


Flight Procedure Tracking Form		Action: FLIGHT CHECK	Task Type: STAR	Date Open: 02/05/2016	Task #: 2015042314162501001	Request #: 20150423141625
Procedure: STAR JINXX (RNAV) ONE ANCHORAGE AK PAED			Airport ID: PAED	Airport: ELMENDORF AFB		Reimbursable #: NO
City: ANCHORAGE	ST: AK	GPS #:	Estimated Chart Date: 05/24/2018		FICO #:	
Fac ID: N/A		Fac. Type:		Specialist: JEFF ANDERSON		
Procedure Review						
	Rec'd	Rel'd	Full Name	Comments		
Lead:	12/01/2017					
QA:						
Liaison:						
Procedure Comments:			ENROUTE	Remark Type: INFORMATION		
CONTACT: JACOB POWERS, AJV-5442, (405) 954-8702 OR CASIMIR TABAKA, AJV-5443, (405) 954-7931. APPROVAL LETTER (4) - DESCENT GRADIENTS GPS REQUIRED - DME/DME RECORDING/RNAV PRO-RUNS NOT REQUIRED						



Federal Aviation Administration

Memorandum

Date: December 29, 2017

To: Mark Steinbicker, Manager, Flight Technologies and Procedures Division,
AFS-400

THRU: Danny E. Hamilton, Manager, Flight Procedures
Implementation and Oversight Branch, AFS-400

From: Paul A McEwen, Air Traffic Manager, Anchorage ARTCC, TWNA-
ZAN

Subject: Approval Request: ELMENDORF AIR FORCE BASE,
ANCHORAGE, AK (PAED), STAR JINXX (RNAV) ONE

This request is for approval of the Descent Gradient (612.4403696767981) from CRUZR to REDXX.

The requirement in Order 8260.3C, paragraph 2-2-1.g(1)(a) is:

- (a) The maximum permissible gradient 10,000 MSL and above is 330 ft/NM (approximately 3.11 degrees).

Paragraph 2-2-1.g(2) states:

"(2) When a gradient exceeds the maximum DG allowed in paragraph 2-2-1.g(I), the STAR requires approval from Flight Standards. The approval request should state the operational need for the steeper gradient. It is suggested that a study of historical winds for that location be used for analysis and for simulator runs; if the requested steeper descent gradient historically has a headwind (using average historical wind), that information should be included in the approval request."

The Descent Gradient (612.4403696767981) from CRUZR to REDXX is calculated from an altitude of FL350 at CRUZR (FL350BFL260) to an altitude of 11000 at REDXX, over a distance of 24.47 NM. The course from CRUZR to REDXX is 181.13° magnetic / 199.13° true.

The STAR is only available to *military* certified aircrews.

Due to proximity of the military airspace, there is an operational need (military) to have the JINXX STAR operate between the altitudes designed into the procedure.

Please contact Steve Kessler, Staff Manger, Anchorage ARTCC, 907-269-2730, steve.kessler@faa.gov if you have any questions.



Federal Aviation Administration

Memorandum

Date: December 29, 2017

To: Mark Steinbicker, Manager, Flight Technologies and Procedures Division,
AFS-400

THRU: Danny E. Hamilton, Manager, Flight Procedures
Implementation and Oversight Branch, AFS-400

From: Paul A McEwen, Air Traffic Manager, Anchorage ARTCC, TWNA-
ZAN

Subject: Approval Request: ELMENDORF AIR FORCE BASE,
ANCHORAGE, AK (PAED), STAR JINXX (RNAV) ONE

This request is for approval of the Descent Gradient (371.34330066280194) from RUNTZ to RNICH.

The requirement in Order 8260.3C, paragraph 2-2-1.g(1)(b) is:

(b) The maximum permissible gradient below 10000 MSL is 318 ft/NM (approximately 3.0 degrees).

Paragraph 2-2-1.g(2) states:

"(2) When a gradient exceeds the maximum DG allowed in paragraph 2-2-1.g(I), the STAR requires approval from Flight Standards. The approval request should state the operational need for the steeper gradient. It is suggested that a study of historical winds for that location be used for analysis and for simulator runs; if the requested steeper descent gradient historically has a headwind (using average historical wind), that information should be included in the approval request."

