STAR TERMINUS POINT STANDARDIZATION

INCREASED PILOT WORKLOAD AND ERROR OPPORTUNITY

- FMS ENTRY AND CROSSCHECK
- BRIEFING
- FOLLOWING FLIGHT ON CHART
- UNDERSTANDING LOST COMM
- ALL GETTING DIFFICULT AND CONFUSING LEADING TO ERROR

APA RECCOMENDS

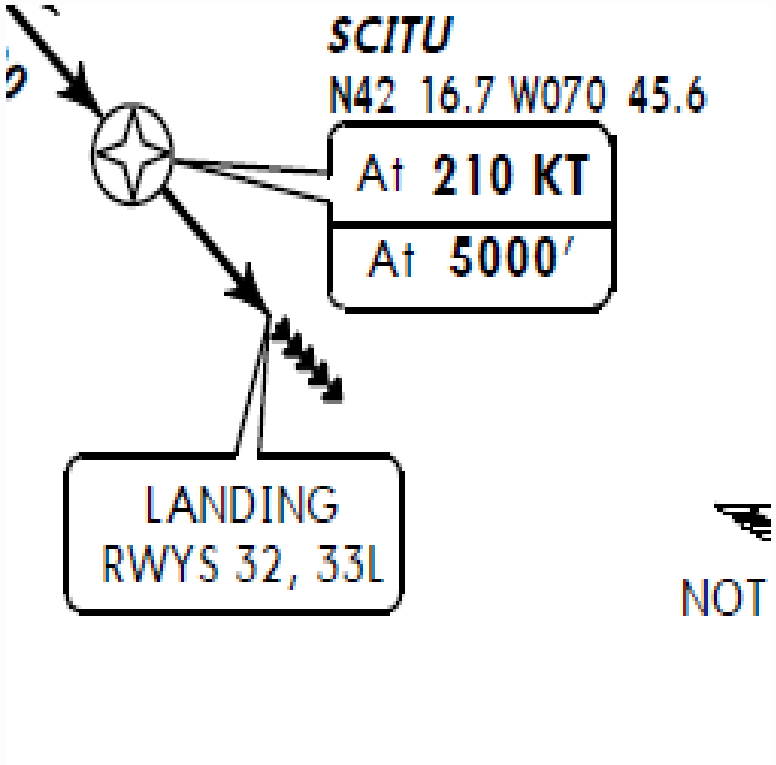
- CRITERIA IN 8260 REGS REQUIRED AND PUBLISHED CONSISTENTLY FOR EVERY STAR TERMINIUS POINT WITH CONSISTENT CHARTING STANDARD REGARDLESS OF CHART PROVIDER

RECCOMENDATION 1

- STAR TERMINUS FIX SHOULD HAVE AN ALTITUDE (BOTTOM ALTITUDE) THAT MATCHES AN IAP IAF, IF, OR FEEDER IN A LOGICAL MANNER
- FO WP, “AT”, VM vs FM LEG

