

Safety Bulletin

Standard Terminal Area Arrival Speeds

23 JANUARY 2015

Standard Terminal Area Arrival Speeds (STAAS) were introduced to improve safety and efficiency by bringing more predictability to arrival sequences at Brisbane, Sydney, Melbourne and Perth airports. Although the implementation of STAAS has been successful, reports indicate that not all flights are complying, resulting in additional air traffic control (ATC) workload, aircraft go-arounds, and losses of separation or separation assurance.

STAAS procedures and exceptions are detailed in **AIP ENR 1.5, 11**, but in general terms the following speeds are to be flown by performance category B, C or D fixed-wing aircraft into participating airports. These speeds will be published on the relevant STAR/IAL charts.

STAAS are summarised below:



- maintain required speed up until the aircraft must slow down to reach the next speed by the specified point
- distances apply from touchdown as depicted on the STAR or otherwise derived by FMS
- check AIP for advice on FMS coding and charting of speed requirements
- these speeds apply for ATC separation and sequencing purposes and are to be flown as accurately as possible.

Safety occurrence reports

The following safety occurrence reports relate to non-compliance with STAAS:

- an RPT, jet aircraft was conducting an NDB approach to RWY 16 at Melbourne. When queried about the speed that would be flown on final, the pilot advised 140 KT. STAAS requires a minimum of 160 KT at BOL with reduction to 150 KT at 5 NM. The pilot had not asked for a cancellation of the speed restrictions
- a heavy, RPT jet aircraft inbound to Melbourne reduced to 210 KT at LIZZI, creating a rapid rate of closure by the following medium wake turbulence category aircraft. The pilot did not advise ATC of a requirement to slow below STAAS. Normal STAAS requirement is 250 KT to MAITE then 230 KT after MAITE
- An RPT, jet aircraft was observed on final from 8 NM to touchdown with a ground speed of 120 KT. The following aircraft was taken off final to re-sequence due to the leading aircraft's non-compliance with STAAS on final. The pilot did not notify ATC of a requirement to slow below STAAS

- An RPT, turboprop aircraft was on left base for RWY 34L at Sydney while independent visual approaches were in use. In addition to misinterpreting the heading provided by ATC to intercept the final approach path, the aircraft was approximately 55 KT above the maximum STAAS. The aircraft did not intercept final and continued through the final approach path of the adjacent runway, leading to a loss of separation with another aircraft on base for the parallel runway.

Summary

Pilots not complying with STAAS has resulted in unnecessary traffic sequencing actions, aircraft go-arounds and reduced safety margins. It is important that pilots operating into STAAS ports understand and comply with the STAAS procedures.

If you are unable to comply with the STAAS, advise ATC as soon as possible and no later than at receipt of your STAR clearance. If no STAR is issued, advise ATC prior to descent.

Further information

For further information, please contact Airservices Safety Liaison:
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