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# ADVISORY CIRCULAR

## DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

**SUBJECT:** STANDARD TERMINAL ARRIVAL ROUTES

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1. **PURPOSE.** This circular describes a program for establishment and use of standard terminal arrival routes (STARs).
2. **REFERENCE.** Airman's Information Manual.
3. **DEFINITION.** STAR--A preplanned coded air traffic control IFR arrival clearance routing, preprinted for pilot use in graphic and textual or in textual form only. The textual portion of a STAR, when issued by coded name in an ATC clearance, constitutes the route or portion of the route to be flown.
4. **DISCUSSION.**
  - a. Constant increase in the amount of air traffic and the resultant increased pilot-controller workload and congestion of communications frequencies dictate the need for application of means by which workload and frequency congestion can be reduced. One means of accomplishment is ATC assignment and pilot use of STARs.
  - b. Frequently, the route of flight for aircraft transitioning from the en route phase to the terminal phase of IFR flight must be described in an ATC clearance in considerable detail. This results in a lengthy and time-consuming radio transmission. These routings are frequently repeated for successive aircraft operating along regularly used routes leading to major terminal areas. Coding of the routes and their use by controllers and pilots can result in a reduction of the words required in a typical clearance from twenty to thirty or more to as few as three or four. Workload, communications congestion, and the possibility of transmission/reception error can be reduced by use of STARs.

- (1) A typical clearance containing detailed routing from the Lakeland VORTAC to the Chester intersection/DME fix would be:  
(Identification) CLEARED TO THE CHESTER INTERSECTION, LAKELAND, DIRECT FORT MYERS THENCE VIA THE BISCAYNE BAY THREE ZERO ONE RADIAL TO CHESTER, CROSS/DESCEND/MAINTAIN (altitude).
- (2) The same ATC clearance, using a STAR, would be:  
(Identification) CLEARED FOR LAKELAND ONE ARRIVAL, CROSS/DESCEND/MAINTAIN (altitude).

5. PUBLICATION. STAR data is published in the National Flight Data Digest for use by nongovernment charting organizations. Additionally, until such time as agency charting is accomplished, the name and full text of each STAR will be carried in the Airman's Information Manual.

6. APPLICATION.

- a. ATC.
  - (1) An IFR clearance containing a STAR may be issued to scheduled air carrier aircraft whenever deemed appropriate by ATC.
  - (2) An IFR clearance containing a STAR may be issued by ATC to other civil aircraft only when requested by the pilot.
- b. Pilot.
  - (1) Use of a STAR by any pilot requires that he have a preprinted textual description of the clearance routing in his possession.
  - (2) Pilots of scheduled air carrier aircraft need not request use of STARs.
  - (3) Pilots of civil aircraft (other than scheduled air carrier) may request use of STARs by including "STAR" in the remarks section of their filed IFR flight plan. An alternative but less desirable method by which pilots may advise ATC that they will accept a STAR routing clearance is to verbally state "HAVE STARS" upon first contact with the air route traffic control center within whose area the destination airport is located.
  - (4) It is the responsibility of each pilot to accept or reject any clearance issued.

7. **FUTURE ACTION.** After this program has been in effect for a reasonable period, coordination will be effected to determine the feasibility of applying these procedures to all users on a full-time basis.



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