

FEDERAL AVIATION ADMINISTRATION AIR TRAFFIC BASICS | Lesson 19: SIDs and STARs

ALL LESSONS FRAME: 1

## SIDs and STARs

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Air traffic in the vicinity of airports naturally becomes congested.

LEARN MORE

Much like for automobile traffic, specialized procedures have been developed to organize and expedite the flow of aircraft into and out of Terminal areas. These complicated and intricate procedures have been encoded on:

- Standard Instrument Departure (SID) Charts
- Standard Terminal Arrival (STAR) Charts

U.S. Terminal Procedures Publications provide the IFR pilot with safe and expeditious transitions between the Terminal and En Route environments. They contain:

1. Departure procedures that guide aircraft from takeoff to the En Route phase of flight (SIDs)
2. Arrival procedures which provide an orderly arrival leading to the approach phase (STARs)
3. The approach which leads the aircraft to the landing runway (IAPs)

Each one of these enables the controller to provide one concise, coded clearance that conveys several intricate and critical pieces of information to the pilot.



## Purpose

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This lesson will introduce you to Standard Instrument Departures (SIDs) and Standard Terminal Arrivals (STARs) which are used by pilots when flying on an IFR flight plan.



## Lesson Objectives

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In this lesson, you will identify the purpose, types, contents, and specific items and information of:

1. SIDs
2. STARs

You will meet the objectives in accordance with the following references:

- FAA Order JO 7110.65, Air Traffic Control
- Aeronautical Information Manual (AIM)
- FAA-H-8083-15, Instrument Flying Handbook
- U.S. Terminal Procedures Publication



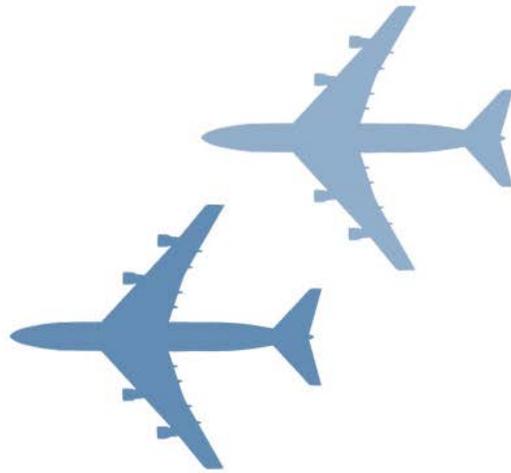


# General Disclaimer

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All graphics in this lesson are for illustration/training purposes only and may not reflect current procedures.





# Overview

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Standard Instrument Departures (SIDs) are ATC procedures used at busier airports to simplify clearance delivery, expedite traffic flow, and reduce pilot/controller workload.

- The SID provides a standard route between the take off and the en route operations.

A Standard Terminal Arrival (STAR) is designed to expedite ATC arrival procedures by simplifying clearance delivery and facilitating the transition between en route and instrument approach operations.

- The STAR provides the pilot with a pre-planned IFR ATC arrival procedure.

Both SIDs and STARs are provided to pilots in graphical and textual form within US Terminal Procedures Charts.

- Each SID is presented as a separate chart and usually serves a single airport, but may serve more than one airport if they are situated in the same geographical location.
- Each STAR procedure is presented as a separate chart and may serve a single airport or more than one airport in a given geographical location.



Like a quarterback calling plays, SIDs and STARs convey a complex clearance using only a few words.



# Overview

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"United Six Fifty Five, cleared to Burbank airport, after departure turn right heading 360, intercept rattlesnake 316 radial direct Plata intersection, then via Durango 235 radial direct Durango, then as filed. Climb and maintain flight level 210 departure frequency 119.1 squawk 0454"



"United Six Fifty Five, cleared to Burbank airport, Plata 1 departure, Durango transition, then as filed. Climb and maintain flight level 210 departure frequency 119.1 squawk 0454"



For example, a clearance without using a SID may sound like:

"United Six Fifty Five, cleared to Burbank airport, after departure turn right heading 360, intercept rattlesnake 316 radial direct Plata intersection, then via Durango 235 radial direct Durango, then as filed. Climb and maintain flight level 210 departure frequency 119.1 squawk 0454"

The same clearance using a SID would sound like:

"United Six Fifty Five, cleared to Burbank airport, Plata 1 departure, Durango transition, then as filed. Climb and maintain flight level 210 departure frequency 119.1 squawk 0454"

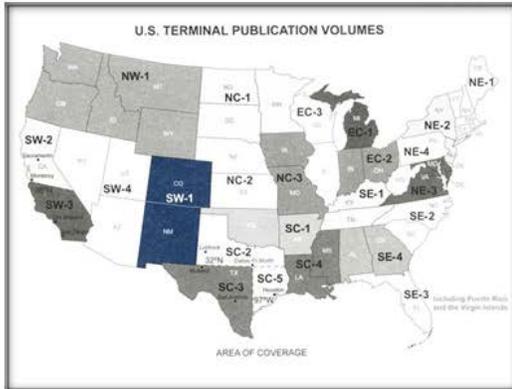
Note the difference between the underlined segments of each clearance.



# US Terminal Procedures Charts

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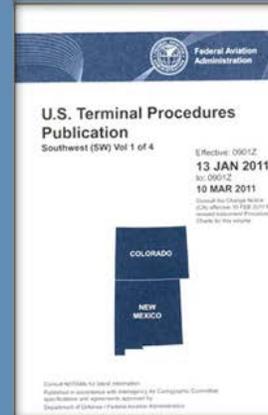
NEXT



There are 24 volumes of U.S. Terminal Procedures Charts for the continental United States.

- Published every 56 days
  - A "change" notice supplements these publications 28 days into the 56-day period and provides updated information to be included in the next publication cycle.

