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IC 98-1 TO AFMAN 11-217, VOLUME 1, INSTRUMENT FLIGHT PROCEDURES, 1 APRIL 1996

★*SUMMARY OF REVISIONS*

This interim change (IC) 98-1 provides new guidance for flying Standard Arrival Routes (STARs) based on new procedures recently published in the FAA's Aeronautical Information Manual (AIM). The text of this interim change replaces the current paragraph 11.7. If you have any questions, please contact Maj Kevin Jones, HQ AFFSA/XOFD, DSN 858-5418 or E-Mail: jonesk@andrews.af.mil.

★11.7. Standard Terminal Arrivals (STARs) and Flight Management System Procedures (FMSPs).

11.7.1. Definition. A STAR is an ATC coded IFR arrival route established for assignment to arriving IFR aircraft destined for certain airports. An arrival FMSP is basically a STAR which can only be used by aircraft equipped with an approved FMS (designated by the "/E" or "/F" TD code from FLIP General Planning). The purpose of both is to simplify clearance delivery procedures and facilitate transition between en route and instrument approach procedures.

NOTE: The term "STAR" used in the following paragraphs refers both to STARs and FMSPs.

11.7.1.1. Mandatory Speeds and/or Altitudes. STARs may have mandatory speeds and/or crossing altitudes published. Some STARs have planning information depicted to inform pilots what clearances or restrictions to "Expect." "Expect" altitudes/speeds are not considered STAR restrictions until verbally issued by ATC. They should be used only for planning purposes or lost communication procedures. Additionally, STARs will normally depict MEAs. MEAs are not considered restrictions; however, pilots are expected to remain above MEAs.

11.7.1.2. Altitude Clearance. Pilots shall maintain last assigned altitude until receiving authorization/clearance to change altitude. At that time, pilots are expected to comply with all published/issued restrictions. The authorization may be via a normal descent clearance or the phraseology "DESCEND VIA."

11.7.1.2.1. Example of Lateral Routing Clearance Only. "Track 32, Cleared SARAH ONE ARRIVAL." In this case, you are cleared the SARAH ONE routing, but are expected to maintain your present altitude awaiting further clearance.

11.7.1.2.2. Example of Routing With Assigned Altitude. "Track 32, Cleared ANDRU ONE ARRIVAL; descend and maintain flight level two four zero." In this situation, you are cleared via the ANDRU ONE's routing, and cleared to descend to FL240.

11.7.1.2.3. "DESCEND VIA" Clearances. A "DESCEND VIA" clearance authorizes pilots to vertically and laterally navigate, in accordance with the depicted procedure, to meet published restrictions. Vertical navigation is at pilot's discretion; however, adherence to published altitude crossing restrictions and speeds is mandatory unless otherwise

cleared. MEAs are not considered restrictions; however, pilots are expected to remain above MEAs.

11.7.1.2.3.1. Examples of a "DESCEND VIA" Clearance. "Track 32, descend via the BLAKE ONE ARRIVAL." If you receive this "DESCEND VIA" clearance, you are expected to vertically and laterally navigate in accordance with the BLAKE ONE ARRIVAL. Although descent is at pilot's discretion, adherence to published altitude crossing restrictions and speeds is mandatory unless otherwise cleared by ATC. A good example of a STAR with this type of clearance is the JAMMN ONE ARRIVAL into Salt Lake City, Utah.

11.7.1.2.3.2. Notify ATC. Pilots cleared for vertical navigation using the phraseology "DESCEND VIA" shall inform ATC upon initial contact with a new frequency. For example, "Track 32, descending via the FINLY ONE ARRIVAL."

11.7.2. Anticipate Use of STARs. Normally, pilots of IFR aircraft destined to locations where STARs have been published should expect to be issued a clearance containing the appropriate STAR for the destination airport.

11.7.3. Must Have Textual Description. Use of STARs requires pilot possession of at least the approved textual description. As with any ATC clearance or portion thereof, it is the responsibility of each pilot to accept or refuse an issued STAR. Pilots should notify ATC if they do not wish to use a STAR by placing "NO STAR" in the remarks section of the flight plan or by verbally stating the same to ATC (less desirable method).

11.7.4. Pilot Responsibilities. Before filing or accepting a clearance for a STAR, make sure you can comply with any altitude and/or airspeed restrictions associated with the procedure. If you filed a STAR in your flight plan, then an initial ATC clearance of "Cleared as filed" clears you for the STAR routing (not altitudes) as well. Clearance for the STAR is not clearance for the approach the procedure may bring you to.

11.7.5. Where STARs Are Published. Normally, STARs are published in FLIP. In the CONUS, STARs are found in the East/West SID/STAR book.

11.7.6. Profile Descents. Although profile descents no longer exist in the CONUS, you may encounter them in other parts of the world. (For an example, look at Lester B. Pearson International Airport in Toronto.) A profile descent is an uninterrupted descent (except where level flight is required for speed adjustment; e.g., 250 knots at 10,000 feet MSL) from cruising altitude/level to interception of a glideslope or to a minimum altitude specified for the initial or intermediate approach segment of an instrument approach. The profile descent normally terminates at the approach gate or where the glideslope or other appropriate minimum altitude is intercepted.