

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD TERMINAL ARRIVAL (STAR)**

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<u>Arrival Name</u>	<u>Number</u>	<u>STAR Computer Code</u>	<u>Superseded Number</u>	<u>Dated</u>	<u>Effective Date</u>
MOTIF	SEVEN	MOTIF.MOTIF7	SIX	03/29/2018	

TRANSITION ROUTES:

<u>Transition Name</u>	<u>Transition Computer Code</u>	<u>From FIX/NAVAID</u>	<u>To FIX/NAVAID</u>	<u>Course</u>	<u>Distance</u>	<u>MEA</u>	<u>MOCA</u>	<u>MAA</u>	<u>Crossing Altitude/Fixes</u>
BRADFORD	BDF.MOTIF7	BDF VORTAC	MOTIF INT	084.78	49.41	5000			
DAVENPORT	CVA.MOTIF7	CVA VORTAC	DIPSY DME FIX	124.86 & 129.46 (CVA R-125 & BDF R-309)	42.12	11000			
		DIPSY DME FIX	BDF VORTAC	129.45 (BDF R-309)	10.00	11000			
		BDF VORTAC	MOTIF INT	084.78	49.41	5000			
LAMONI	LMN.MOTIF7	LMN VOR/DME	RENZO DME FIX	071.96 & 081.83 (LMN R-072 & BDF R-262)	192.15	13000			
		RENZO DME FIX	BDF VORTAC	081.83 (BDF R-262)	10.00	13000			
		BDF VORTAC	MOTIF INT	084.78	49.41	5000			
KIRKSVILLE	IRK.MOTIF7	IRK VORTAC	PIA VORTAC	068.80 & 072.62 (IRK R-069 & PIA R-253)	132.38	FL180			
		PIA VORTAC	KORTT DME FIX	056.28	25.00	13000			
		KORTT DME FIX	MOTIF INT	056.28	42.34	5000			
MAGOO	MAGOO.MOTIF7	MAGOO INT	PIA VORTAC	044.85 (PIA R-225)	59.32	FL180			
		PIA VORTAC	KORTT DME FIX	056.28	25.00	13000			
		KORTT DME FIX	MOTIF INT	056.28	42.34	5000			
PEORIA	PIA.MOTIF7	PIA VORTAC	KORTT DME FIX	056.28	25.00	13000			

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	KORTT DME FIX	MOTIF INT	056.28	42.34	5000	
PONTIAC	PNT.MOTIF7	PNT VOR/DME	MOTIF INT	020.25	26.67	5000
SPINNER	SPI.MOTIF7	SPI VORTAC	YEARY DME FIX	037.06 & 033.67 (SPI R-037 & PNT R-214)	63.07	5000
	YEARY DME FIX	PNT VOR/DME	033.67 (PNT R-214)	10.00	5000	
	PNT VOR/DME	MOTIF INT	020.25	26.67	5000	

ARRIVAL ROUTE DESCRIPTION:

FROM OVER MOTIF INT ON JOT R-202 TO JOT VOR/DME. EXPECT VECTOR TO FINAL APPROACH COURSE.

PROCEDURAL DATA NOTES:

VERTICAL NAVIGATION PLANNING:

JET EXPECT TO CROSS RENZO AT 15000 FT, TURBOPROP EXPECT TO CROSS RENZO AT 13000 FT;
JET EXPECT TO CROSS DIPSY AT 15000 FT, TURBOPROP EXPECT TO CROSS DIPSY AT 13000 FT;
JET EXPECT TO CROSS KORTT AT 17000 FT, TURBOPROP EXPECT TO CROSS KORTT AT 13000 FT;
JET EXPECT TO CROSS YEARY AT 17000 FT, TURBOPROP EXPECT TO CROSS YEARY AT 13000 FT;
EXPECT TO CROSS MOTIF AT 10000 FT
EXPECT TO CROSS MINOK AT 6000 FT

NOTE: DME REQUIRED
NOTE: RADAR REQUIRED

FIXES AND/OR HOLDING PATTERNS:

CHART HOLDING AT IRK VORTAC: HOLD W, LT, 068.00 INBOUND
CHART HOLDING AT MAGOO INT: HOLD SW, RT, 038.64 INBOUND
CHART HOLDING AT PNT VOR/DME: HOLD SW, LT, 034.00 INBOUND
CHART HOLDING AT MOTIF INT: HOLD S, RT, 021.52 INBOUND
CHART HOLDING AT CVA VORTAC: HOLD NW, RT, 124.86 INBOUND
CHART HOLDING AT MINOK INT: HOLD S, RT, 021.52 INBOUND
CHART HOLDING AT PIA VORTAC: HOLD W, PIA R-253, RT, 072.62 INBOUND
CHART HOLDING AT BDF VORTAC: HOLD SW, BDF R-247, RT, 066.86 INBOUND

CHART: LMN, BDF, CVA, JOT, EON, PNT, IRK, PIA, SPI, CHICAGO MIDWAY INTL (MDW), GARY/CHICAGO INTL (GYY)
CHART: MOTIF INT, MINOK INT, MAGOO INT, RENZO DME FIX, YEARY DME FIX, KORTT DME FIX, DIPSY DME FIX

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COMMUNICATIONS:

AIRPORTS SERVED:

AIRPORT NAME	CITY	STATE
MDW	CHICAGO	IL
GYG	GARY/CHICAGO	IN

LOST COMMUNICATIONS PREFERENCES:

REMARKS:

ABBREVIATED AMENDMENT, MOTIF SEVEN AMENDMENT DOES NOT SATISFY PERIODIC REVIEW REQUIREMENTS.

ADDITIONAL FLIGHT DATA:

CHART AT JOT TERMINUS: LDG MDW AND GYG



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FLIGHT INSPECTED BY:

PROCESSED IAW TECHNICAL SUPPORT GROUP (AJF-17) MEMO DATED 07/07/2021, SUBJECT:
GUIDANCE FOR PROCEDURAL CHANGES REQUIRING FLIGHT INSPECTION/VALIDATION

ORGANIZATION:

AJV-A421

DATE:

8/1/2024

Flight Inspected Signature:

Digitally signed by

DAVID DANNER

Aug 09, 2024

DEVELOPED BY:

TIMOTHY JOHNSON

Digitally signed by

Timothy Johnson

Aug 01, 2024

APPROVED BY:

DAVID DANNER

AJV-A421

10/31/2024

Approved By Signature:

Digitally signed by

DAVID DANNER

Aug 09, 2024

CHANGES:

1. CITY NAME CHANGED FROM GARY TO GARY/CHICAGO IN AIRPORTS SERVED.
2. PROCEDURAL DATA NOTES: CHANGED ALL INSTANCES OF "TURBOJET" TO "JET".
3. REMOVED "CHART COMMUNICATION FOR ATIS, APPROACH CONTROL" FROM COMMUNICATIONS.
4. ADDITIONAL FLIGHT DATA: ADDED "CHART AT JOT TERMINUS: LDG MDW AND GYY".

REASONS:

1. CURRENT AIRNAV DATA.
- 2-4. CURRENT DOCUMENTATION.