AIM, Chap. 5; FAA-H-8083-15, Chap. 8



- Currency of the volume to be used must always be ensured before use.
- Back covers of every volume are identical.
  - Shows the lateral limits and coded designator of each volume.



# U.S. Terminal Procedures Charts

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## Charts

- Includes civil and military procedures.
  - The procedure developer is identified in parentheses in the top margin of the procedure (e.g., [FAA], [USAF], [USN], etc.).
  - Military procedures are not authorized for civil use in IFR conditions.
- All procedures are available at [http://naco.faa.gov/digital\\_tpp.asp](http://naco.faa.gov/digital_tpp.asp)

AIM, Chap. 5; FAA-H-8083-15, Chap. 8





# U.S. Terminal Procedures Charts

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**LEGEND**  
STANDARD TERMINAL ARRIVAL (STAR) CHARTS  
DEPARTURE PROCEDURE (DP) CHARTS

**RADIO AIDS TO NAVIGATION**

- VOR
- VOR/DME
- VORTAC
- NDB (Non-directional Radio Beacon)
- LMM, LOM (Compass locator)
- Marker Beacon
- Localizer Course
- SDF Course

**TACAN**

- NDB/DME
- LOC/DME
- LOC

**NDB (Non-directional Radio Beacon)**

- LMM, LOM (Compass locator)
- Marker Beacon
- Localizer Course
- SDF Course

**RADIO AIDS TO NAVIGATION**

- VOR
- VOR/DME
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- LMM, LOM (Compass locator)
- Marker Beacon
- Localizer Course
- SDF Course

**TACAN**

- NDB/DME
- LOC/DME
- LOC

**ROUTES**

- 4500 MEA - Minimum Enroute Altitude
- 3500 MOCA - Minimum Obstruction Clearance Altitude
- 270' Departure Route - Arrival Route
- (65) Mileage between Radio Aids, Reporting Points, and Route Breaks
- Transition Route
- R-275 Radial line and value
- ..... Last Communications Track
- V12 J80 Airway/Jet Route Identification
- (IAS) Holding Pattern
- Changeover Point

**ALTITUDES**

5500 Mandatory Altitude (Cross at)	2300 Minimum Altitude (Cross at or above)	4800 Maximum Altitude (Cross at or below)
5500 (ATC)	2300 (ATC)	4800 (ATC)
4300	1700	3000

Minimum required altitude

ATC altitude restriction

**AIRPORTS**

- Civil
- Military
- Joint
- Civil-Military

**FIXES/ATC REPORTING REQUIREMENTS**

Reporting Points

N00° 00.00' W00° 00.00'

75 → DME Mileage (when not obvious)

- ▲ Fix-Compulsory and
- △ Non-Compulsory Position Report
- DME fix
- Distance not to scale
- WAYPOINT (Compulsory)
- WAYPOINT (Non-Compulsory)
- FLYOVER POINT
- X Mileage Breakdown/Computer Navigation Fix (CNF) N00° 00.00' W00° 00.00'

**SPECIAL USE AIRSPACE**

- R-Restricted
- P-Prohibited
- W-Warning
- A-Alert

**ALTITUDES**

5500 Mandatory Altitude (Cross at)	2300 Minimum Altitude (Cross at or above)	4800 Maximum Altitude (Cross at or below)
5500 (ATC)	2300 (ATC)	4800 (ATC)
4300	1700	3000

Minimum required altitude

ATC altitude restriction

**AIRPORTS**

- Civil
- Military
- Joint
- Civil-Military

**NOTES**

- All mileages are nautical, see A/FD or flight supplement.
- All radials, bearings are magnetic.
- All altitudes/elevations are in feet-MSL.
- MRA - Minimum Reception Altitude.
- MMA - Maximum Authorized Altitude.
- (NAME2 NAME1) - Example of DP Flight plan Computer Code.
- (NAME NAME2) - Example of STAR flight plan Computer Code.
- St-0000 (FAA) - Example of a chart reference number.
- Take Off Minimums not standard and/or Departure Procedures are published.



# U.S. Terminal Procedures Charts

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**RADIO AIDS TO NAVIGATION**

	VOR		TACAN
	VOR/DME		NDB/DME
	VORTAC		LOC/DME
	NDB (Non-directional Radio Beacon)		LOC
	LMM, LOM (Compass locator)		
	Marker Beacon		
	Localizer Course		
	SDF Course		

## RADIO AIDS TO NAVIGATION

- NAVAIDs
- Marker Beacons
- Localizer courses

The same legend is used for SIDs and STARs.

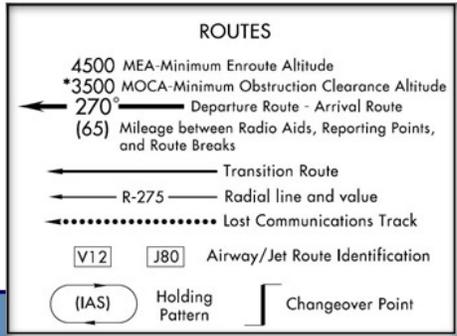
U.S. Terminal Procedures Publication



# U.S. Terminal Procedures Charts

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### Routes

- Departure route - Thick black arrow
- Transition route - Thin black arrow
- Lost communications track - Dotted black line
- Charted holding patterns
- NAVAID frequency changeover points

