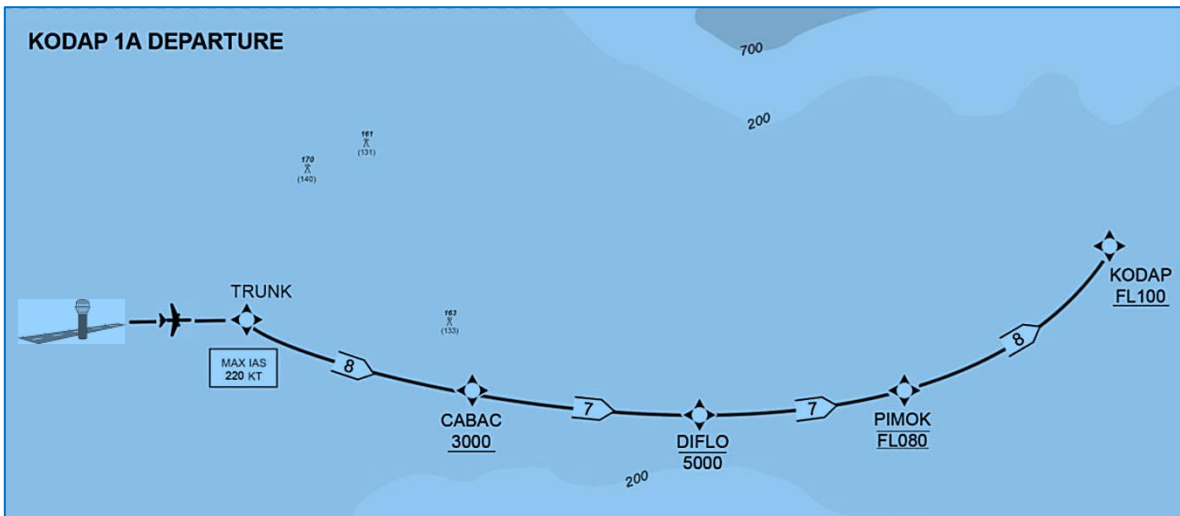


Sample of VCBI STAR



3 Clearances via a SID

SID EX 1: Climb on a SID with charted restrictions



Situation: ALK124 has been provided with ATC clearance and assigned SID KODAP 1A. ALK124 is airborne and climbing via SID to 5000 feet.

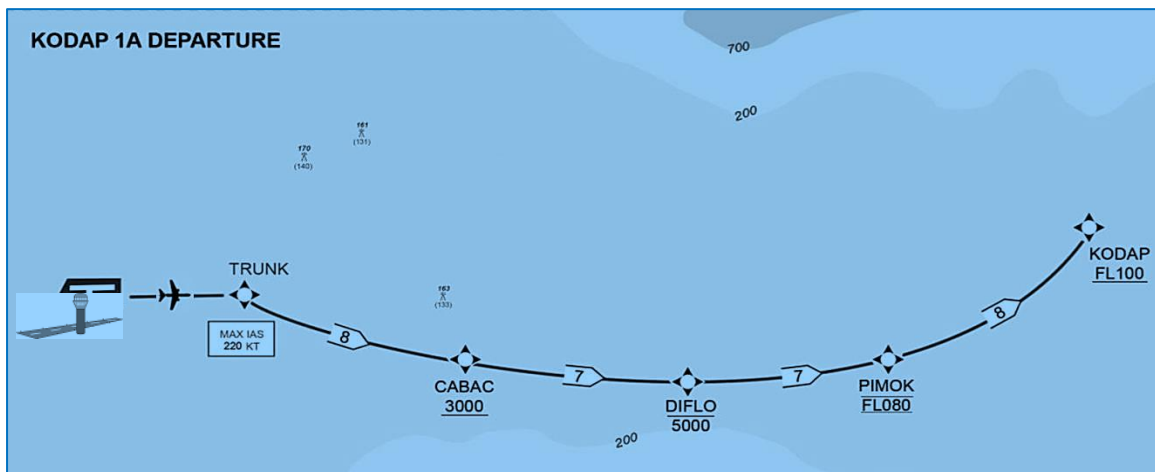
ATC clearance and pilot read back:

ATC ALK124 CLIMB VIA SID TO FL 100

Pilot CLIMB VIA SID TO FL 100 ALK124

Pilot anticipated action - ALK124 will climb to FL 100 and comply with all the published speed and level restrictions at or below FL 100.

