



STAR CHARTS EXPLANATION

1. Introduction

This document will explain the standard arrivals charts named STAR charts. These charts are used when performing an IFR arrival to the considered airfield. This document will show you some commented examples.

Be aware that each country has its own chart presentation. You need to catch your information using a quick analysis of the chart.

2. Head of document

The head of document will tell you the type of chart, the name and ICAO code of the applicable airfield.



The applicable runway is given if all procedures are connected to this runway. If there is no runway given, the STAR displayed can cover several runways.

DEGUM 2L [DEGU2L]
LUMUS 4L [LUMU4L]
RWY 30 ARRIVALS

You can also find:

- The transition altitude
- The transition level (In this case it will be defined by the ATC)
- Airport elevation

ATIS	Apt Elev	Alt Set: hPa
128.17 112.7	1273'	Trans level: By ATC Trans alt: 10500'

- The list of frequency available to reach the air traffic controller or ATIS information

Every chart has also an availability date. This date can be on the top like on Jeppesen Charts:



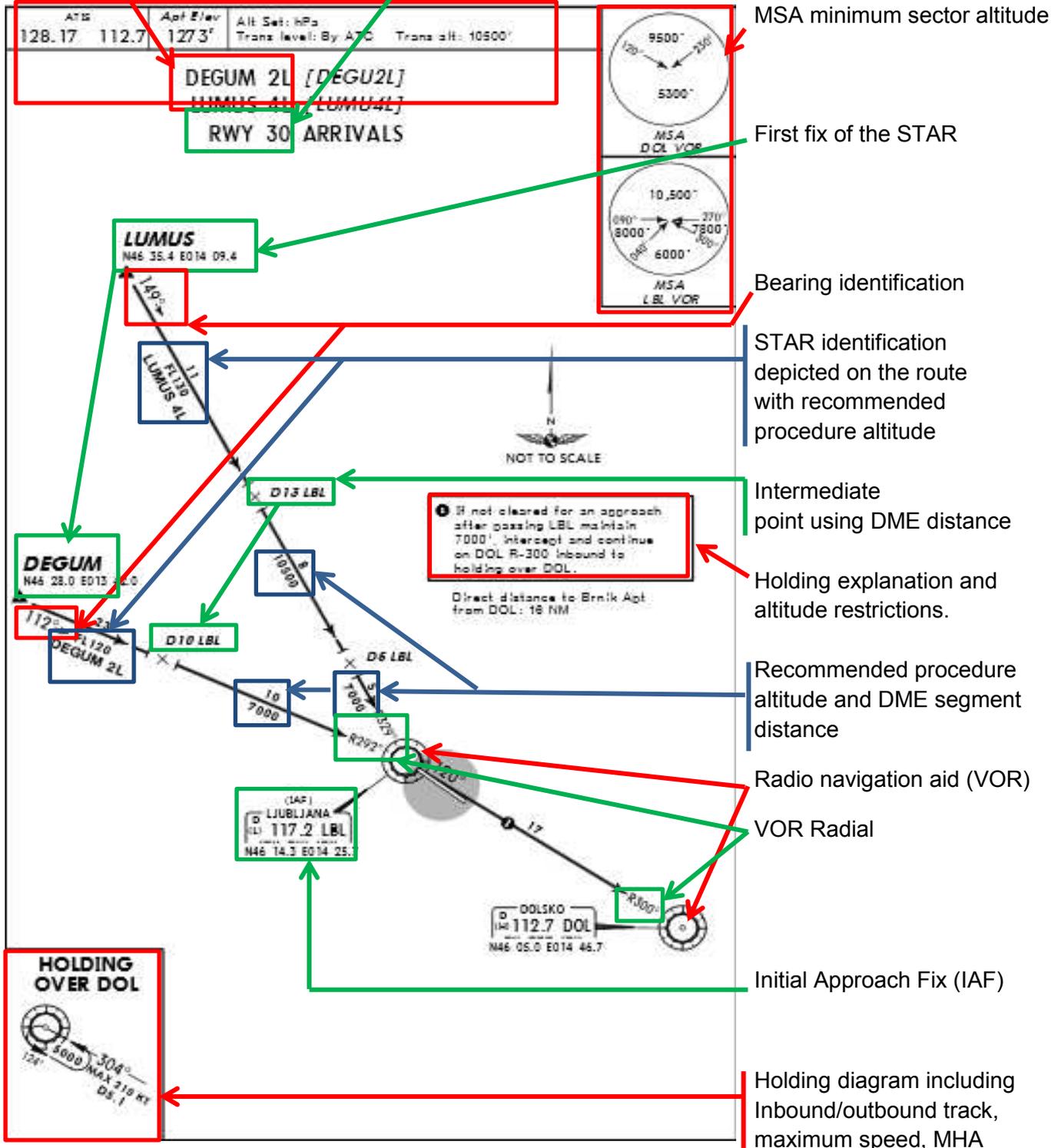
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3. Procedural charts: STAR route and constraints

In the centre of the chart, there is the real STAR route to follow.

The route to follow is depicted with black bold arrows starting from runway threshold to the first en-route point. A chart can contain one or several routes. The pilot has to select the right one to perform its flight. The STAR depicted is named and the runway is written (on some charts, the runway is found only on the document head).