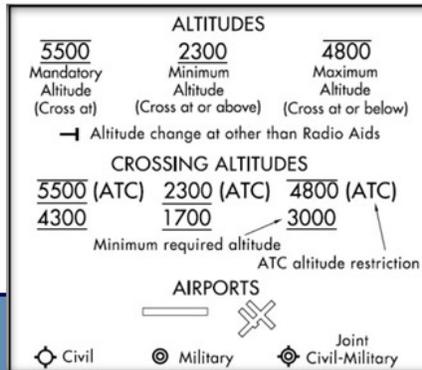
U.S. Terminal Procedures Publication



# U.S. Terminal Procedures Charts

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## Altitudes and Airports

- **Mandatory Altitude** - Lines above and below the altitude
- **Minimum Altitude** - Line below the altitude
- **Maximum Altitude** - Line above the altitude
- **Airport depictions** similar to En Route Low Altitude Charts

U.S. Terminal Procedures Publication



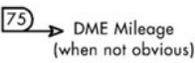
# U.S. Terminal Procedures Charts

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**FIXES/ATC REPORTING REQUIREMENTS**

Reporting Points  
N00° 00.00'  
W00° 00.00'

 DME Mileage  
(when not obvious)

▲ Fix-Compulsory and  
△ Non-Compulsory Position Report

→ | DME fix       Distance not to scale

◆ WAYPOINT (Compulsory)       WAYPOINT (Non-Compulsory)

   FLYOVER POINT

X Mileage Breakdown/  
Computer Navigation Fix (CNF)  
N00° 00.00'  
W00° 00.00'

## Fixes/ATC Reporting Requirements

- Reporting points - Open and solid triangles
- Mileage breakdown/CNF symbol - An "X"
- DME fixes and mileages - Arrows with enclosed mileage when not obvious
- Jagged lines placed across a route indicate that the distance depicted is not drawn to scale.
- Waypoints

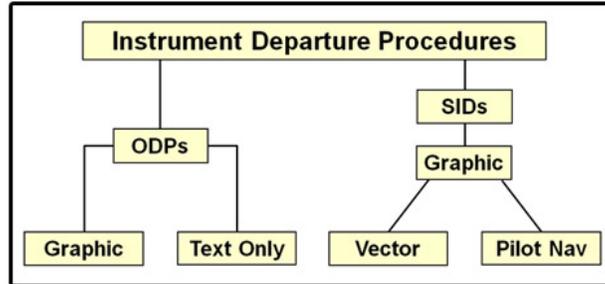
U.S. Terminal Procedures Publication



# Instrument Departure Procedures (DPs)

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*NOTE: This lesson will cover SIDs, which are the most common type of DPs used by ATC. Not all airports have an Instrument DP.*

**Instrument Departure Procedures (DPs)** are pre-planned IFR procedures that provide obstruction clearance and facilitate transition from the Terminal area to the En Route structure. Some DPs are specifically designed for use by aircraft with Area Navigation (RNAV) equipment. There are two types of DPs:

- **Obstacle Departure Procedures (ODPs)** are printed either textually or graphically to assist pilots in obstruction avoidance, and may be flown by the pilot **without** an ATC clearance, unless an alternate SID or radar vector has been assigned. They may be assigned by ATC as needed.
  - Text only ODPs are in the Takeoff Minimums and (Obstacle) Departure Procedures section of the Terminal Procedures FLIP.
  - Graphic ODPs are identified by "(OBSTACLE)" appearing in the margin next to the name of the departure procedure.
  - ODPs are recommended when no SID or radar vector is assigned because they provide obstruction clearance via the least difficult route.
- **Standard Instrument Departures (SIDs)** are always printed graphically and must be assigned by ATC.

JO 7110.65, Glossary; AIM, Chap. 5 FAA-H-8083-15, Chap. 10 FAA-H-8261-1, Chap. 2



# Standard Instrument Departure (SID) Chart

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## Index

To find a particular SID:

- Locate the city first, then the airport serving that city.
  - SIDs are the last items listed under each airport.
  - One airport may have several SIDs.
  - SIDs are always located after the Instrument Approach Procedures (IAPs).

U.S. Terminal Procedures Chart SW, Vol. 1.

DPS	DECI-BELLE TWO	151
	DENVER FIVE	152
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	PLAINS FOUR	155
	ROCKIES SIX	157
	YELLOWSTONE FIVE	159

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V (SPS) RWY 17R		143	DPS	RWY 28R	180
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—SEE SANTA TERESA, NM			—SEE SANTA TERESA, NM		
<b>DOUBLE EAGLE II</b>			<b>DOUBLE EAGLE II</b>		
—SEE ALBUQUERQUE, NM			—SEE ALBUQUERQUE, NM		



# Standard Instrument Departure (SID) Chart

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## TYPES OF SIDs

There are two basic types of SIDs:

- **Pilot Navigation** - where the pilot is primarily responsible for navigation along the SID course
- **Vector SIDs** - where ATC will provide radar vectors to an assigned route or fix

FAA-H-8261-1, Chap. 2





# Standard Instrument Departure (SID) Chart

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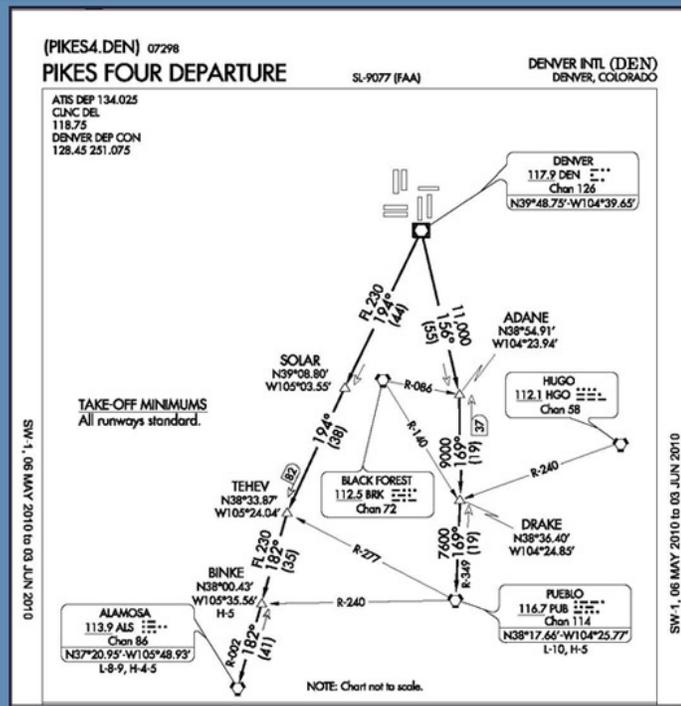
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## Pilot Navigational SID

- Used where terrain is of special concern, such as mountainous areas.
- Pilot Navigational SIDs use precise radials from a VOR that have been flight checked by FAA pilots to ensure accuracy.
- A pilot navigation SID may include an initial segment requiring radar vectors to help the flight join the procedure.

