


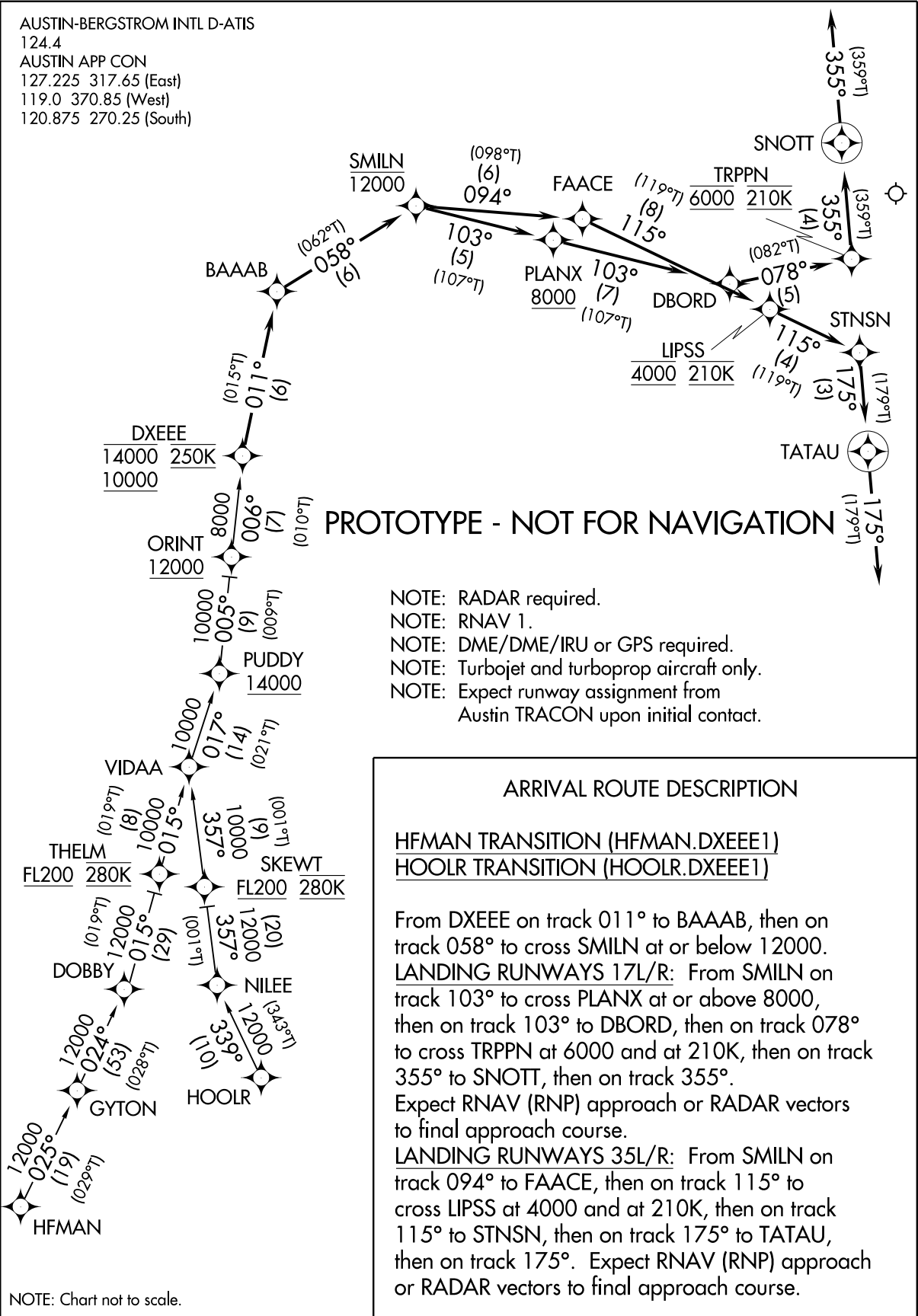
<b>Flight Procedure Tracking Form</b>		<b>Action:</b> FLIGHT CHECK	<b>Task Type:</b> STAR	<b>Date Open:</b> 07/01/2015	<b>Task #:</b> 2015063032814803004	<b>Request #:</b> 20150630328148
<b>Procedure:</b> STAR DXEEE (RNAV) ONE AUSTIN TX KAUS			<b>Airport ID:</b> KAUS	<b>Airport:</b> AUSTIN-BERGSTROM INTL		<b>Reimbursable #:</b> NO
<b>City:</b> AUSTIN	<b>ST:</b> TX	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 10/12/2017		<b>FICO #:</b>	
<b>Fac ID:</b> N/A		<b>Fac. Type:</b>		<b>Specialist:</b> DAVID DOWLING		
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	02/14/2017					
<b>QA:</b>						
<b>Liaison:</b>						
<b>Procedure Comments:</b>			ENROUTE	<b>Remark Type:</b> INFORMATION		
8260-1: (3): REQUIRED ALTITUDE AT THE TERMINATION FIXES. LOA'S (3): DG  ACTIVE AIRPORT DATA USED.  MANAGER CONTACTS: CASIMIR TABAKA, AJV-5441, (405) 954-7931 OR MARLON ROBINSON, AJV-540, (405) 954-3636.						