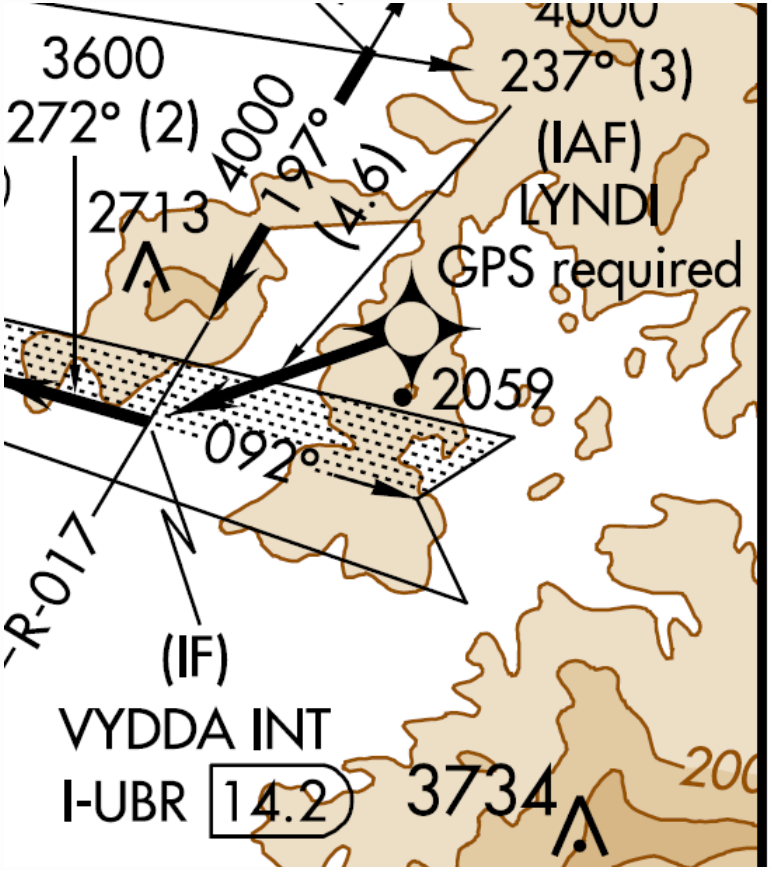
RECCOMENDATION 2

- RUNWAY IDENTIFIER SHOULD BE VISIBLE NEXT TO LAST FIX



RECOMMENDATION 3

- IAF OR IF SHOULD CONNECT AT THE TERMINUS FIX WHENEVER POSSIBLE TO FACILITATE FMS ENTRY AND LOST COMM



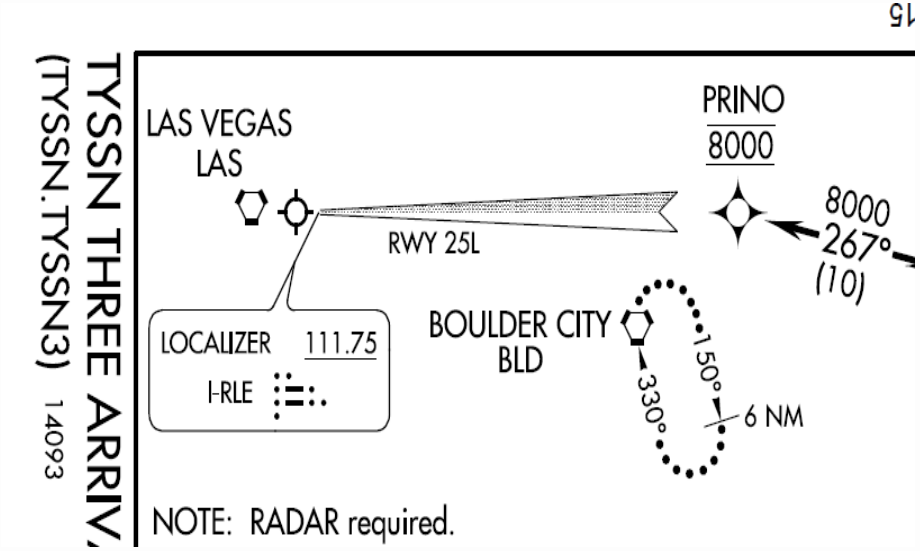
RECCOMMENDATION 4

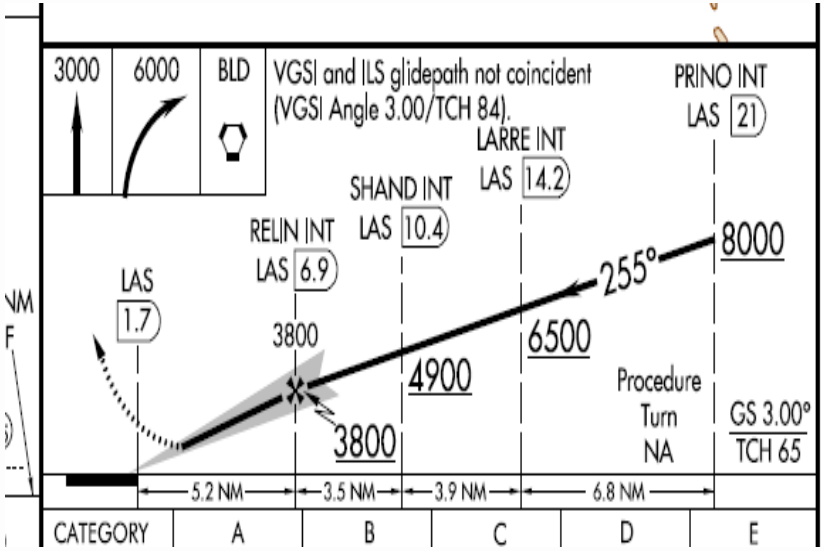
- COMMUNICATION LOST INSTRUCTIONS SHOULD BE AVAILABLE IF STAR DOES NOT LOGICALLY CONNECT TO IAP

LOST COMMUNICATIONS:
LANDING NORTH: Track to JATAB, comply with restrictions, at JATAB fly heading 270°, maintain 4000, intercept and execute ILS or LOC RWY 36R approach.
LANDING SOUTH: Rwy 23, track to JEPHS, comply with restrictions, intercept and execute ILS or LOC Rwy 23 approach.
LANDING SOUTH: Rwys 18L/C/R, track to HEELZ, comply with restrictions, turn left intercept and execute ILS or LOC Rwy 18L approach.