The Descent Gradient (371.34330066280194) from RUNTZ to RNICH is calculated from an altitude of 7000 MSL to 4500 MSL, over a distance of 6.73 NM. The course from RUNTZ to RNICH is 183.81° magnetic / 201.81° true.

The STAR is only available to *military* certified aircrews.

Due to proximity of the military airspace, there is an operational need (military) to have the JINXX STAR operate between the altitudes designed into the procedure.

Please contact Steve Kessler, Staff Manger, Anchorage ARTCC, 907-269-2730, steve.kessler@faa.gov if you have any questions.



Federal Aviation Administration

Memorandum

Date: December 29, 2017

To: Mark Steinbicker, Manager, Flight Technologies and Procedures Division,
AFS-400

THRU: Danny E. Hamilton, Manager, Flight Procedures
Implementation and Oversight Branch, AFS-400

From: Paul A McEwen, Air Traffic Manager, Anchorage ARTCC, TWNA-
ZAN

Subject: Approval Request: ELMENDORF AIR FORCE BASE,
ANCHORAGE, AK (PAED), STAR JINXX (RNAV) ONE

This request is for approval of the Descent Gradient (509.6950467888746) from TIDBY to JINXX.

The requirement in Order 8260.3C, paragraph 2-2-1.g(1)(a) is:

(b) The maximum permissible gradient below 10000 MSL is 318 ft/NM (approximately 3.0 degrees).

Paragraph 2-2-1.g(2) states:

"(2) When a gradient exceeds the maximum DG allowed in paragraph 2-2-1.g(I), the STAR requires approval from Flight Standards. The approval request should state the operational need for the steeper gradient. It is suggested that a study of historical winds for that location be used for analysis and for simulator runs; if the requested steeper descent gradient historically has a headwind (using average historical wind), that information should be included in the approval request."

The Descent Gradient (509.6950467888746) from TIDBY to JINXX is calculated from an altitude of 10000 MSL to 7500 MSL, over a distance of 4.9 NM. The course from TIDBY to JINXX is 212.67° magnetic / 230.67° true.

The STAR is only available to *military* certified aircrews.

Due to proximity of the military airspace, there is an operational need (military) to have the JINXX STAR operate between the altitudes designed into the procedure.

Please contact Steve Kessler, Staff Manager, Anchorage ARTCC, 907-269-2730, steve.kessler@faa.gov if you have any questions.



Federal Aviation Administration

Memorandum

Date: December 29, 2017

To: Mark Steinbicker, Manager, Flight Technologies and Procedures Division,
AFS-400

THRU: Danny E. Hamilton, Manager, Flight Procedures
Implementation and Oversight Branch, AFS-400

From: Paul A McEwen, Air Traffic Manager, Anchorage ARTCC, TWNA-
ZAN

Subject: Approval Request: ELMENDORF AIR FORCE BASE,
ANCHORAGE, AK (PAED), STAR JINXX (RNAV) ONE

This request is for approval of the Descent Gradient (466.3163590962636) from UCABU to JINXX.

The requirement in Order 8260.3C, paragraph 2-2-1.g(1)(b) is:

(b) The maximum permissible gradient below 10000 MSL is 318 ft/NM (approximately 3.0 degrees).

Paragraph 2-2-1.g(2) states:

"(2) When a gradient exceeds the maximum DG allowed in paragraph 2-2-1.g(I), the STAR requires approval from Flight Standards. The approval request should state the operational need for the steeper gradient. It is suggested that a study of historical winds for that location be used for analysis and for simulator runs; if the requested steeper descent gradient historically has a headwind (using average historical wind), that information should be included in the approval request."

The Descent Gradient (466.3163590962636) from UCABU to JINXX is calculated from an altitude of 10000 MSL at UCABU to 7500 MSL at JINXX, over a distance of 5.36 NM. The course from UCABU to JINXX is 180.68° magnetic / 198.68° true.

The STAR is only available to *military* certified aircrews.

Due to proximity of the military airspace, there is an operational need (military) to have the JINXX STAR operate between the altitudes designed into the procedure.

Please contact Steve Kessler, Staff Manager, Anchorage ARTCC, 907-269-2730, steve.kessler@faa.gov if you have any questions.