(DXEEE.DXEEE1) FIG  
DXEEE ONE ARRIVAL (RNAV)

AL-556 (FAA)

AUSTIN-BERGSTROM INTL (AUS)  
AUSTIN, TEXAS



AUTOMATED AL-556 DXEEE ARRIVAL (RNAV)

SC-3  
MAY 19, 2017  
COMPILER: LS  
REVIEWER:  
DBL. CHKR:  
EFF: FIG

**1. FLIGHT PROCEDURE IDENTIFICATION:**

Austin, TX  
Austin-Bergstrom Intl  
DXEEE ARRIVAL (RNAV) RWY 17L/17R Transitions

**2. WAIVER REQUIRED AND APPLICABLE STANDARD:**

Runway transition segment ends at SNOTT per 8260.3C, para 2-2-1-f(6)(b). Altitude required at the termination fixes.

**3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):**

Industry advises that when a terminus altitude is coded at the end of a STAR, it requires several cockpit actions in order to comply with alternate ATC instructions. Aircraft will not descend for alternate instructions if an altitude is coded at the terminus point of the STAR. To mitigate the lack of descent, the flight deck crew has to delete the altitude manually. This increases pilot interaction with the FMS during a crucial phase of flight, during which crews should be scanning for traffic and not heads-down. Aircraft are better able to comply with ATC instructions and setup for final if the terminus point altitude is not published. The DXEEE runway transition is only connected to the RNP RF leg. All aircraft not cleared for the RNP arc will join the downwind and be given alternate instructions.

**4. EQUIVALENT LEVEL OF SAFETY PROVIDED:**

The DXEEE STAR will be "Radar Required" and ATC will continue to provide appropriate altitudes as specified in the ZHU/AUS Letter of Agreement and AUS SOP for separation. All vectors will occur above the MIA. DXEEE is a new RNAV procedure but review of existing southwest corner arrival track data from the National Offload Program indicates that an operation utilizing ATC assigned altitudes ensures a significantly high percentage of pilot compliance and an absence of deviations.

**5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:**

Disconnecting the DXEEE STAR from the RNP Rwy 17L/17R and not connecting to any SIAP was evaluated and deemed not feasible. Disconnecting the STAR and SIAP does not meet goals and expected outcomes of PBN design, nor does it provide expected benefits to the user. The DXEEE STAR is designed to safely deliver to the RNP Rwy 17L/17R RF turn or safely deliver aircraft to the Rwy 17L/17R downwind.

**6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):**

Houston ARTC Center  
AUS Approach Control.  
Southwest Air Lines.