ALITITUDES KLAS

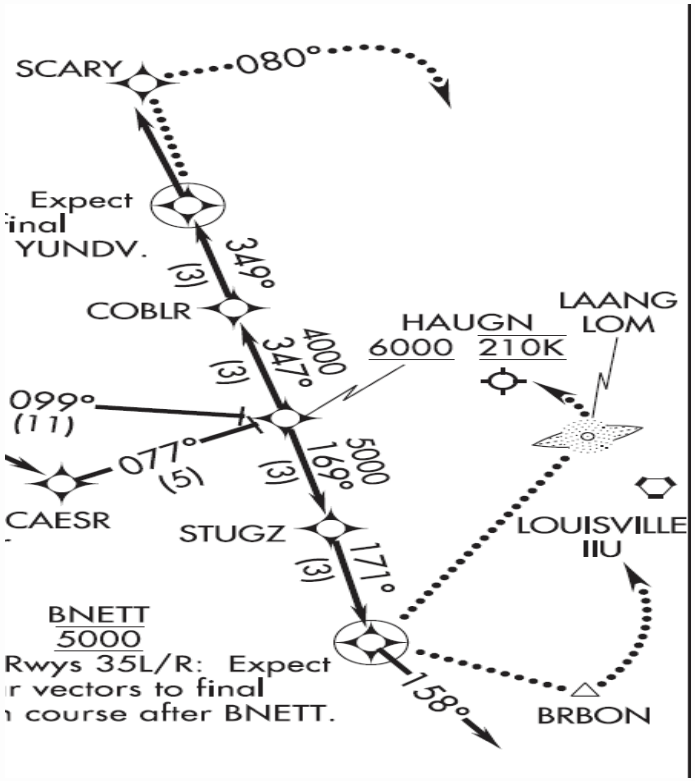
- TYSSN3
- ILS25L





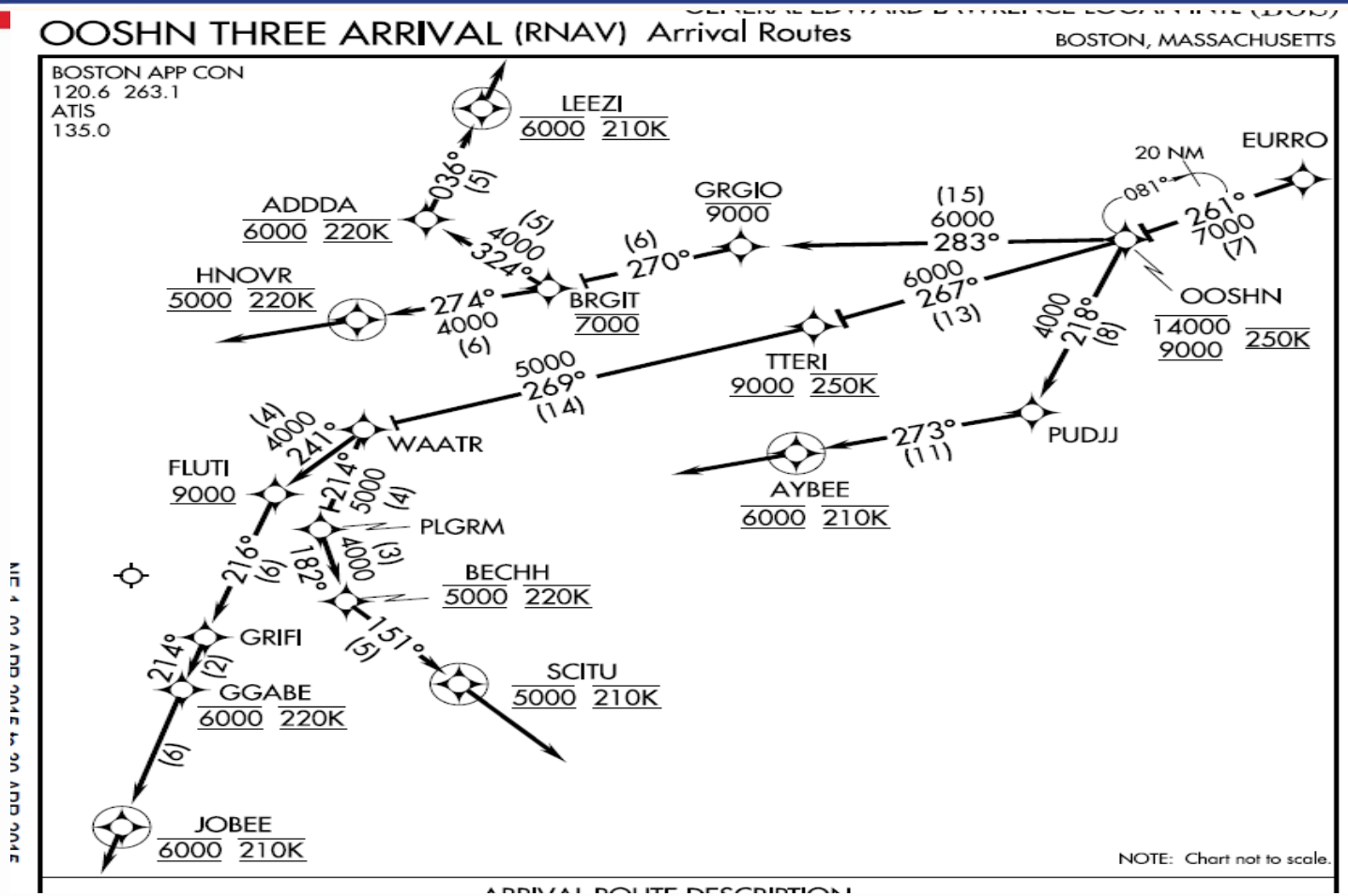
LOST COMM CONFUSING KSDF

- DAMEN2 KSDF

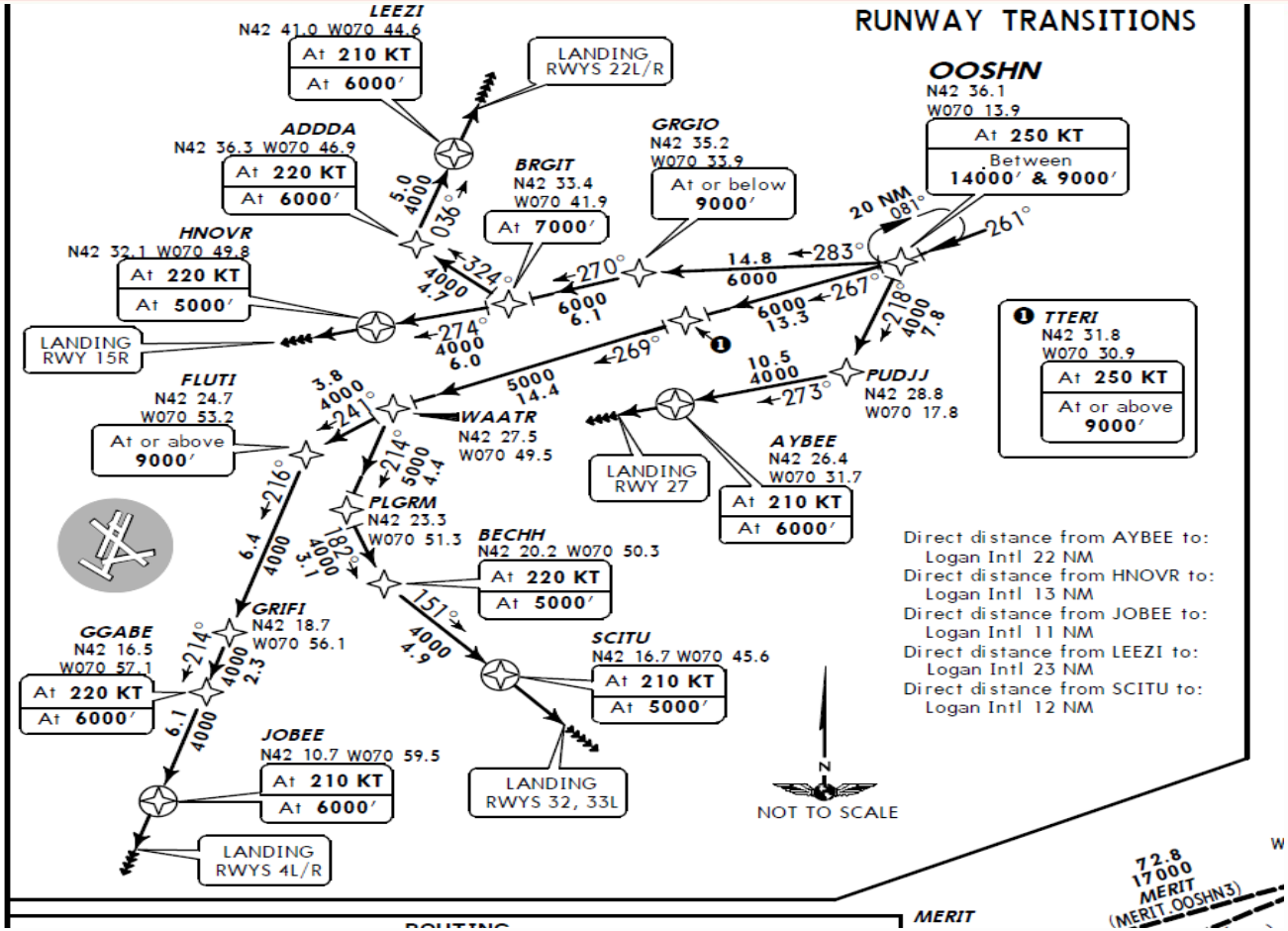


- DOES IT MAKE SENSE NORMAL OPS
- DOES IT MAKE SENSE LOST COMM AT LAST MIN
- ARE POINTS PROGRAMMED