SID EX 2: Cancellation of a speed restriction



Situation: ALK124 has been provided with ATC clearance and assigned SID KODAP 1A. ALK124 is airborne and climbing via SID to 5000 feet.

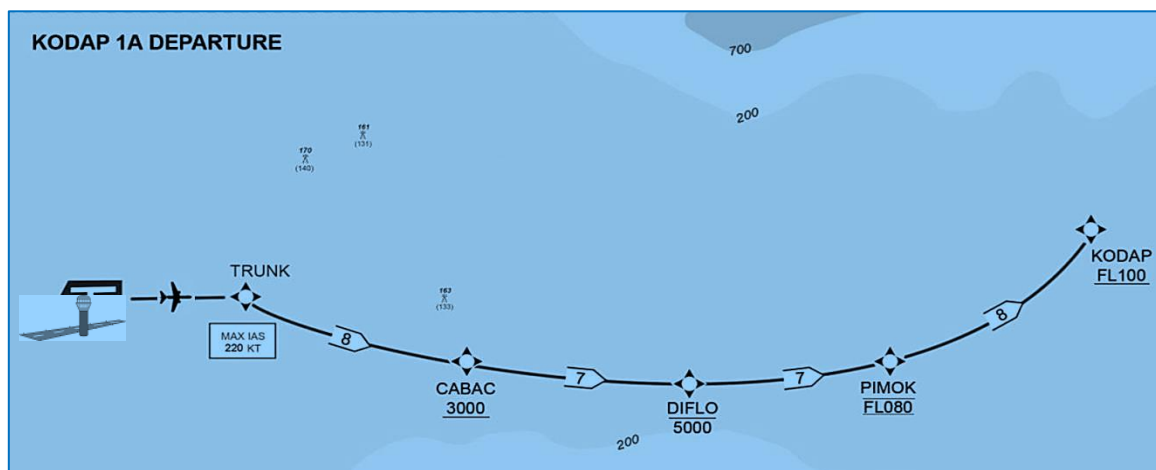
ATC clearance and pilot read back:

ATC ALK124 CLIMB VIA SID TO FL 080 CANCEL SPEED RESTRICTION AT TRUNK

Pilot CLIMB VIA SID TO FL 080 CANCEL SPEED RESTRICTION AT TRUNK ALK124

Pilot anticipated action - ALK124 will climb to FL 080 while complying with all the restrictions on the SID at or below FL 080, with the exception of the SPEED restriction at TRUNK.

SID EX 3: Cancellation of a level restriction



Situation: ALK124 has been provided with ATC clearance and assigned SID KODAP 1A. ALK124 is airborne and climbing via SID to 5000 feet.

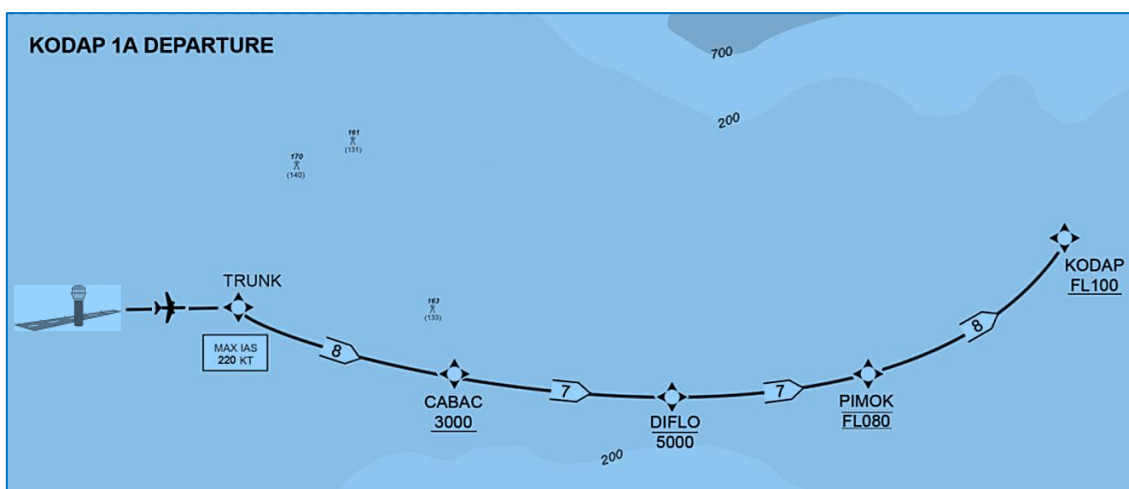
ATC clearance and pilot read back:

ATC ALK124 CLIMB VIA SID 7000 FT CANCEL LEVEL RESTRICTION AT DIFLO

Pilot CLIMB VIA SID 7000 FT CANCEL LEVEL RESTRICTION AT DIFLO ALK124

Pilot anticipated action - ALK124 will climb to 7000 feet and comply with all speed and level restrictions on the SID at or below 7000 feet, with the exception of the LEVEL restriction at DIFLO.