**7. SUBMITTED BY:**

DATE	OFFICE IDENTIFICATION	TITLE
05-04-17	CSB-ZHU-SM/OS	Support Manager, Operations Support

**SIGNATURE**

Mike  
McGhee

Digitally signed by  
Mike McGhee  
Date: 2017.05.04  
12:14:54 -05'00'

**8. AFS ACTIONS:**

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

**COMMENTS:**

DATE	ROUTING SYMBOL	SIGNATURE
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**1. FLIGHT PROCEDURE IDENTIFICATION:**

Austin, TX  
Austin-Bergstrom Intl  
DXEEE ARRIVAL (RNAV) RWY 35L/35R Transitions

**2. WAIVER REQUIRED AND APPLICABLE STANDARD:**

Runway transition segment ends at TATAU per 8260.3C, para 2-2-1-f(6)(b). Altitude required at the termination fixes.

**3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):**

Industry advises that when a terminus altitude is coded at the end of a STAR, it requires several cockpit actions in order to comply with alternate ATC instructions. Aircraft will not descend for alternate instructions if an altitude is coded at the terminus point of the STAR. To mitigate the lack of descent, the flight deck crew has to delete the altitude manually. This increases pilot interaction with the FMS during a crucial phase of flight, during which crews should be scanning for traffic and not heads-down. Aircraft are better able to comply with ATC instructions and setup for final if the terminus point altitude is not published. The DXEEE runway transition is only connected to the RNP RF leg. All aircraft not cleared for the RNP arc will join the downwind and be given alternate instructions.

**4. EQUIVALENT LEVEL OF SAFETY PROVIDED:**

The DXEEE STAR will be "Radar Required" and ATC will continue to provide appropriate altitudes as specified in the ZHU/AUS Letter of Agreement and AUS SOP for separation. All vectors will occur above the MIA. DXEEE is a new RNAV procedure but review of existing southwest corner arrival track data from the National Offload Program indicates that an operation utilizing ATC assigned altitudes ensures a significantly high percentage of pilot compliance and an absence of deviations.

**5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:**

Disconnecting the DXEEE STAR from the RNP Rwy 35L/35R and not connecting to any SIAP was evaluated and deemed not feasible. Disconnecting the STAR and SIAP does not meet goals and expected outcomes of PBN design, nor does it provide expected benefits to the user. The DXEEE STAR is designed to safely deliver to the RNP Rwy 35L/35R RF turn or safely deliver aircraft to the Rwy 35L/35R downwind.

**6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):**

Houston ARTC Center  
AUS Approach Control.  
Southwest Air Lines.

**7. SUBMITTED BY:**

DATE	OFFICE IDENTIFICATION	TITLE
05-04-17	CSB-ZHU-SM/OS	Support Manager, Operations Support

**SIGNATURE**

Mike  
McGhee

Digitally signed by  
Mike McGhee  
Date: 2017.05.04  
12:16:25 -05'00'

**8. AFS ACTIONS:**

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

**COMMENTS:**

DATE	ROUTING SYMBOL	SIGNATURE
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**1. FLIGHT PROCEDURE IDENTIFICATION:**

Austin, TX  
Austin-Bergstrom Intl  
DXEEE ARRIVAL (RNAV) RWY 17L/17R Transitions

**2. WAIVER REQUIRED AND APPLICABLE STANDARD:**

STAR termination and multiple common fixes per 8260.3C, para 2-2-1 a.(2)(b)1. STAR and IAP must not share more than one common fix and that fix must be the last fix on the STAR.

**3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):**

During transition from RNAV STAR to SIAP, utilizing a single fix creates an unsafe situation where aircraft have no procedural option other than flying into the final approach course on a tangent path. ATC requires the last fix (SNOTT) on the DXEEE STAR-RWY 17L/17R transition to establish aircraft on downwind and be after the common STAR and RNP waypoint, TRPPN.

**4. EQUIVALENT LEVEL OF SAFETY PROVIDED:**

Subsequent fixes are coded to place the aircraft on downwind. An analysis of track data through the National Offload Program supports that additional fixes on the STAR has eliminated overshoot blunders. Establishing the aircraft on the downwind via the STAR facilitates effective traffic management, lowers potential for additional questions from pilots, and minimizes potential confusion between flight crews and ATC.

