

Safety Bulletin

3 JULY 2012

Standard arrival routes (STARs) and Visual Approach

Airservices has identified through its reporting system a growing trend of aircraft deviating from their cleared standard arrival route (STAR) once cleared for a visual approach. AIP states the following in reference to STARs and visual approaches:

ENR 1.5- 44

10.1.5 STARs are designed to terminate:

- a. at a fix for an instrument approach; or
- b. a fix for a visual approach; or
- c. by initiation of vectoring to the final approach course.

ENR 1.5 – 45

10.2.4 Instrument and visual termination procedures for specified runways may be published on STAR charts.

ENR 1.1 – 25

12.8.4 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 5NM of the aerodrome; or

(2) by night,

-- for an IFR flight, within the prescribed circling area; or

-- for a VFR flight, within 3NM of the aerodrome; and

-- 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.

When an aircraft is issued a visual STAR, or a STAR with visual segment, the STAR clearance actions ENR 1.1 – 25 point b. above.

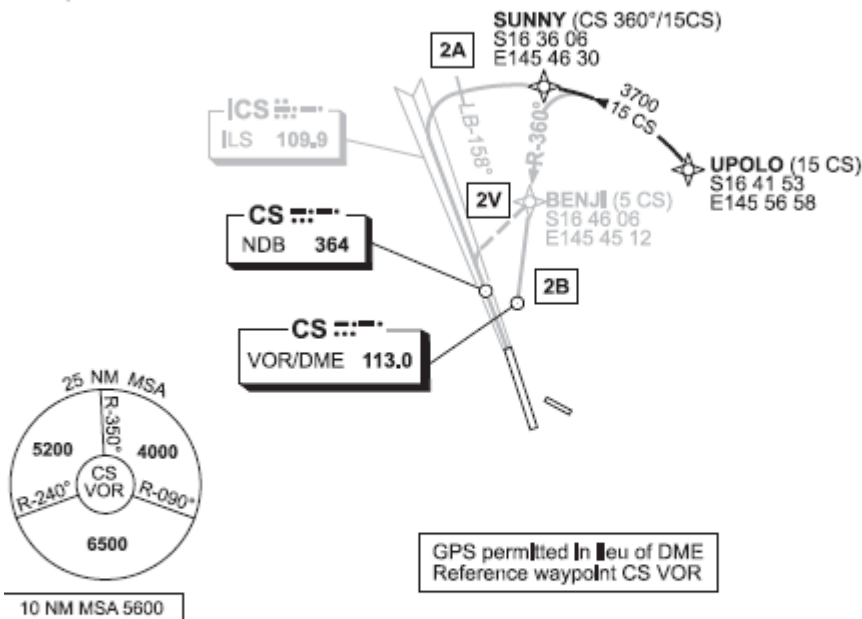
An example of this is the UPOLO STAR , where the fix for a visual approach is BENJI and the “as directed by ATC for an approach to the nominated runway” is as per the arrival instruction of “thence track via the Creek Corridor”.

E.g. If cleared to Cairns on the UPOLO TWO VICTOR arrival and cleared for a visual approach prior to SUNNY you must still continue tracking via SUNNY, the Cairns 360 radial to BENJI thence via the creek corridor as described in Cairns NAP.

NOT TO SCALE



**SPEED
MAX IAS 250KT
BELOW 10,000FT**



ARRIVAL:

UPOLO TWO

- Track via CS 15 DME arc to SUNNY for ILS or LOC RWY 15; then:

RWY 15 ALPHA: From SUNNY, track via CS 15 DME arc for ILS or LOC RWY 15

RWY 15 BRAVO: From SUNNY, track via CS-R360° for VOR-A

RWY 15 VICTOR: From SUNNY, intercept CS R-360° VISUAL to BENJI thence track via "Creek Corridor" (Calms NAP refers).

STARs are designed to satisfy the requirements of noise abatement procedures, airspace segregation, maximum traffic handling capacity and reduction in pilot/controller workload and air/ground communications. They also provide assured tracking and stabilised approaches by allowing controllers and crews to base separation and profile on published tracks.

In summary the clearance for visual approach is a level assignment and does not alter the tracking requirements of the previously issued STAR clearance.

For further information:

- AIP ENR 1.1 Para 19.7 – Deviation from Track
- AIP ENR 1.1 Para 12.8.4 – Tracking Requirements
- AIP ENR 1.5-44 10.1.5 – Standard Arrival Routes
- AIP ENR 1.5 – 45 10.2.4 – STAR termination

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