KBOS OOSHN3 AERONAV

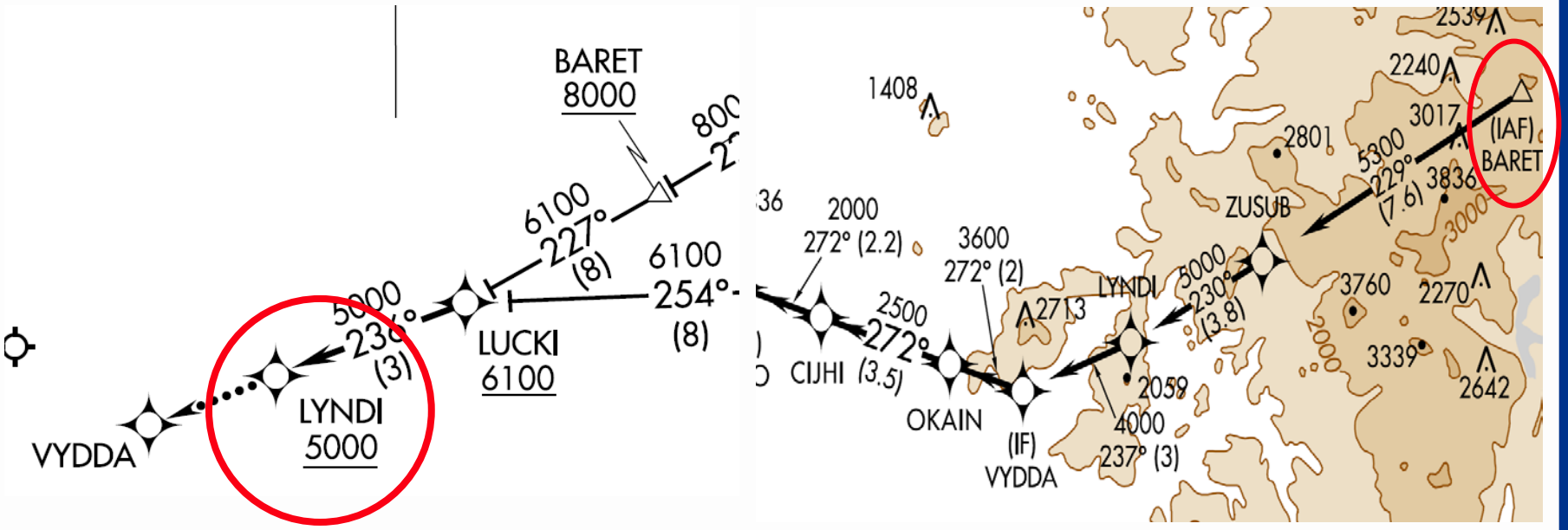


KBOS OOSHN3 JEPP



KSAN LYNDI 3

LYNDI3 **RNAV(GPS)27**



FMS EFFECTS

SELCTING LYNDI3

RNAV(GPS)27 BARET

FMS EFFECTS

RESULTS IN LOST PTS

CONFUSING LOST COMM

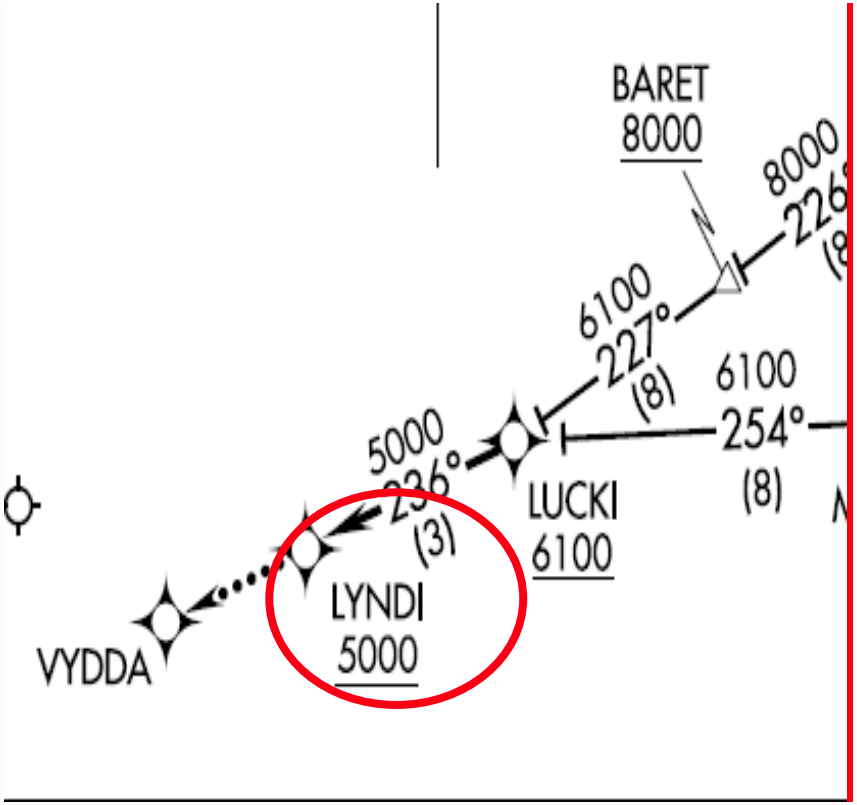
TWENTYNINE PALMS TRANSITION (TNP.LYNDI3)