**5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:**

Terminating the STAR at an earlier point on the STAR was evaluated but geometry required turns greater than 10 degrees thus, not feasible. Disconnecting the STAR from all SIAPs was also evaluated. This style of PBN design is not in compliance with PBN development strategies nor does it meet the needs of flight crews and/or ATC.

**6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):**

Houston ARTC Center  
AUS Approach Control.  
Southwest Air Lines.

**7. SUBMITTED BY:**

DATE	OFFICE IDENTIFICATION	TITLE
05-04-17	CSB-ZHU-SM/OS	Support Manager, Operations Support

**SIGNATURE**

Mike  
McGhee

Digitally signed by  
Mike McGhee  
Date: 2017.05.04  
12:18:05 -05'00'

**8. AFS ACTIONS:**

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

**COMMENTS:**

DATE	ROUTING SYMBOL	SIGNATURE
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**1. FLIGHT PROCEDURE IDENTIFICATION:**

Austin, TX  
Austin-Bergstrom Intl  
DXEEE ARRIVAL (RNAV) RWY 35L/35R Transitions

**2. WAIVER REQUIRED AND APPLICABLE STANDARD:**

STAR termination and multiple common fixes per 8260.3C, para 2-2-1 a.(2)(b)1. STAR and IAP must not share more than one common fix and that fix must be the last fix on the STAR.

**3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):**

During transition from RNAV STAR to SIAP, utilizing a single fix creates an unsafe situation where aircraft have no procedural option other than flying into the final approach course on a tangent path. ATC requires the fixes STNSN and TATAU on the DXEEE STAR-RWY 35L/35R transition to establish aircraft on downwind and be after the common STAR and RNP waypoint, LIPSS.

**4. EQUIVALENT LEVEL OF SAFETY PROVIDED:**

Subsequent fixes are coded to place the aircraft on downwind. An analysis of track data through the National Offload Program supports that additional fixes on the STAR has eliminated overshoot blunders. Establishing the aircraft on the downwind via the STAR facilitates effective traffic management, lowers potential for additional questions from pilots, and minimizes potential confusion between flight crews and ATC.

**5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:**

Terminating the STAR at an earlier point on the STAR was evaluated but geometry required turns greater than 10 degrees thus, not feasible. Disconnecting the STAR from all SIAPs was also evaluated. This style of PBN design is not in compliance with PBN development strategies nor does it meet the needs of flight crews and/or ATC.

**6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):**

Houston ARTC Center  
AUS Approach Control.  
Southwest Air Lines.

**7. SUBMITTED BY:**

DATE	OFFICE IDENTIFICATION	TITLE
05-04-17	CSB-ZHU-SM/OS	Support Manager, Operations Support

**SIGNATURE**

Mike  
McGhee

Digitally signed by  
Mike McGhee  
Date: 2017.05.04  
12:18:56 -05'00'

**8. AFS ACTIONS:**

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

**COMMENTS:**

DATE	ROUTING SYMBOL	SIGNATURE
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**1. FLIGHT PROCEDURE IDENTIFICATION:**

Austin, TX  
Austin-Bergstrom Intl  
DXEEE ARRIVAL (RNAV)

**2. WAIVER REQUIRED AND APPLICABLE STANDARD:**

Waive minimum leg length failure due to loss of airspeed and/or altitude between ORINT to DXEEE (7.42 nm), Per 8260.58A, para 1-2-5.b.(1)(a). Minimum leg length (fix-to-fix).

**3. REASON FOR WAIVER (JUSTIFICATION FOR NONSTANDARD TREATMENT):**

Aircraft landing KAUS from over KSAT require a deconflicted vertical descent path within the busy corridor between KAUS and KSAT. Energy management is critical and submitted design provides industry acceptable track mileage for pilots to manage speed and descent rate. Criteria evaluates loss of altitude and airspeed wholly contained within a single segment, not through the entirety of the flown procedure.

