

File

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ADVISORY CIRCULAR

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

SUBJECT: STANDARD INSTRUMENT DEPARTURE/ARRIVAL PROCEDURES

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1. PURPOSE. This circular describes the revised and combined Standard Instrument Departure (SID) and Standard Terminal Arrival Route (STAR) program.

 2. CANCELLATION. AC 90-41, Standard Terminal Arrival Routes, is cancelled.

 3. BACKGROUND.
 - a. Airman's Information Manual
 - b. U. S. Government Standard Instrument Departure (SID) Publications - Eastern and Western United States.

 4. DEFINITIONS.
 - a. SID. A preplanned coded air traffic control IFR departure routing, printed for pilot use in graphic and textual or textual form only.
 - b. STAR. A preplanned coded air traffic control IFR arrival routing printed for pilot use in graphic and textual or textual form only.

 5. DISCUSSION.
 - a. Past actions to reduce pilot/controller workload and congestion of communication frequencies include the current SID and STAR programs. The SID program, in effect since 1954, and the STAR program, implemented in 1968, have both proven beneficial toward that end. They provide the means for reduction of the often lengthy communications necessary to describe the routes for IFR departure from an airport and transition from the en route to the terminal phase of IFR flight. Also, the resultant clearance simplification can reduce the possibility of transmission/reception error.
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- b. SIDs may be implemented for departure routes from any airport. STARs may be implemented and applied to the preinstrument approach phase of flight. They are planned on a location basis rather than an individual user basis. Each is limited in numbers to those required to meet operational needs.
- c. Pilot use of SIDs/STARs was not restricted by past program requirements. However, use of the procedures by air traffic control (ATC) was restricted to aircraft who, through group representatives, had indicated a desire to use them and to those individual aircraft whose pilots indicated desired use.
- d. Expansion of the SID and STAR programs to provide for application to any aircraft operating IFR from or to an airport where either or both types of procedures are in effect was a planned phase of each original program. It has been determined that such expansion is feasible and that expanded pilot/ATC system benefits can be derived. Benefits in the form of reduced communications are demonstrated in the following example departure and arrival clearances.

(1) A typical departure clearance would be:

" AFTER TAKEOFF CLIMB VIA OAKLAND TWO EIGHT EIGHT RADIAL TO THREE THOUSAND, CROSS OAKLAND TWO EIGHT EIGHT FOUR MILE DME FIX AT OR BELOW THREE THOUSAND, TURN RIGHT HEADING ZERO SIX ZERO, INTERCEPT AND PROCEED VIA THE OAKLAND ZERO TWO TWO RADIAL TO COLLEGE INTERSECTION, CROSS COLLEGE AT OR ABOVE FIVE THOUSAND, THENCE VIA THE OAKLAND ZERO TWO TWO RADIAL AND SACRAMENTO ONE NINER FIVE RADIAL TO SACRAMENTO"

Using a SID, the departure clearance issued by ATC would be:

" COLLEGE TWO DEPARTURE, SACRAMENTO TRANSITION"

(2) A typical detailed preinstrument approach arrival route clearance would be:

" FROM OVER THE POINT REYES VORTAC VIA THE POINT REYES ONE FOUR FOUR RADIAL TO HALF MOON BAY INTERSECTION THENCE VIA THE WOODSIDE TWO FIVE FOUR RADIAL TO WOODSIDE, EXPECT RADAR VECTORS TO ILS RUNWAY TWO EIGHT LOCALIZER"

Using a STAR, the same clearance would be:

" POINT REYES ONE ARRIVAL"

6. PUBLICATION.

- a. SID data are published in the National Flight Data Digest for use by charting organizations. Lists of locations within the conterminous 48 states with established SIDs/STARs are published in Part 3 of the AIM. Agency publication of SIDs in textual and graphic form is in U. S. Government Eastern, Western and Alaska SID booklets and in the Pacific Chart Supplement. When an urgent need exists, interim publication of SIDs may be accomplished in Part 3 of the AIM, the Alaska Supplement and Special Notices to the Pacific Chart Supplement.
- b. STAR data are published in the National Flight Data Digest for use by charting organizations. Additionally, until such time that agency charting is accomplished, the name and full text of each STAR within the conterminous 48 states will be carried in Part 3 of the AIM. Charting of STARs in the same or similar manner used for SIDs is planned.
- c. SID/STAR computer identification codes are published for use in ARTCC computer systems. These codes may be transmitted on-line to a Center computer by offices such as FSSs and military/air carrier flight operations.

7. APPLICATION.

- a. ATC. An IFR clearance containing a SID or a STAR may be issued by ATC whenever appropriate.
- b. Pilot.
 - (1) A SID/STAR, when a part of a filed flight plan and issued as a clearance, i.e., "CLEARED AS FILED," or when assigned by ATC and accepted by a pilot, constitutes the ATC clearance or a portion thereof and pilots are expected to comply with all provisions of the SID/STAR unless otherwise authorized by ATC.
 - (2) Use of a SID or STAR by any pilot requires that he have in his possession at least a textual description of the approved effective procedure. The textual description of each procedure, when issued in an ATC clearance by name, and accepted by the pilot constitutes the ATC clearance or portion thereof.
 - (3) It is the responsibility of each pilot to accept or reject any issued clearance, including one consisting of a SID or STAR.
 - (4) Civil pilots who for any reason do not wish SIDs/STARs applied in an ATC clearance may so indicate by including in the remarks section of their flight plan "NO SID/STAR" as appropriate.

- (5) An alternative but less desirable method by which pilots may advise ATC that they do not have or do not wish to use SIDs/STARS is to verbally state "NO SIDs"/"NO STARS," as appropriate, when requesting IFR departure clearance or upon first contact with the air route traffic control center within whose area the destination airport is located.
- (6) Until such time that military publication and distribution of STARS to military pilots is accomplished, ATC will not issue a clearance containing a STAR to a military aircraft unless specifically requested by the pilot. Request may be made by inclusion of "STAR" in the remarks section of the flight plan or the less desirable method of verbally requesting use of a STAR upon first contact with the air route traffic control center within whose area the destination airport is located.

William M. Flener

WILLIAM M. FLENER

Director, Air Traffic Service

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DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
Washington, D.C. 20500

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