STAR identification for the applicable runway



4. Charted altitude/flight level restriction

Definition	Representation Altitude	Representation Flight Level
Altitude window	<u>17000</u> <u>10000</u>	<u>FL220</u> <u>FL100</u>
At or Above altitude	<u>5000</u>	<u>FL70</u>
At or Below altitude	<u>5000</u>	<u>FL200</u>
Mandatory Altitude	<u>3000</u>	<u>FL140</u>
Recommended procedure altitude	4000	FL90
Expected altitude	Expect 6000	Expect FL80

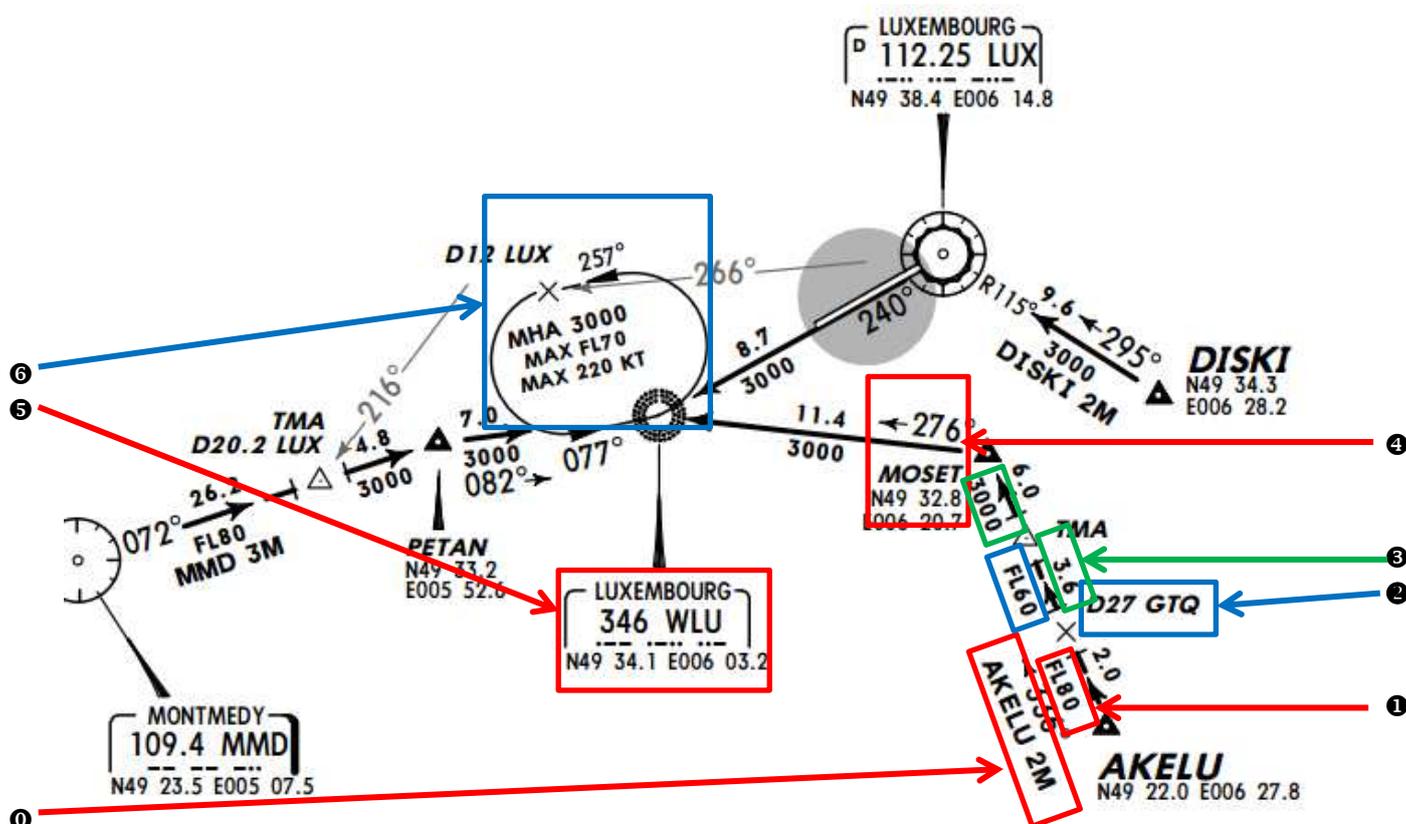
5. Practical example

Hereunder, you can see the extract of the STAR chart of LJJL airport.

The air controlling unit has given to the pilot the **AKELU2M** arrival.

We show you the elements to take into account:

- ① = the arrival identification **AKELU2M** is depicted on the route to be followed.
- ② = the initial recommended altitude restriction is FL80 after **AKELU**
- ③ = the recommended altitude restriction is FL60 at 27NM DME of **GTQ** VOR after **AKELU**
- ④ = After 3.6 NM the recommended altitude restriction is dropping down to 3000ft
- ⑤ = Reaching **MOSET** fix follow 276° track inbound **WLU** NDB
- ⑥ = Reaching **WLU** there is a holding pattern, this is the end of the STAR at the initial approach fix
- ⑦ = Holding procedure and expect instructions from the ATC inside the holding procedure.



Note: GTQ VOR is not depicted on this chart

Pay attention that the descent during the STAR requires ATC clearance where the flight is controlled.

A holding at the IAF is mandatory for any pilot who has not received an approach clearance or any clearance to continue after the IAF.

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