*NOTE: A radar vector, as opposed to a radial, is a heading and as such is affected by the prevailing winds.*

U.S. Terminal Procedures Chart SW, Vol. 1. AIM, Chap. 5; FAA-H-8083-15, Chap. 8

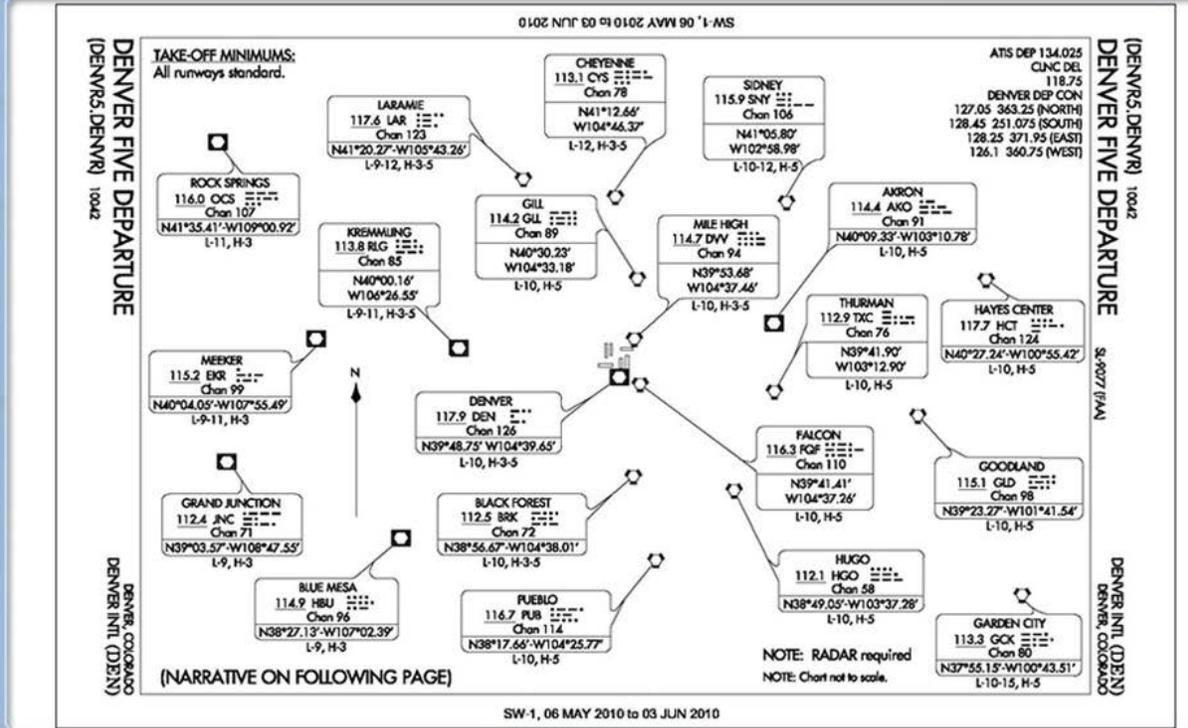




# Standard Instrument Departure (SID) Chart

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LEARN MORE

## Vector SID

Used in congested areas where traffic volume is the main factor

- Terrain may also be a factor.

Extremely efficient

- One Vector SID serves the airport.
- Altitude restrictions remain constant.
- Allows for changing the aircraft's assigned heading to adapt the same SID to each aircraft's specific flight plan and also compensates for different runway usage.

References:

- U.S. Terminal Procedures Chart EC, Vol. 3
- FAA-H-8261-1, Chap. 2



# Standard Instrument Departure (SID) Chart

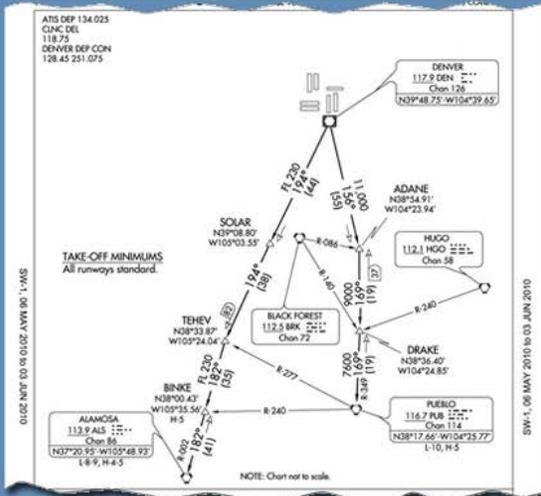
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## Margin Information

(PIKES4.DEN) 07298  
**PIKES FOUR DEPARTURE** S, 9077 (FAA) DENVER INTL (DEN)  
 DENVER, COLORADO

## Planview



## Layout

The three sections of a SID on a chart are:

- Margin Information
- Planview
- Textual Description

U.S. Terminal Procedures Chart SW, Vol. 1.