(JINXX.JINXX1) FIG

JINXX ONE ARRIVAL (RNAV)

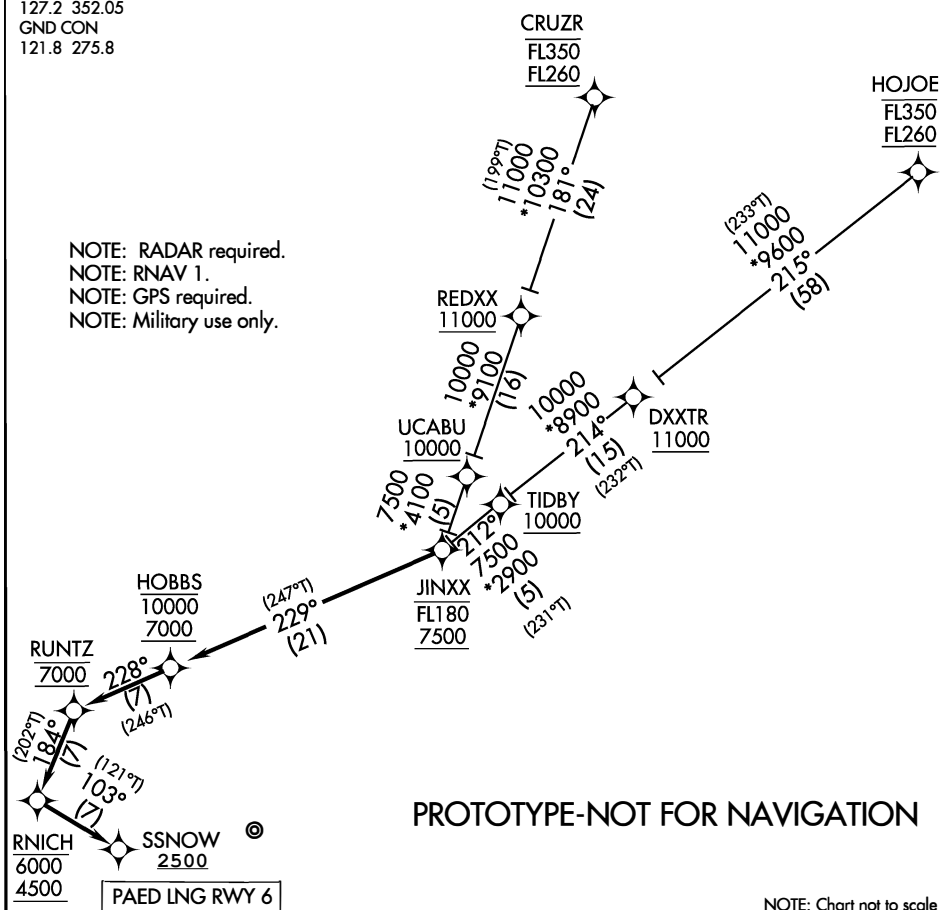
AL-1196 (FAA)

ELMENDORF AFB (PAED)

ANCHORAGE, ALASKA

ATIS
124.3 273.5
ANCHORAGE APP CON
118.6 290.5
ANCHORAGE CENTER
125.55 254.3
ELMENDORF TOWER
127.2 352.05
GND CON
121.8 275.8

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: GPS required.
NOTE: Military use only.



NOTE: Chart not to scale

ARRIVAL ROUTE DESCRIPTION

CRUZR TRANSITION (CRUZR.JINXX1):

HOJOE TRANSITION (HOJOE.JINXX1):

LANDING RWY 6: From JINXX on track 229° to cross HOBBS between 7000 and 10000, then on track 228° to cross RUNTZ at 7000, then on track 184° to cross RNICH between 4500 and 6000, then on track 103° to cross SSNOW at or above 2500. Expect ILS Z or LOC/DME RWY 6 approach.

