

AERONAUTICAL CHARTING MEETING
Charting Group
Meeting 26-02 – September 21-22, 2026

RECOMMENDATION DOCUMENT

FAA Control #C_26-02-416

Subject: STAR notes change from “landing runway” to “approach runway”

Background/Discussion: STARs often describe the arrival route options by the “landing runway” as shown in Figure 1 for the KAPA ZOMBZ SIX. The arrival route for “landing 35R” terminates with a note about which approach to expect.

ARRIVAL ROUTE DESCRIPTION	
LANDING APA RUNWAY 17L: From ZOMBZ on track 081° to cross XBOXX between 13000 and 14000, then on track 041° to cross GOULD at or above 12000, then on track 041° to cross XNICE at 11000, then on track 350° to cross XHOME at 11000, then on track 350° to cross NSYNC at 10000 and at 210K, then on track 350°. Expect RADAR vectors to final approach course.	
LANDING APA RUNWAY 35R: From ZOMBZ on track 081° to cross XBOXX between 13000 and 14000, then on track 094° to cross XJOIN at 12000 and at 240K, then on track 057° to cross XPATH at 10500, then on track 350° to cross XBEE at 9000 and at or below 240K. Expect ILS or RNAV RWY 35R approach.	
LANDING CFO: From ZOMBZ on track 081° to cross XBOXX between 13000 and 14000, then on track 082° to cross DORLE at 12000 and at 230K, then on track 067° to cross SEESU at 11000 and at 210K, then on track 067°. Expect RADAR vectors to final approach course.	
LOST COMMUNICATIONS	
In the event of lost communications prior to runway transition assignment, when APA is landing north, proceed on the ILS RWY 35R approach, when APA is landing south, proceed on the RNAV (GPS) RWY 17L from LOWRE.	
LANDING CFO: proceed on the ILS RWY 26 approach from SKIPI.	

ZOMBZ SIX ARRIVAL (RNAV) Arrival Routes DENVER, COLORADO
 (ZOMBZ.ZOMBZ6) 17APR25

Figure 1. Landing runway exemplar.

However, in this example it is possible the pilot will *land* on 35L, as shown in the approach chart for the KAPA ILS 35R.

	1.7 NM	0.7	1.1 NM	2.9 NM	6.4 NM	1.1 NM
CATEGORY	A		B		C	D
S-ILS 35R	6085- ½ 200 (200-½)					
S-LOC 35R	6460- ½ 575 (600-½)			6460-1¼ 575 (600-1¼)		
SIDESTEP 35L	6460-1 591 (600-1)			6460-1½ 591 (600-1½)		6460-2 591 (600-2)
CIRCUING	6460-1 575 (600-1)	6540-1 655 (700-1)		6740-2½ 855 (900-2½)		6760-2¾ 875 (900-2¾)

CENTENNIAL (APA)

39°34'N-104°51'W

ILS or LOC RWY 35R

Figure 2. Sidestep 35L.

The prudent pilot likely understands “landing runway” really means the orientation of the approach and not the particular landing runway. The imprudent pilot could conclude 35L

is not an option or think they could do the RNAV 28 and circle to 35R, which is not the intention.

From an avionics/EFB integration point of view, it would be helpful to logically and unambiguously link STARs to supported approaches.

Recommendations:

1. Change the wording on arrival routes from "Landing Runway" to "Approaches for Runway XX."

Benefits:

- 1) Would adoption of the recommendation prevent or reduce the likelihood of occurrence of accidents or incidents? **Yes, by lowering confusion and workload.**
- 2) Would adoption of the recommendation mitigate a known or potential safety hazard? **Yes, possible confusion increasing workload.**
- 3) Would adoption of the recommendation resolve a known or potential issue creating operator or Air Traffic Control system errors? **Yes, pilots may not understand which approaches are supported by which STARs.**
- 4) Would adoption of the recommendation increase operational or system efficiencies? **Yes, pilots can get automated support of STARs connecting to IAPs, enhancing inflight filtering of options.**
- 5) Would any additional benefits be recognized by adoption of the recommendation? **Yes, increased harmony between STARs and IAPs.**

Comments:

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