## Textual Description

**DEPARTURE ROUTE DESCRIPTION**

Fly assigned heading for radar vectors to assigned transition. Maintain 10,000 feet or ATC assigned lower altitude. Expect filed altitude 10 minutes after departure. LOST COMMUNICATIONS: If no transmissions are received within one minute after departure, maintain assigned heading until 7000 feet, then climb to filed altitude via direct DEN VOR/DME, thence via assigned transition. If filed altitude is above 10,000 feet, cross DEN VOR/DME at or above 11,000 feet.

ALAMOSA TRANSITION (PIKES4 ALS): From over DEN VOR/DME via DEN R-194 and ALS R-002 to ALS VORTAC.

BINKE TRANSITION (PIKES4 BINKE): From over DEN VOR/DME via DEN R-194 and ALS R-002 to BINKE INT.

PUEBLO TRANSITION (PIKES4 PUB): From over DEN VOR/DME via DEN R-156 and PUB R-349 to PUB VORTAC.

**PIKES FOUR DEPARTURE** DENVER, COLORADO  
 (PIKES4.DEN) 07298 DENVER INTL (DEN)

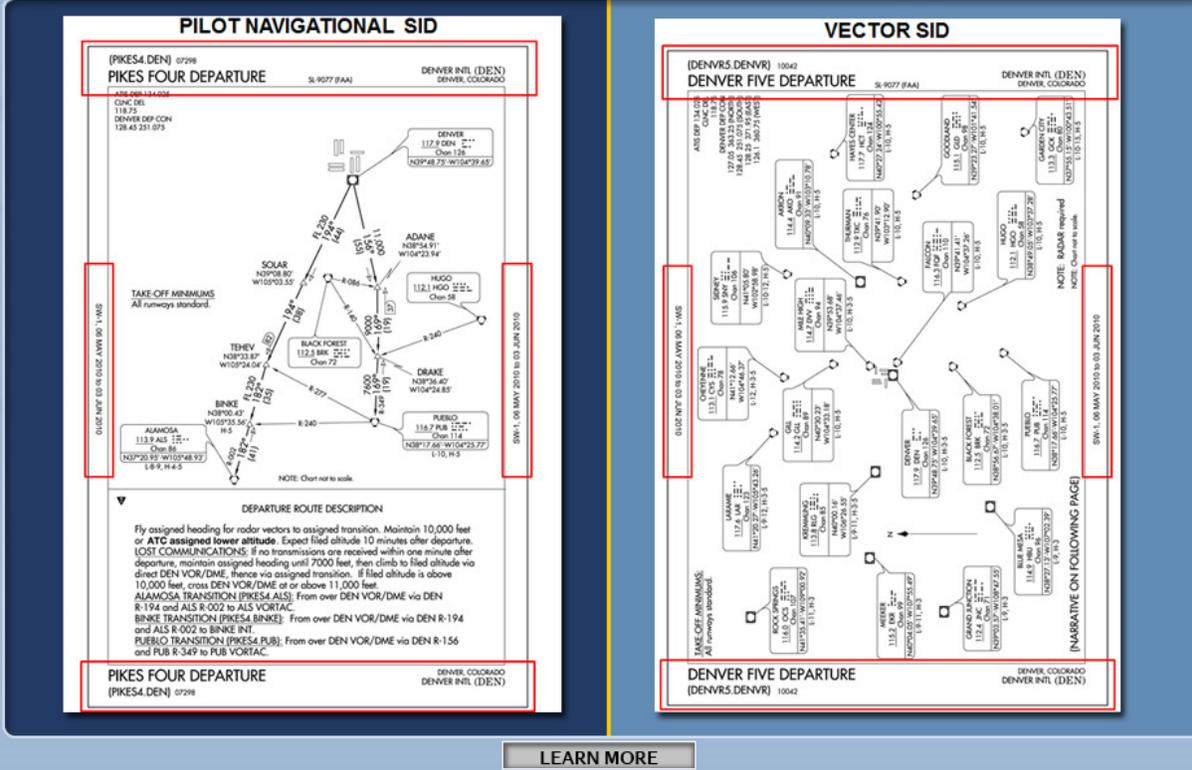




# Standard Instrument Departure (SID) Chart

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## Margin Information

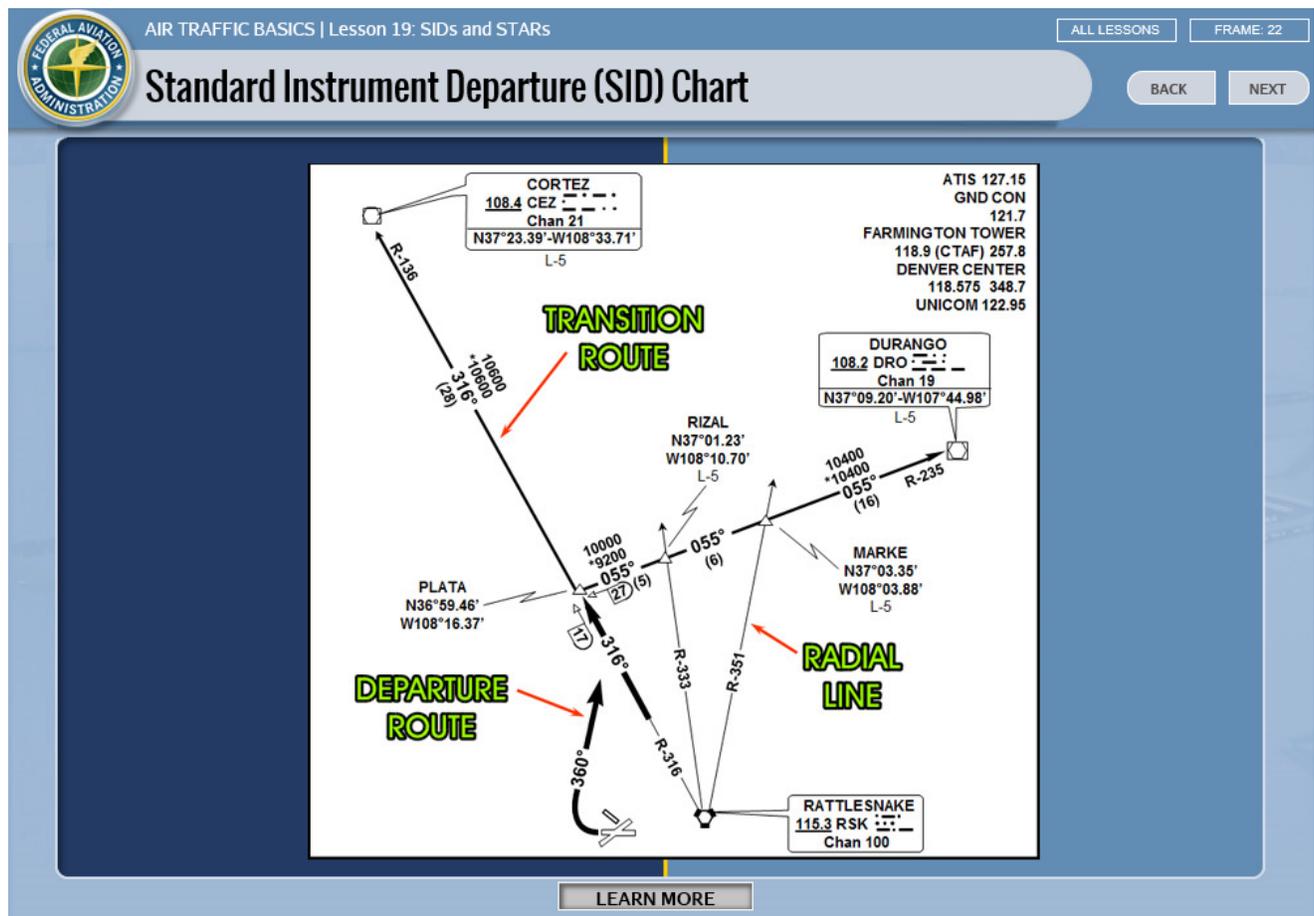
SID and name are depicted in the upper and lower margin as follows:

- Full name of SID and computer entry coding
- Airport name
- City

Side margins show volume identifier and chart effective dates.

References:

- U.S. Terminal Procedures Charts EC, Vol. 3
- U.S. Terminal Procedures Charts EC, SW, Vol. 1



**Planview**

The Planview (graphic) contains many symbols, which have already been studied, including:

- Airport runways
- Navigational aids such as VORs, VORTACs, and intersections
- Primary NAVAID boxes:
- - NAVAID name, frequency, and identifier
  - Morse Code Identifier
  - Channel number
  - Coordinates
  - Associated low and high altitude en route charts

Reference: U.S. Terminal Procedures Chart SW, Vol. 1



# Standard Instrument Departure (SID) Chart

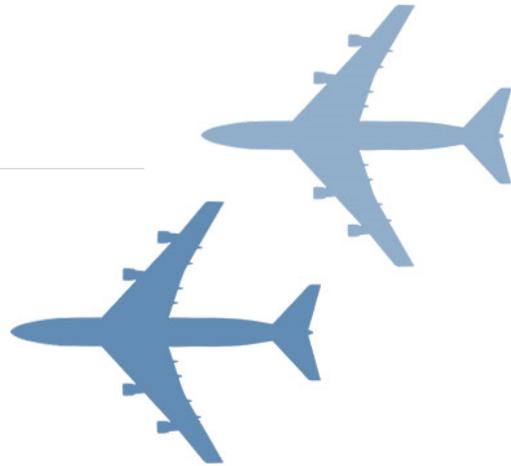
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## Planview

- **Communication Frequency Section**
  - Automatic Terminal Information Service (ATIS)
  - Clearance Delivery (CLNC DEL)
  - Departure Control (DEP CON)
- **Special information and notes**
- **Departure routes**
- **Transition route**
- **Radials of departure routes**
- **Distance between fixes**
- **MEA**

U.S. Terminal Procedures Chart SW, Vol. 1.





# Standard Instrument Departure (SID) Chart

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## Textual Description

NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

Aircraft departure Runways 23 and 25 turn right heading 360° to intercept RSK R-316 to PLATA INT. Thence via (transition) or (assigned route).  
CORTEZ TRANSITION (PLATA1.CEZ): From over PLATA INT via RSK R-316 and CEZ R-136 to CEZ VOR/DME.  
DURANGO TRANSITION (PLATA1.DRO): From over PLATA INT via DRO R-235 to DRO VOR/DME.  
MARKE TRANSITION (PLATA1.MARKE): From over PLATA INT via DRO R-235 to MARKE INT.  
RIZAL TRANSITION (PLATA1.RIZAL): From over PLATA INT via DRO R-235 to RIZAL INT.

**PLATA ONE DEPARTURE** FARMINGTON, NEW MEXICO  
(PLATA1.PLATA) 07298 FARMINGTON/ FOUR CORNERS RGNL (FMN)

The Textual Description is a narrative that correlates with the Planview.

- This is an essential section of the SID layout.

