



## RECOMMENDED PRACTICE WHEN FLYING A STAR OR SID

If you have any concerns about your ability to meet height or speed requirements when flying a STAR or SID, advise air traffic control (ATC) immediately. This will allow ATC to adjust their planning and take this into account. Remember, you still need ATC approval to operate outside of your issued clearance.

## DOES A CLEARANCE FOR VISUAL APPROACH CANCEL MY STAR TRACKING?

NO. If ATC want you to deviate from the tracking published on the STAR they will say **"CANCEL STAR**, (instructions e.g.: track direct LEFT BASE RUNWAY 14), CLEARED VISUAL APPROACH."

If you do not receive the **"CANCEL STAR"** instruction you must continue to track in accordance with the STAR tracking.

In relation to STARs, there are several key elements of AIP ENR 1.1, 12.8 highlighted which must be followed.

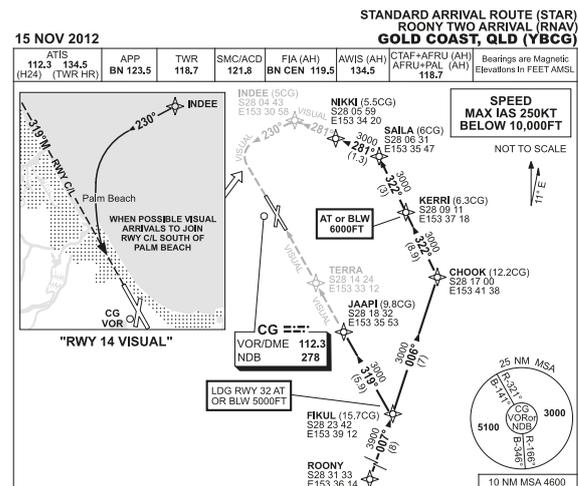
## TRACKING REQUIREMENTS

Tracking requirements for a visual approach include the following:

- a. a pilot in command must maintain track/heading on the route progressively authorised by ATC **until**:
  1. by day within 5 NM of the aerodrome
  2. by night
    - for an IFR flight, within the prescribed circling area
    - for a VFR flight, within 3 NM of the aerodrome
    - the aerodrome is in sight.
- b. **from this position** the circuit must be joined as directed **by ATC** for an approach to the nominated runway.

The phrase 'as directed by ATC' means the tracking requirements as explained on the STAR are still to be followed.

In the below scenario for example, if you are on the ROONY STAR for runway 14 at the Gold Coast and are given "CLEARED VISUAL APPROACH" at NIKKI, you must still track 281° to INDEE then 230° to join runway centreline south of Palm Beach. Any tracking outside of this must be approved by ATC.



Further information can be found in:

- AIP ENR 1.1, 19.7 - Deviation from track
- AIP ENR 1.1, 12.8.4 - Tracking requirements
- AIP ENR 1.5, 10 - Standard arrival routes

## FOR MORE INFORMATION

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