From LUCKI on track 236° to cross LYNDI at/above 5000.
Expect RNAV (GPS) RWY 27 or LOC RWY 27 approach.

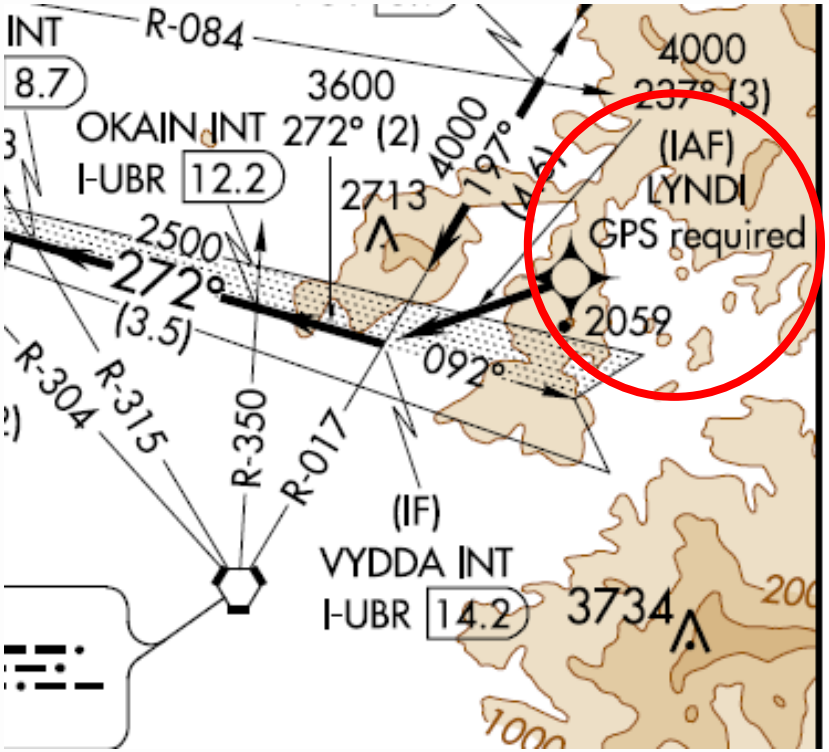
LOST COMMUNICATIONS: Join the San Diego RNAV (GPS) RWY 27 approach at LYNDI. If unable, proceed direct VYDDA and join the San Diego LOC RWY 27 approach.