**4. EQUIVALENT LEVEL OF SAFETY PROVIDED:**

The total distance from THELM to DXEEE is 38.43 NM and the segment requires aircraft to lose 10,000 feet of altitude and 30 KTS of airspeed. Allowing for 1 NM per 10 KTS of airspeed loss (3 NM) reduces available segment length from 38.43 NM to 35.43 NM. An altitude loss of 10,000 feet over 35.43 NM results in a descent gradient of 282 feet/NM and is supported by current criteria. Calculations for Minimum Deceleration Distance would be based upon THELM (Altitude 1) is 20,000 feet MSL and DXEEE (Altitude 2) is 10,000 feet MSL. The applicable gradient value for this segment is 330 ft/NM. The deceleration from 280 KTS to 250 KTS requires the additional 3 NM. The calculated deceleration distance is  $(20000-10000)/330+3=33.30$  NM. The segment length between THELM and DXEEE is 38.43 NM and greater than the minimum deceleration distance required by criteria. Simulator data indicates that no additional significant energy loss actions will be required by the flight deck crew. The procedure as submitted, complies with ZHU, AUS, and SAT LOAs and AUS SOP.

**5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:**

Moving ORINT or adding additional speed step-downs were considered. If ORINT moved 1.4 miles upstream to remedy failure, but deemed not feasible by SIM data and Industry expertise. SIM data projects this move will render the vertical component of the STAR unusable under certain wind conditions.

**6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):**

Houston ARTC Center  
AUS Approach Control.  
Southwest Air Lines.

**7. SUBMITTED BY:**

DATE	OFFICE IDENTIFICATION	TITLE
05-04-17	CSB-ZHU-SM/OS	Support Manager, Operations Support

**SIGNATURE**

Mike  
McGhee

Digitally signed by  
Mike McGhee  
Date: 2017.05.04  
12:19:33 -05'00'

**8. AFS ACTIONS:**

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

**COMMENTS:**

DATE	ROUTING SYMBOL	SIGNATURE
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Inputs for DXEEE STAR Runway 35L/35R Transition Approval Letter

SMILN to LIPSS

Date: May 4, 2017

To: Bruce DeCleene, Manager, Flight Technologies and Procedures Division

THRU: Wade Terrell, Manager, Flight Procedure Implementation and Oversight Branch

From: Mike McGhee, Support Manager, Operations Support, ZHU, CSB-ZHU

Mike  
McGhee

Digitally signed by Mike  
McGhee  
Date: 2017.05.04  
12:23:21 -05'00'

Subject: Approval Request: Austin-Bergstrom Intl, AUS, DXEEE STAR Runway 35L/35R Transition

This request is for approval of the descent gradient of 584 ft/NM from SMILN to LIPSS.

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(1), 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 head wind (using average historical wind), that information should be included in the approval request.”

The descent gradient of 584 ft/NM from SMILN to LIPSS is calculated from a maximum altitude of 12000ft MSL at SMILN descending to a minimum altitude of 4000ft MSL at LIPSS, over a distance of 13.68 NM. However, the gradient over multiple fixes is within the maximum permissible descent gradient. Descending from a minimum altitude of 10000ft MSL at DXEEE to a mandatory altitude of 4000ft MSL at LIPSS, over a distance of 25.77 NM, is a gradient of 232 ft/NM. The maximum altitude of 12000ft MSL at SMILN is for an airspace constraint. Simulator data indicates aircraft of varying weights with varying wind conditions will all be below 12000ft MSL. Removing the altitude restriction at SMILN was considered. The reference software indicated no descent gradient issues but the at or below restriction is operationally necessary for procedural deconfliction. SIM data supports the overall profile and lateral design. Industry indicates that the procedure can be easily managed without increased energy management actions by the flight crew.

The course from SMILN to FAACE is 97.91 true / 91.91 magnetic and will have a quartering tailwind or tailwind component more often than a headwind.