FAA-H-8083-15, Chap. 8 AIM, Chap. 5



AIR TRAFFIC BASICS | Lesson 19: SIDs and STARs

## Standard Instrument Departure (SID) Chart

ALL LESSONS    FRAME: 25

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U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		(FAA USE ONLY) <input type="checkbox"/> PILOT BRIEFING <input type="checkbox"/> VNR		TIME STARTED		SPECIALIST INITIALS	
<b>FLIGHT PLAN</b>							
1. TYPE	2. AIRCRAFT IDENTIFICATION	3. AIRCRAFT TYPE/SPECIAL EQUIPMENT	4. TRUE AIRSPEED	5. DEPARTURE POINT	6. DEPARTURE TIME		7. CRUISING ALTITUDE
VFR					PROPOSED (Z)	ACTUAL (Z)	
IFR							
DVFR			KTS				
<b>8. ROUTE OF FLIGHT</b>							
9. DESTINATION (Name of airport and city)			10. EST. TIME ENROUTE		11. REMARKS		
			HOURS	MINUTES	No SID		
12. FUEL ON BOARD		13. ALTERNATE AIRPORT(S)		14. PILOT'S NAME, ADDRESS & TELEPHONE NUMBER & AIRCRAFT HOME BASE		15. NUMBER ABOARD	
HOURS	MINUTES						
				17. DESTINATION CONTACT/TELEPHONE (OPTIONAL)			
16. COLOR OF AIRCRAFT		CIVIL AIRCRAFT PILOTS, FAR Part 91 requires you to file an IFR flight plan to operate under instrument flight rules in controlled airspace. Failure to file could result in a civil penalty not to exceed \$1,000 for each violation (Section 901 of the Federal Aviation Act of 1958, as amended). Filing of a VFR flight plan is recommended as a good operating practice. See also Part 99 for requirements concerning DVFR flight plans.					
		CLOSE VFR FLIGHT PLAN WITH _____				FSS ON ARRIVAL	
<b>FLIGHT PROGRESS STRIP</b>							
NO SID							

**"No SID"**

[LEARN MORE](#)

A pilot is expected to advise ATC:

- If they cannot comply with a SID
  - If they do not possess SID charts
- or
- If they simply do not wish to fly a SID

Although it is not required, pilots are encouraged to include the phrase, “No SID,” in the remarks portion of their flight plan.

- The flight progress strip will reflect this decision.

When a pilot indicates they will not accept a SID, clear the aircraft via the filed route to the extent possible, or via a Preferential Departure Route (PDR).

**NOTE:** *Preferential Departure Route (PDR): A specific departure route from an airport or Terminal area to an En Route point where there is no further need for flow control.*

Reference: FAA-H-8261-1, Chap 2



AIR TRAFFIC BASICS | Lesson 19: SIDs and STARs

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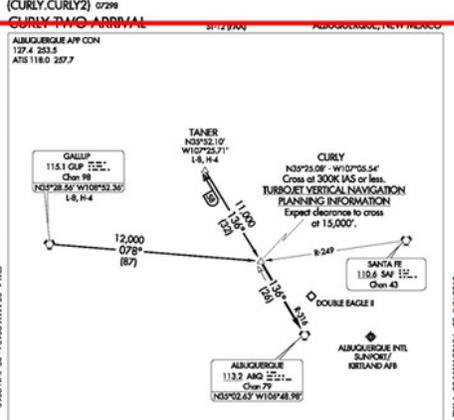
## Standard Terminal Arrival (STAR) Charts

**Planview**

**Margin Information**

**Textual Description**

**(CURLY.CURLY2) 07298**  
**CURLY TWO ARRIVAL**



NOTE: This procedure applicable only to turboprop and turbojet aircraft operating at or above 15,000'.  
 NOTE: Chart not to scale.

**GALLUP TRANSITION (GUP.CURLY2):** From over GUP VORTAC via GUP R-078 to CURLY DME fix. Thence....  
**TANNER TRANSITION (TANER.CURLY2):** From over TANNER INT via ABQ R-316 to CURLY DME fix. Thence....  
 ....From over CURLY DME fix via ABQ R-316 to ABQ VORTAC. Expect vectors to final approach course after passing CURLY DME fix.

**CURLY TWO ARRIVAL**  
(CURLY.CURLY2) 07298

[LEARN MORE](#)

STARs are similar to SIDs, but are for arrival aircraft, providing guidance to an outer fix or an instrument approach fix in the Terminal area.

STARs may serve several airports.

Use of a STAR requires pilot possession of the approved chart.

References:

- U.S. Terminal Procedures Chart EC, Vol. 3
- FAA-H-8261-1



# Standard Terminal Arrival (STAR) Charts

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## U.S. Terminal Procedures Chart

INDEX OF TERMINAL CHARTS AND MINIMUMS					
NAME	PROC	SECT	PG	NAME	SECT PG
<b>AKRON, CO</b>				<b>ALBUQUERQUE, NM</b>	
<b>COLORADO PLAINS RGNL (AKO)</b>				<b>ALBUQUERQUE INTL SUNPORT (ABQ)</b>	
TAKE-OFF MINIMUMS			C	TAKE-OFF MINIMUMS	C
ALTERNATE MINIMUMS			E	ALTERNATE MINIMUMS	E
IAPS..... RNAV (GPS) RWY 11			1	RADAR MINIMUMS	N
RNAV (GPS) RWY 29			2	<b>STARS..... CURLY TWO</b>	<b>Z1</b>
VOR RWY 29			3	FRIHO FOUR	Z5
				LAVAN THREE	Z10
				MIERA TWO	Z11
<b>ALAMAGORDO, NM</b>				IAPS ..... ILS OR LOC RWY 3	13
<b>ALAMAGORDO-WHT SANDS RGNL(ALM)</b>				ILS OR LOC RWY 8	14
TAKE-OFF MINIMUMS			C	RNAV (GPS) RWY 3	15
IAPS .....RNAV (GPS) RWY 3			4	RNAV (GPS) RWY 8	16
VOR/DME RWY 3			5	RNAV (GPS) RWY 17	17
VOR RWY 3			6	RNAV (GPS) RWY 35	18
DPS.....CORONAONE (OBSTACLE)			7		
<b>ALAMAGORDO, NM</b>					
<b>---SEE HOLLOWMAN AFB</b>					

Unlike SIDs, which are located with the Instrument Approach Procedures and the Airport Diagram, STARs have their own separate section in the front of the book.