JINXX ONE ARRIVAL (RNAV)

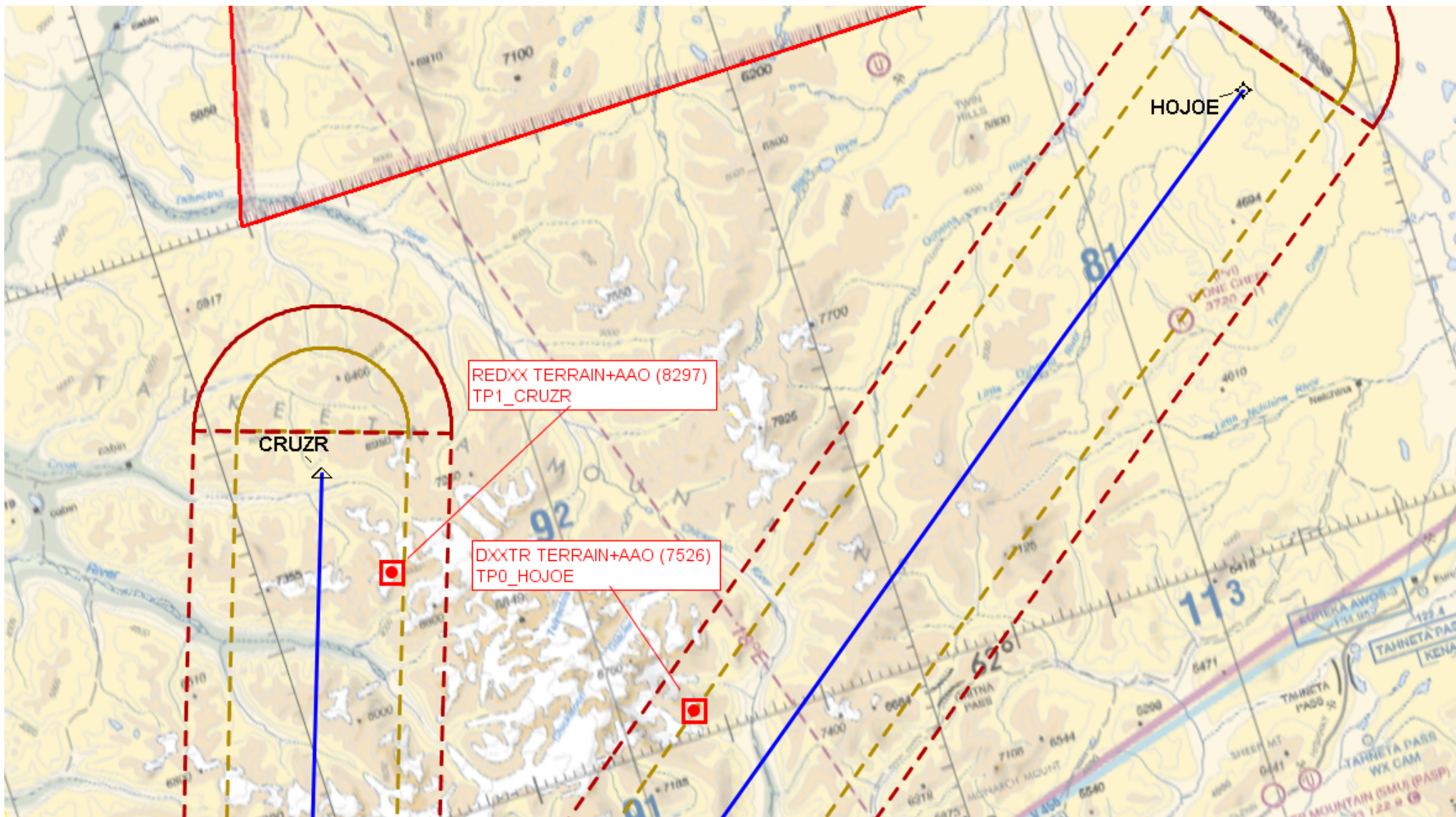
(JINXX.JINXX1) FIG

ANCHORAGE, ALASKA
ELMENDORF AFB (PAED)

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

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated. Distances are in nautical miles (NM). Graphic depictions attached.

