



SAFETY NET STANDARD INSTRUMENT ARRIVALS (STARS)

Deviation from Standard Instrument Arrivals (STARs) either vertically or laterally can affect the safety and efficiency of a flight. This Safety Net explains the relationship between STARs, Standard Instrument Departures (SIDs) and common areas of confusion.

Standard Instrument Arrivals (STARs) and Standard Instrument Departures (SIDs) enable the safe and efficient processing of instrument flight rules (IFR) aircraft to and from airports. STARs are designed to fulfill noise abatement requirements, airspace segregation, maximum traffic handling capacity and to reduce pilot/controller workload and air/ground communications. They also provide assured tracking and stabilised approaches by allowing controllers and crews to base aircraft separation and profile on published tracks.

SOME COMMON AREAS OF CONFUSION AND CONCERN RELATING TO STARS INCLUDE:

- aircraft not meeting the altitude requirements published on STARs
- aircraft not following the tracking requirements published on the STAR
- aircraft deviating from their STAR track after they have been cleared for a visual approach.

WHY ARE ALTITUDE REQUIREMENTS IMPORTANT ON A STAR?

Not meeting the altitude requirements specified on the STAR can impact:

- your approach
- approaches by other aircraft
- aircraft departures
- separation with other aircraft

Below is an example of the relationship between inbound and outbound aircraft in Brisbane.

The STAR requirement to be at or below 7000 FT is directly related to the SID requirement to be at or above 8000 FT. Any deviation by aircraft on the STAR or SID will affect aircraft on the other procedure.



RECOMMENDED PRACTICE WHEN FLYING A STAR OR SID

If you have any concerns about your ability to meet altitude or speed requirements when flying a STAR or SID, advise air traffic control (ATC) immediately. 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 which must be followed.

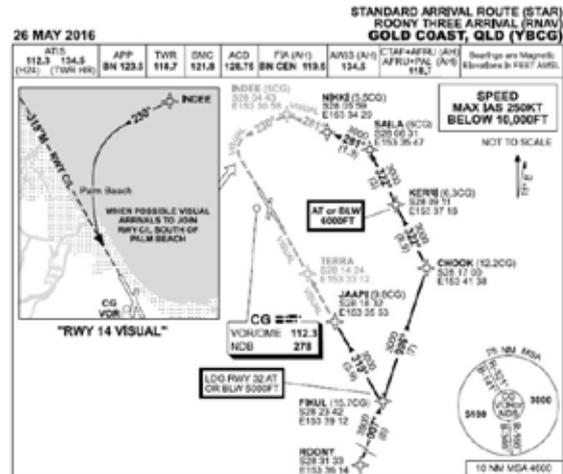
TRACKING REQUIREMENTS

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 must still be followed.

In the scenario below 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, 12.8.4 - Tracking requirements
- AIP ENR 1.1, 19.7 - Deviation from Route or Track
- AIP ENR 1.5, 10 - Standard arrival routes

FOR MORE INFORMATION

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