U.S. Terminal Procedures Chart EC, Vol. 3.

FEDERAL AVIATION ADMINISTRATION AIR TRAFFIC BASICS | Lesson 19: SIDs and STARs

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## Standard Terminal Arrival (STAR) Charts

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Assigning a STAR

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Variables in determining which STAR will be assigned:

- Traffic density
- Active runway(s)
- Direction from which the aircraft is approaching the airport
- Weather phenomena, such as thunderstorms
  - In your airspace
  - In other Center's airspace

Terminal controllers **may** occasionally issue a specific STAR to an arriving IFR aircraft, but not often.

En Route controllers **often** issue STARs to aircraft during the en route segment of their flight.



# Standard Terminal Arrival (STAR) Charts

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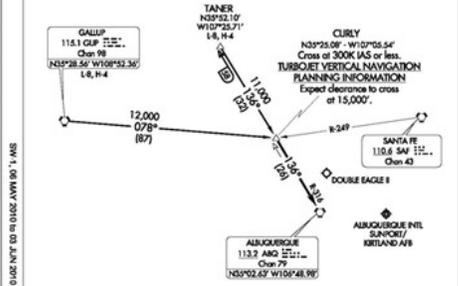
## Layout

Like the SID, the STAR has three sections on a chart:

- Margin Information
- Planview
- Textual Description

U.S. Terminal Procedures Chart, EC, Vol., 3.

(CURLY.CURLY2) 07298  
**CURLY TWO ARRIVAL** SE-12 (FAA) ALBUQUERQUE, NEW MEXICO  
 ALBUQUERQUE AIR CORN  
 127.4 253.5  
 ATIS 118.0 257.7



NOTE: This procedure applicable only to turbojet and turbojet aircraft operating at or above 15,000'.

NOTE: Chart not to scale.

GALLUP TRANSITION (GUP.CURLY2): From over GUP VORTAC via GUP R-078 to CURLY DME fix. Thence....

TANNER TRANSITION (TANER.CURLY2): From over TANER INT via ABQ R-316 to CURLY DME fix. Thence....

....From over CURLY DME fix via ABQ R-316 to ABQ VORTAC. Expect vectors to final approach course after passing CURLY DME fix.

**CURLY TWO ARRIVAL** ALBUQUERQUE, NEW MEXICO  
 (CURLY.CURLY2) 07298



# Standard Terminal Arrival (STAR) Charts

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## Example – CURLY TWO Arrival

STARs and their related transitions are long-range planning tools that funnel arrival traffic into one-way corridors. Note the following standard symbology on the CURLY TWO Arrival.

- The procedure begins at Gallup VORTAC or TANER DME fix.
- Transition routes (medium black lines) provide navigation to the arrival fix, CURLY (for which the procedure is named).
- The arrival route (thick black line) begins at CURLY and ends at ABQ VORTAC.

### Standard STAR information:

- Frequencies: Navigation and Communication
- Turbojet Vertical Navigation Planning Information
  - These are "expect" clearances, and not to be executed until the controller issues clearance
- Textual Description
- Procedure Notes

AIM, Chap. 5; FAA-H-8083-15, Chap. 8





# Standard Terminal Arrival (STAR) Charts

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U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		(FAA USE ONLY) <input type="checkbox"/> PILOT BRIEFING <input type="checkbox"/> VNR		TIME STARTED	SPECIALIST INITIALS	
<b>FLIGHT PLAN</b>						
1. TYPE	2. AIRCRAFT IDENTIFICATION	3. AIRCRAFT TYPE/SPECIAL EQUIPMENT	4. TRUE AIRSPEED	5. DEPARTURE POINT	6. DEPARTURE TIME	
VFR					PROPOSED (Z)	ACTUAL (Z)
IFR						
DVFR			KTS			7. CRUISING ALTITUDE
8. ROUTE OF FLIGHT						
9. DESTINATION (Name of airport and city)			10. EST. TIME ENROUTE	11. REMARKS		
			HOURS MINUTES	No STAR		
12. FUEL ON BOARD		13. ALTERNATE AIRPORT(S)		14. PILOT'S NAME, ADDRESS & TELEPHONE NUMBER & AIRCRAFT HOME BASE		15. NUMBER ABOARD
HOURS	MINUTES					
17. DESTINATION CONTACT/TELEPHONE (OPTIONAL)						
16. COLOR OF AIRCRAFT <small>CIVIL AIRCRAFT PILOTS, FAR Part 91 requires you to file an IFR flight plan to operate under Instrument flight rules in controlled airspace. Failure to file could result in a civil penalty not to exceed \$1,000 for each violation (Section 901 of the Federal Aviation Act of 1958, as amended). Filing of a VFR flight plan is recommended as a good operating practice. See also Part 99 for requirements concerning DVFR flight plans.</small>						
FAA FORM 7233-1 (8-82) CLOSE VFR FLIGHT PLAN WITH _____ FSS ON ARRIVAL						
<b>FLIGHT PROGRESS STRIP</b>						
NO STAR						

"No STAR"

LEARN MORE

Although it is **not** required, pilots are encouraged to include the phrase "No STAR" on their flight plan if they do not wish to be issued a Standard Terminal Arrival Route.

- The flight progress strip will reflect this decision.

Reference: FAA-H-8261-1, Chap. 4



# Conclusion

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## Lesson Summary



- Standard Instrument Departure (SID) Charts
- Standard Terminal Arrival (STAR) Charts



# Resources

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[Click here to access all the Appendices for Lesson 19.](#)