SID EX 4: Cancellation of all restrictions below the cleared level



Situation: ALK124 has been provided with ATC clearance and assigned SID KODAP 1A. ALK124 is airborne and climbing via SID to 5000 feet.

ATC clearance and pilot read back:

ATC ALK124 CLIMB UNRESTRICTED TO FL 070 or
ALK124 CLIMB TO FL 070 CANCEL LEVEL AND SPEED RESTRICTIONS

Pilot CLIMB UNRESTRICTED TO FL 070 ALK124 or
CLIMB TO FL 070 CANCEL LEVEL AND SPEED RESTRICTIONS ALK124

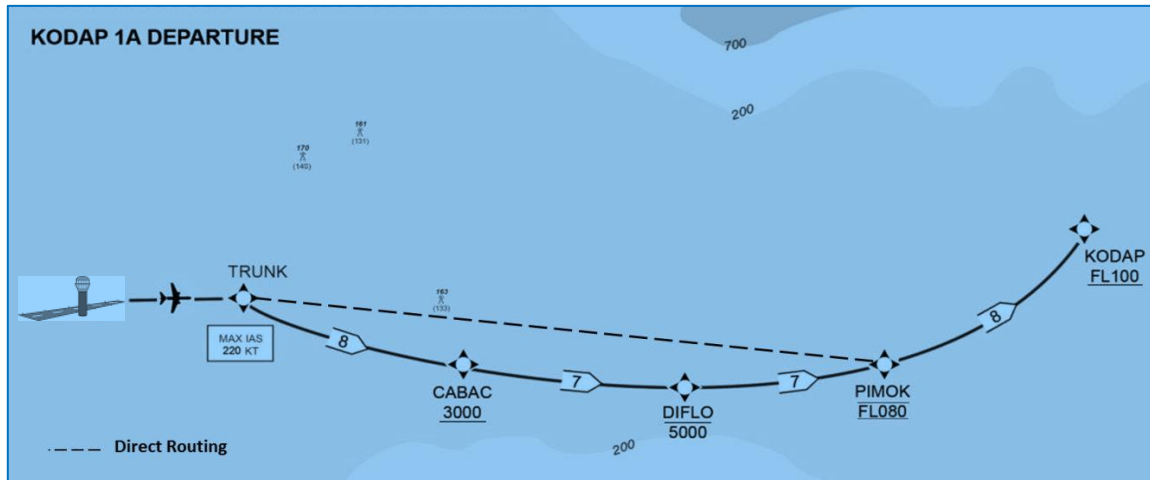
Subsequently...

ATC ALK124 CLIMB VIA SID TO FL 120

Pilot CLIMB VIA SID TO FL 120 ALK124

Pilot anticipated action - ALK124 will climb to FL 070 and is not required to meet the restrictions at FL 070 feet or below. Subsequently, ALK124 will climb to FL 120 and comply with all the published restrictions above FL 070.

SID EX 5: Proceeding direct to a point on SID



Situation: ALK124 has been provided with ATC clearance and assigned SID KODAP 1A. ALK124 is airborne and climbing via SID to 5000 feet.

ATC clearance and pilot read back:

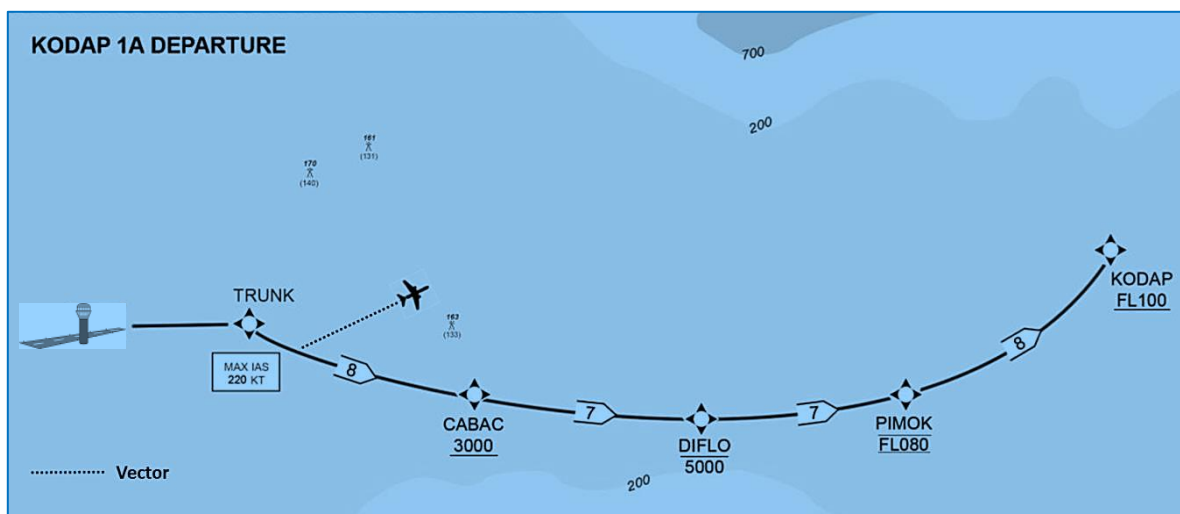
ATC ALK124 PROCEED DIRECT PIMOK CLIMB VIA SID TO FL 120

Pilot PROCEED DIRECT PIMOK CLIMB VIA SID TO FL 120 ALK124

Pilot anticipated action - ALK124 will proceed direct to PIMOK and climb to FL 120. ALK124 is not required to comply with the published level or speed restrictions at waypoints being by-passed.

ALK124 must however comply with all the published level and speed restrictions at and after PIMOK.

SID EX 6: Vector flight off a SID



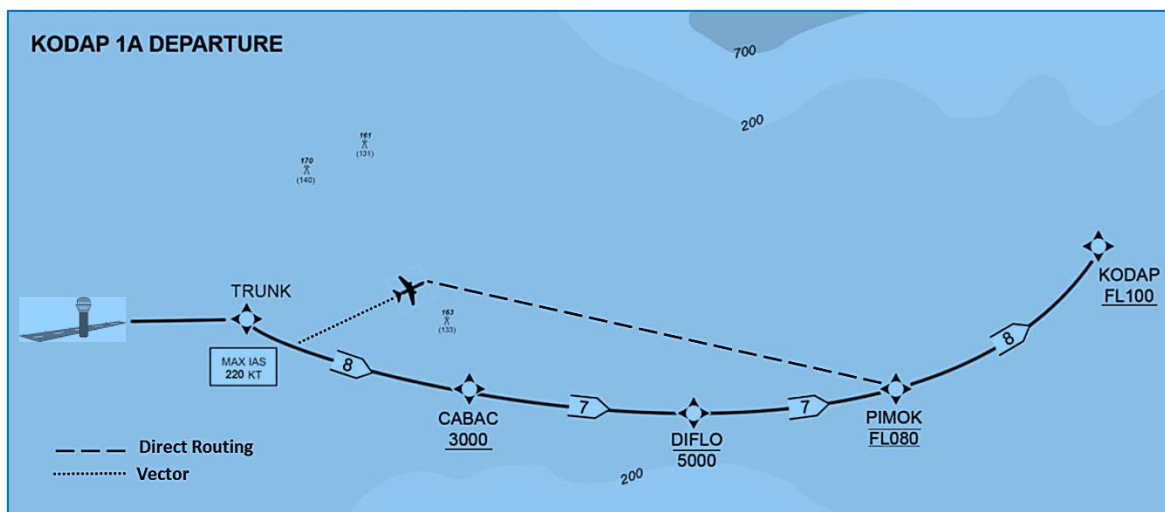
Situation: ALK124 has previously been cleared to climb via SID KODAP 1A to 5000 feet and ATC vectors ALK124 off the SID. ATC intends that ALK124 to rejoin the SID.

ATC clearance and pilot read back:

ATC ALK124 TURN LEFT HEADING 0-6-0 DUE TRAFFIC CLIMB TO FL 080 EXPECT TO REJOIN SID

Pilot TURN LEFT HEADING 0-6-0 CLIMB TO FL 080 ALK124

Pilot anticipated action - ALK124 will turn left heading 060° and climb to FL 080. All SID restrictions are cancelled. The pilot will retain the SID in the FMS for later rejoin instructions.

SID EX 7: SID REJOIN instructions when prior notice has not been issued

Situation: ALK124 has been provided with ATC clearance and assigned SID KODAP 1A. ALK124 is airborne and climbing via SID to 5000 feet.