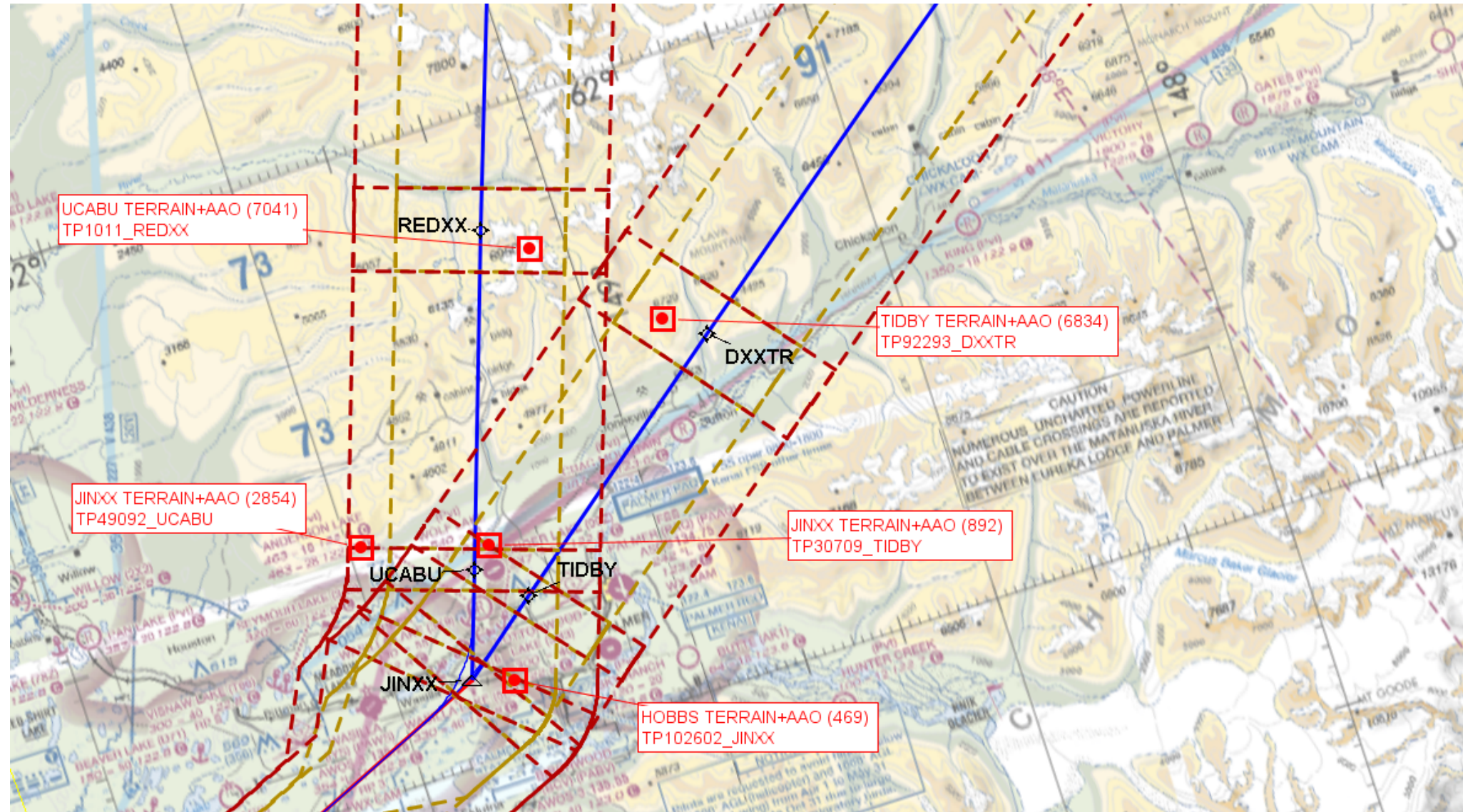
Arrival Name	Number	STAR Computer Code	Superseded Number	Dated	Effective Date
JINXX (RNAV)	ONE	JINXX.JINXX1	NONE		



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

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated. Distances are in nautical miles (NM). Graphic depictions attached.

Arrival Name	Number	STAR Computer Code	Superseded Number	Dated	Effective Date
JINXX (RNAV)	ONE	JINXX.JINXX1	NONE		



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

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated. Distances are in nautical miles (NM). Graphic depictions attached.

Arrival Name	Number	STAR Computer Code	Superseded Number	Dated	Effective Date
JINXX (RNAV)	ONE	JINXX.JINXX1	NONE		