KSAN LOC 27

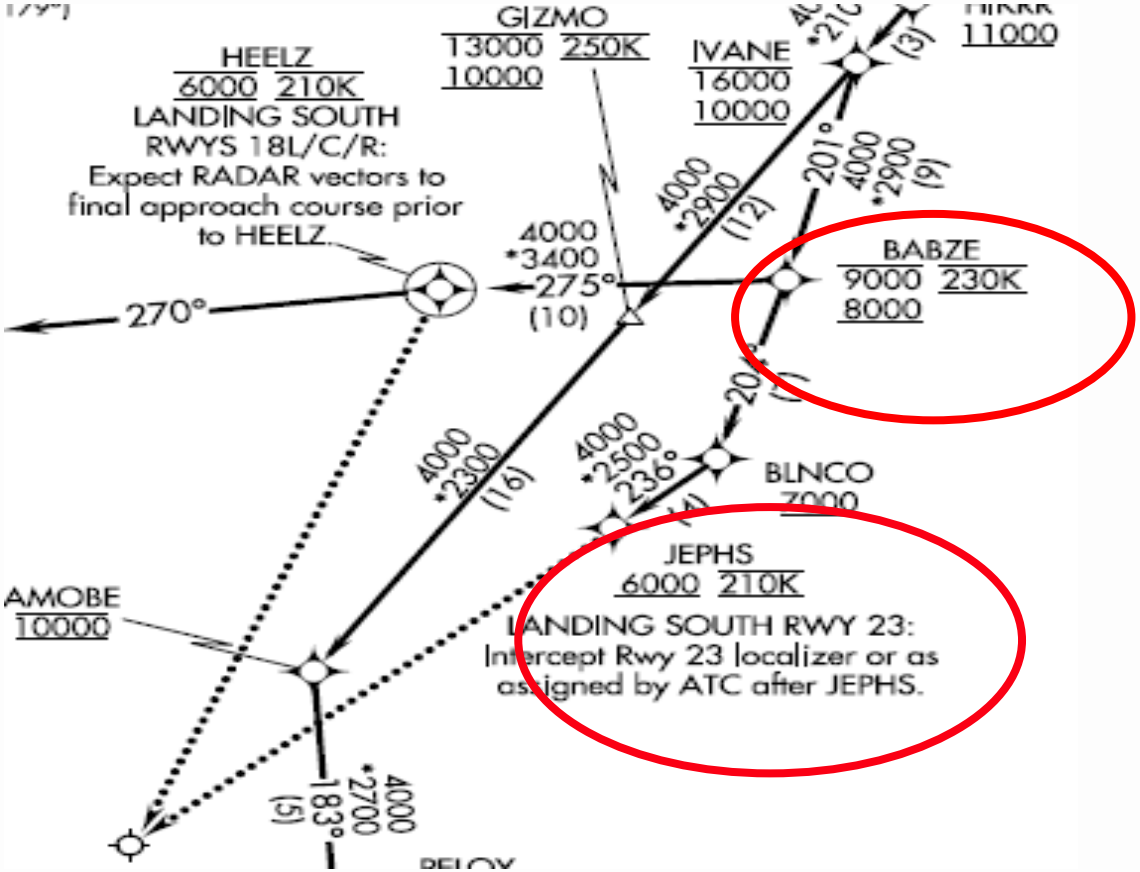
LYNDI3



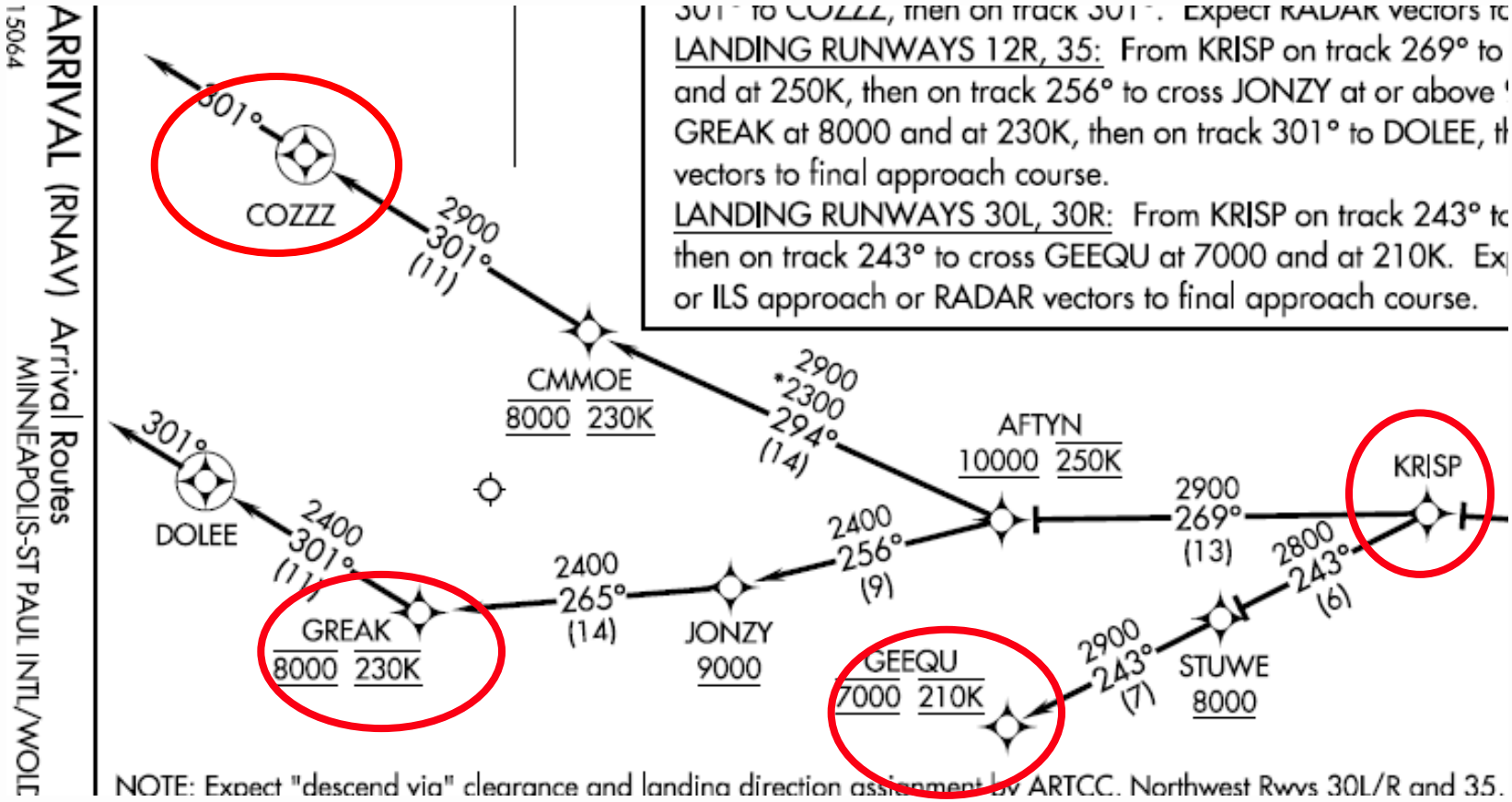
LOC27



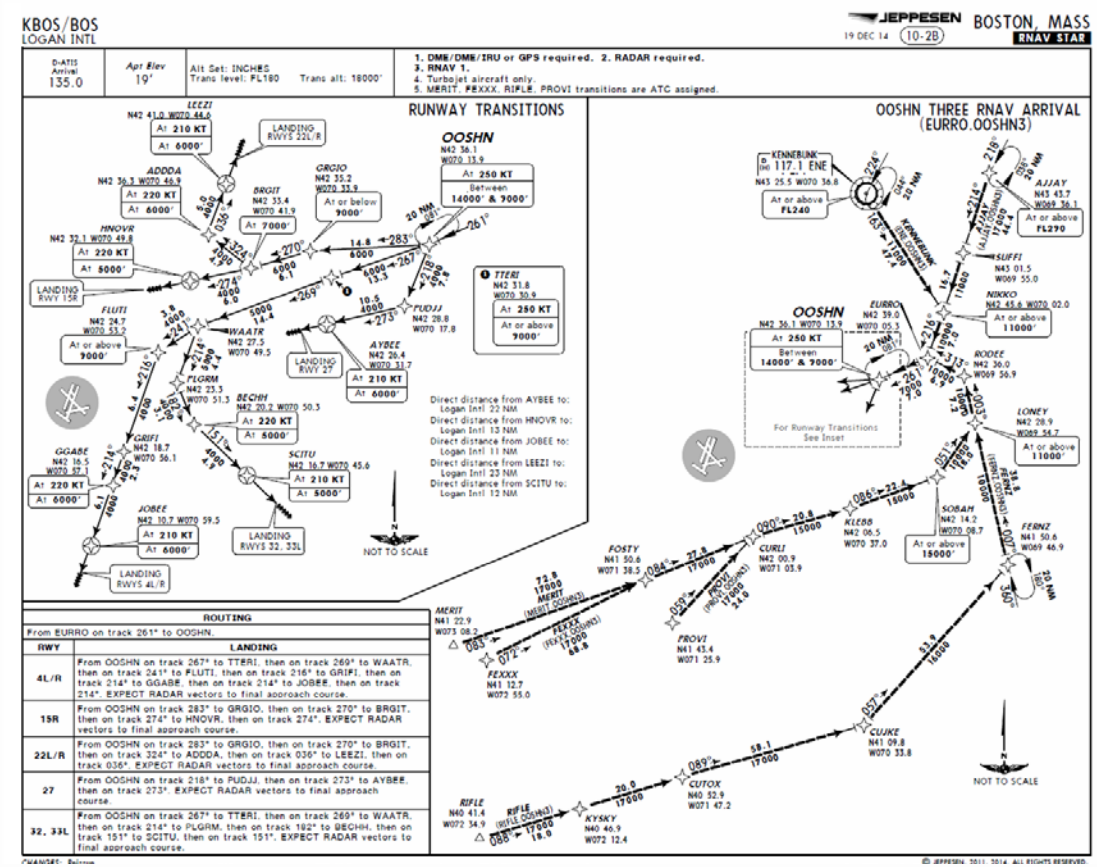
IVANE 5

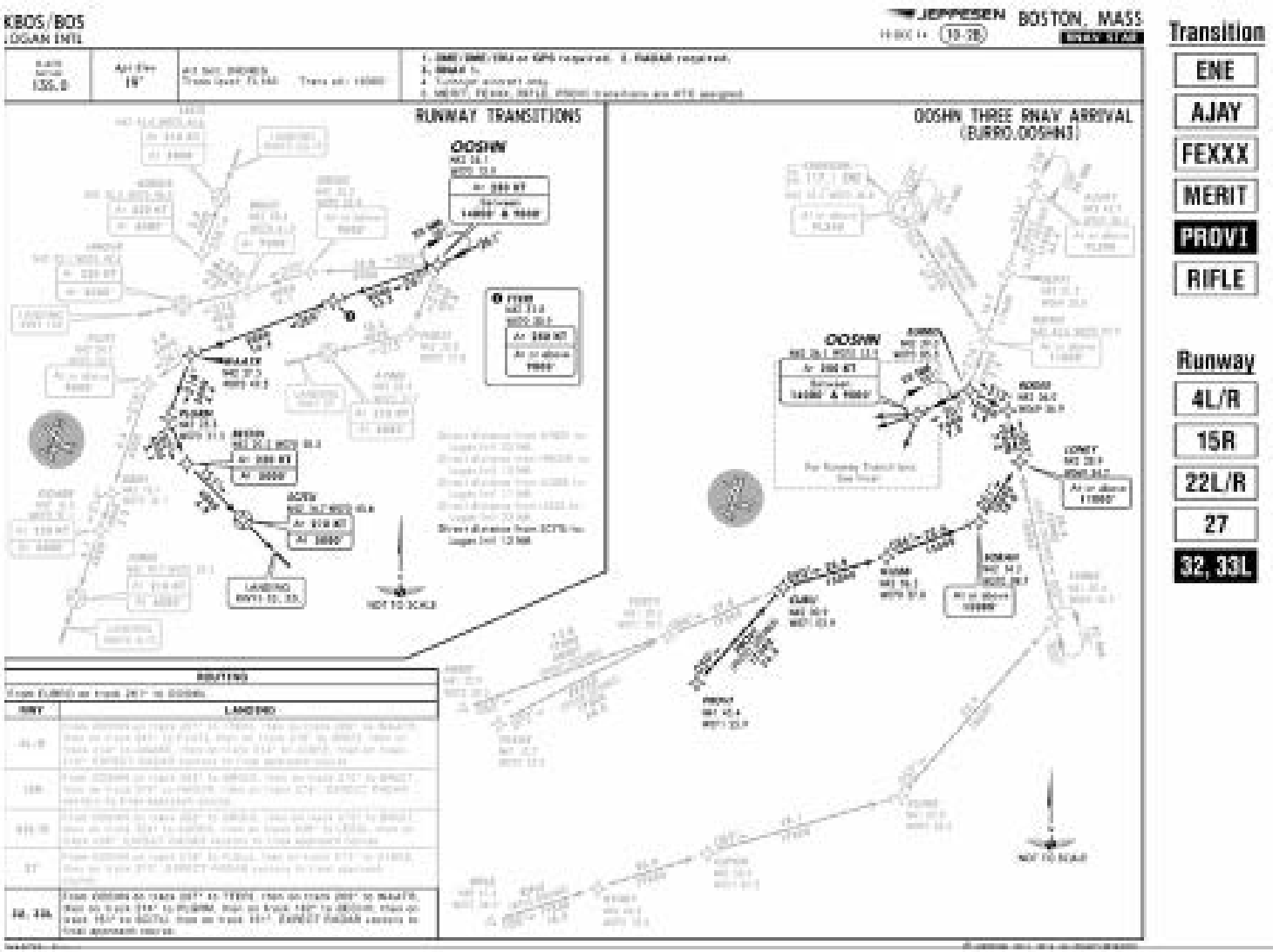

GIZMO
13000 250K
10000
IVANE
16000
10000
11000
HEELZ
6000 210K
LANDING SOUTH
RWYS 18L/C/R:
Expect RADAR vectors to
final approach course prior
to HEELZ.
4000
*3400
275°
(10)
270°
4000
*2900
(12)
201°
4000
*2900
(9)
BABZE
9000 230K
8000
4000
*2300
(16)
4000
*2500
236°
BLNCO
7000
JEPHS
6000 210K
LANDING SOUTH RWY 23:
Intercept Rwy 23 localizer or as