ATC clearance and pilot read back:

ATC ALK124 TURN LEFT HEADING 0-6-0 DUE TRAFFIC CLIMB TO FL 080

Pilot TURN LEFT HEADING 0-6-0 CLIMB TO FL 080 ALK124

Pilot anticipated action - ALK124 will turn left heading 060° and climb to FL 080. All SID restrictions are cancelled.

Subsequently...

Situation: ALK124 was vectored off the SID and was not advised to expect to rejoin SID KODAP 1A. ALK124 is flying on heading 060° and climbing to FL 080 when ATC instructs ALK124 to rejoin SID KODAP 1A at PIMOK.

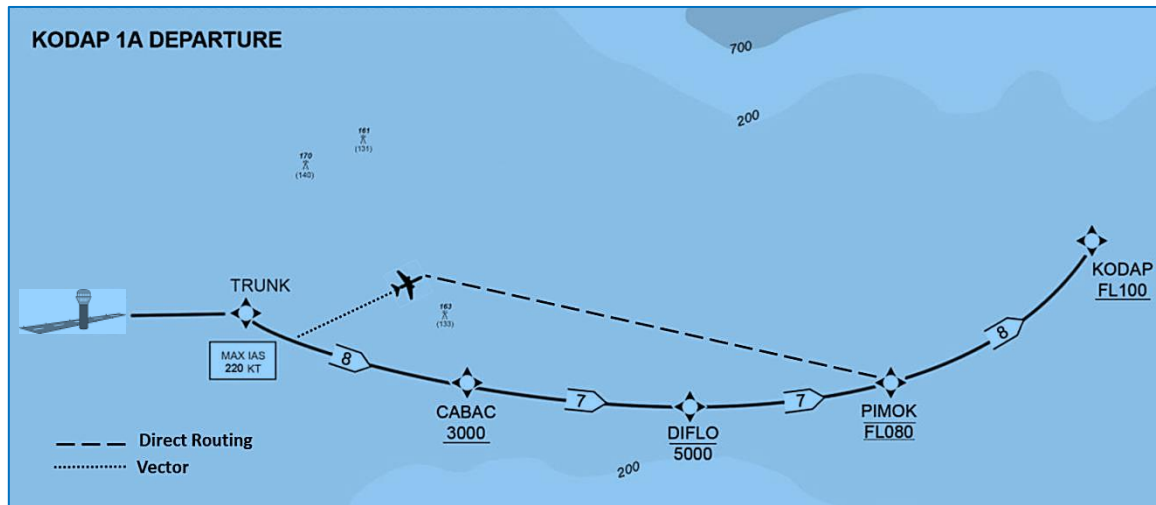
ATC clearance and pilot read back:

ATC ALK124 PROCEED DIRECT PIMOK REJOIN KODAP 1A DEPARTURE CLIMB VIA SID TO FL 120

Pilot PROCEED DIRECT PIMOK REJOIN KODAP 1A DEPARTURE CLIMB VIA SID TO FL 120, ALK124

Pilot anticipated action - ALK124 will climb to FL 080, proceed direct to PIMOK to REJOIN KODAP 1A DEPARTURE and comply with all published level and speed restrictions at and after PIMOK. Complying with the restrictions, ALK124 will climb to FL 120 after PIMOK.

SID EX 8: SID REJOIN instructions when prior notice has been issued



Situation: ALK124 has been provided with ATC clearance and assigned SID KODAP 1A. ALK124 is airborne and climbing via SID to 5000 feet.

ATC clearance and pilot read back:

ATC ALK124 TURN LEFT HEADING 0-6-0 DUE TRAFFIC CLIMB TO FL 080 EXPECT REJOIN SID

Pilot TURN LEFT HEADING 0-6-0 CLIMB TO FL 080, ALK124

Pilot anticipated action - ALK124 will turn left heading 060° and climb to FL 080. All SID restrictions are cancelled. ALK124 expects to rejoin the SID when advised.

Subsequently...

Situation: ALK124 was vectored off the SID and was advised to expect to rejoin SID. ALK124 is flying on 060° and climbing to FL 080 when ATC instructs ALK124 to rejoin SID at PIMOK.