Inputs for DXEEE STAR Runway 17L/17R Transition Approval Letter

SMILN to PLANX

Date: May 4, 2017

To: Bruce DeCleene, Manager, Flight Technologies and Procedures Division

THRU: Wade Terrell, Manager, Flight Procedure Implementation and Oversight Branch

From: Mike McGhee, Support Manager, Operations Support, ZHU, CSB-ZHU

Mike  
McGhee

Digitally signed by Mike  
McGhee  
Date: 2017.05.04  
12:24:59 -05'00'

Subject: Approval Request: Austin-Bergstrom Intl, AUS, DXEEE STAR Runway 17L/17R Transition

This request is for approval of the descent gradient of 775 ft/NM from SMILN to LIPSS.

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(1), 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 head wind (using average historical wind), that information should be included in the approval request.”

The descent gradient of 775 ft/NM from SMILN to PLANX is calculated from a maximum altitude of 12000ft MSL at SMILN descending to a minimum altitude of 8000ft MSL at PLANX, over a distance of 5.16 NM. However, the gradient over multiple fixes is within the maximum permissible descent gradient. Evaluating DXEEE STAR construction between DXEEE and TRPPN, the total distance from DXEEE to TRPPN is 28.42 NM. Allowing for 1 NM per 10 KTS of airspeed loss (4 NM) reduces available segment length from 28.42 NM to 24.42 NM. Descending from a minimum altitude of 10000ft MSL at DXEEE to a mandatory altitude of 6000ft MSL at TRPPN, produces an altitude loss of 4000ft MSL. An altitude loss of 4000ft MSL over the reduced distance of 24.42 NM, is a gradient of 164 ft/NM. Removing the altitude restriction at SMILN was considered. The reference software indicated no descent gradient issues but the at or below restriction is operationally necessary for airspace. SIM data supports the overall profile and lateral design. Industry indicates that the procedure can be easily managed without increased energy management actions by the flight crew.

The course from SMILN to PLANX is 107.38 true / 101.38 magnetic and will have a quartering tailwind or tailwind component more often than a headwind.

Inputs for LAIKS STAR Runway 17L/17R Transition Approval Letter

LAIKS to BOYZZ

Date: May 4, 2017

To: Bruce DeCleene, Manager, Flight Technologies and Procedures Division

THRU: Wade Terrell, Manager, Flight Procedure Implementation and Oversight Branch

From: Mike McGhee, Support Manager, Operations Support, ZHU, CSB-ZHU

**Mike  
McGhee**

Digitally signed by Mike  
McGhee  
Date: 2017.05.04  
12:28:22 -05'00'

Subject: Approval Request: Austin-Bergstrom Intl, AUS, LAIKS STAR Runway 17L/17R Transition

This request is for approval of the descent gradient of 330 ft/NM from LAIKS to BOYZZ.

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(1), 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 head wind (using average historical wind), that information should be included in the approval request.”

The descent gradient of 330 ft/NM from LAIKS to BOYZZ is calculated from a minimum altitude of 10000ft MSL at LAIKS descending to a minimum altitude of 6000ft MSL at BOYZZ, over a distance of 12.10 NM. However, the gradient over multiple fixes is within the maximum permissible descent gradient. Evaluating LAIKS STAR construction between LAIKS and CRLOS, the total distance from LAIKS to CRLOS is 18.65 NM. Descending from a minimum altitude of 10000ft MSL at LAIKS to a mandatory altitude of 5000ft MSL at CRLOS, produces an altitude loss of 5000ft MSL. An altitude loss of 5000ft MSL over the distance of 18.65 NM, is a gradient of 268 ft/NM. Adjusting the altitude restriction at BOYZZ was considered. The reference software indicated no descent gradient issues but industry indicated that the adjustment would result in the procedure being unusable in a south flow if ATC required speed reductions. SIM data supports the overall profile and lateral design.

The course from LAIKS to BOYZZ is 114.63 true / 108.63 magnetic and will have a quartering tailwind or tailwind component more often than a headwind.

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.