assigned by ATC after JEPHS.
AMOBE
10000
183°
(5)
4000
*2700

KMSP KKILR1


ARRIVAL (RNAV) Arrival Routes
MINNEAPOLIS-ST PAUL INTL/WOLD
15064
LANDING RUNWAYS 12R, 35: From KRISP on track 269° to
and at 250K, then on track 256° to cross JONZY at or above
GREAK at 8000 and at 230K, then on track 301° to DOLEE, th
vectors to final approach course.
LANDING RUNWAYS 30L, 30R: From KRISP on track 243° to
then on track 243° to cross GEEQU at 7000 and at 210K. Ex
or ILS approach or RADAR vectors to final approach course.
301°
COZZZ
2900
301°
(11)
CMMOE
8000 230K
2900
*2300
294°
(14)
AFTYN
10000 250K
2900
269°
(13)
KRISP
2800
243°
(6)
STUWE
8000
2900
243°
(7)
GEEQU
7000 210K
2400
256°
(9)
JONZY
9000
2400
265°
(14)
GREAK
8000 230K
2400
301°
(11)
DOLEE
301°
NOTE: Expect "descend via" clearance and landing direction assignment by ARTCC. Northwest Rwys 30L/R and 35.

CONSIDER OPTIONS




KBOS/BOS
LOGAN INTL
JEPPESEN
BOSTON, MASS
RUNWAY TRANSITIONS
OOSHN
OOSHN THREE RNAV ARRIVAL
(EURRO.OOSHN3)
Transition
ENE
AJAY
FEXXX
MERIT
PROVI
RIFLE
Runway
4L/R
15R
22L/R
27
32, 33L