ATC clearance and pilot read back:

ATC ALK124 PROCEED DIRECT PIMOK REJOIN SID CLIMB VIA SID TO FL 120

Pilot PROCEED DIRECT PIMOK REJOIN SID CLIMB VIA SID TO FL 120 ALK124

Pilot anticipated action - ALK124 will climb to FL 080, proceed direct to PIMOK to REJOIN SID and comply with all published level and speed restrictions at and after PIMOK. Complying with the restrictions, ALK124 will climb to FL 120 after PIMOK.

SID	ROUTING
A 4C	MM020 - MM021 - MM023 - ATISA.
E 4C	MM020 - MM022 (5500') - ESKOL.
G 4C	MM020 - MM021 - GOKAM.
Q 4C	MM020 - MM021 - AQAXA.

Trans alt: 11000
 1. RNAV-1 (GNSS).
 2. GNSS required.
 3. ATS Surveillance required.
 4. ACFT not approved for RNAV-1 (GNSS) operations shall inform ATC and EXPECT conventional route where applicable or EXPECT RADAR vectors.

Apr Elev 29

DUDAL 2D [DUDA2D]
 RUPOK 2D [RUP2D]
 RNAV DEPARTURES

500 but not before DER

2000 2500 3000 3500 4000 4500 5000 5500 6000 6500 7000 7500 8000 8500 9000 9500 10000

106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 940 941 942 943 944 945 946 947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999 1000

106 10

Ground SID Situation:



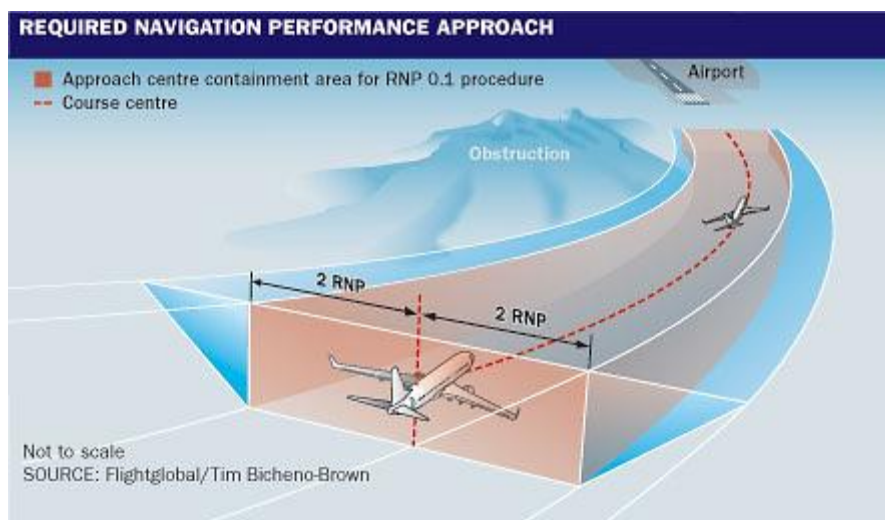
ATC clearance and pilot read back:

ATC ALK101 CLEARED TO VRMM, FLIGHT PLANNED ROUTE, DEPART RUNWAY 22, CLIMB VIA XXX DEPARTURE INITIALLY 5000 FEET, SQUAWK (CODE), WHEN AIRBORNE CONTACT DEPARTURE ON 132.40

Pilot ALK101 CLEARED TO VRMM, FLIGHT PLANNED ROUTE, DEPART RUNWAY 22, CLIMB VIA XXX DEPARTURE INITIALLY 5000 FEET, SQUAWK (CODE), WHEN AIRBORNE CONTACT DEPARTURE ON 132.40

Pilot anticipated action - ALK101 will plan to depart from Runway 22 and climb to 5000 FEET while respecting all the charted restrictions at or below 5000 FEET on the XXX SID.

What is the difference between RNAV and RNP?



- An **RNAV (Area Navigation)** procedure is one that requires aircraft to have an RNAV system in order to fly it. It has capability to fly any desired flight path, defined by waypoints such as geographic fixes (LAT/LONG) and not necessarily by ground nav aids.
- **RNP (Required Navigation Performance)** adds specific performance standards onto RNAV system. It defines several levels of performance that are applied to specific airspace and operations. RNP requires on-board navigation performance monitoring and alerting capability to ensure that the aircraft stays within a specific containment area.
- RNP is a part of **Performance Based Navigation (PBN)** which adds to the same RNAV accuracy standards, a level of system monitoring and alerting. RNAV 1 and RNP 1 both say aircraft has a 0.95 probability of staying within 1 nm of course. RNP will alert when the probability of aircraft staying within 2nm of that position goes below 0.99999.

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