

IMPORTANT – not all STAR charts show you where the runway is! This one doesn't and STARs do not finish at runways, they finish at HOLDS then you get vectored. See "Holding Patterns" on a separate chart in this section of the website. If no ATC online then you vector yourself from the end of the Star.

STAR Chart showing standard symbols and features

v.3 dated 16/02/09

Extracts from East Midlands Stars via PIGOT Chart. I suggest obtaining the chart to put this extract into context. Full chart available free from <http://www.nats-uk.ead-it.com/public/index.php.html>

Symbol by a HOLD indicating holding levels between FL80 and FL120. Note the bold line above and below as boundaries. Note also the maximum holding speed (220kts)

The RED arrows ('scuse the pun) added to the chart show the entry route into the Hold.

IMPORTANT: on Vatsim the bottom FL is the one you are most likely to get except in heavy traffic. Plan your descent appropriately, you DO NOT want to be too high OR too fast by the end of the Star or you may be told to Hold until at an appropriate level. Be at or around this FL and speed and you will get quicker vectors (unless lots of traffic). See also the constraints in the bottom text box.

STAR identifier, the name usually gives a clue to the name of the Hold at the end of the STAR. In this case a PIGOT1J enters the PIGOT Hold.

Row of diamonds labelled SLP. This is the Speed Limit Point. You must be at or below 250kts Indicated Airspeed (IAS) as you cross the diamonds.

Starting points for the two STARs on this chart. You exit the airways system at this point. Daventry is a VOR (DTY), Welin is a waypoint and chart gives lat/long and position relative to VORs HON and TNT.

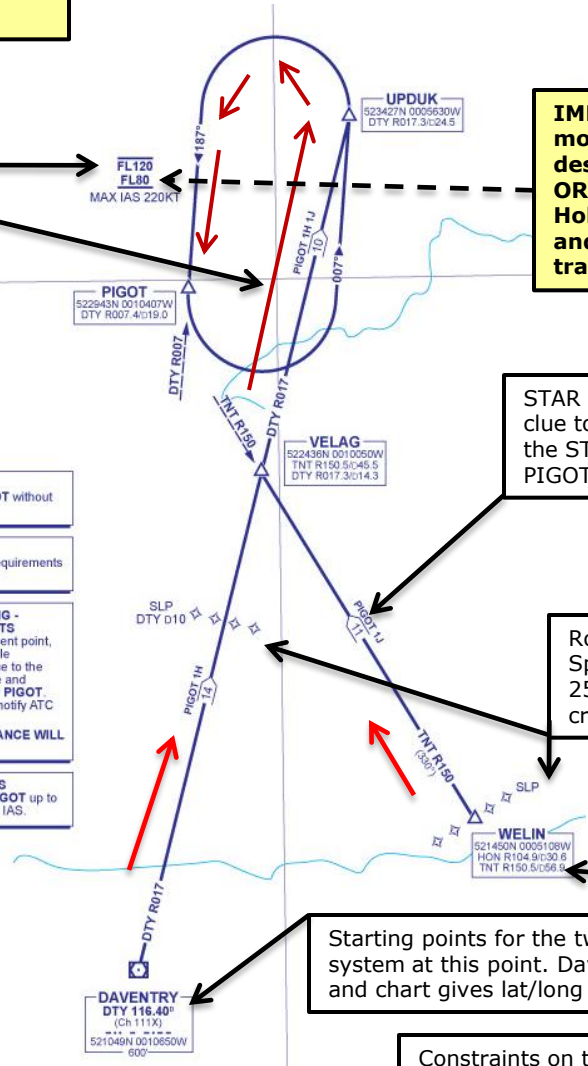
Constraints on the way to this STAR. The waypoint (HEMEL) is not on this chart but it still applies to it! It is a waypoint earlier on Airway T420. Obviously never descend without ATC clearance but you can normally expect this level by Hemel or (if no ATC) then you should follow the constraint.

WARNING
Do not proceed beyond PIGOT without ATC clearance.

WARNING
For Minimum Descent Rate requirements See ENR 1-1-3-1 para 2.

DESCENT PLANNING - ATC REQUIREMENTS
When determining top of descent point, pilots should anticipate possible intermediate descent clearance to the level shown in the table above and possible clearance to FL80 by PIGOT. Pilots unable to comply must notify ATC as soon as possible.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

HOLDING SPEEDS
Maximum holding speed at PIGOT up to and including FL120 is 220KT IAS.



ALWAYS read the Warning Boxes on every chart. If no ATC online then the top one here doesn't apply or you'll be there for ever. The Descent Planning one is **IMPORTANT**.

Bottom of chart. Text box for each Star explaining the route in words.

The Airways that join this particular Star. Helps you to pick the one to use if no ATC online.

PIGOT 1J Arrival via M189-N57, T420 to WELIN continue on TNT VOR R050 to VELAG. At VELAG turn right onto DTY VOR R017 FL220 by HEMEL to UPDUK then turn left to intercept DTY VOR R008 to PIGOT.