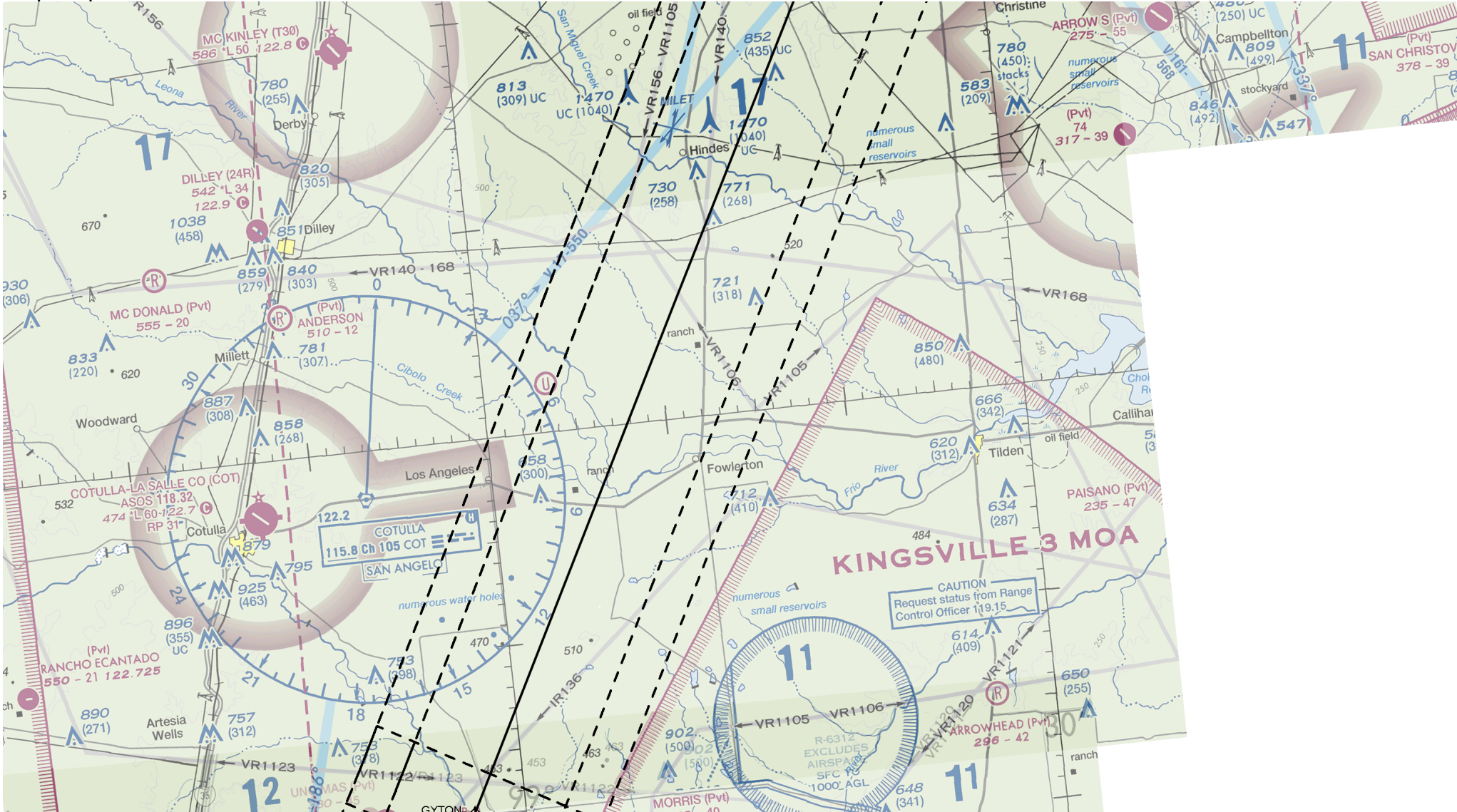


FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
STANDARD TERMINAL ARRIVAL (STAR)

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
<b>DXEEE (RNAV)</b>	<b>ONE</b>	<b>DXEEE.DXEEE1</b>	<b>NONE</b>		

Graphic Depiction 6

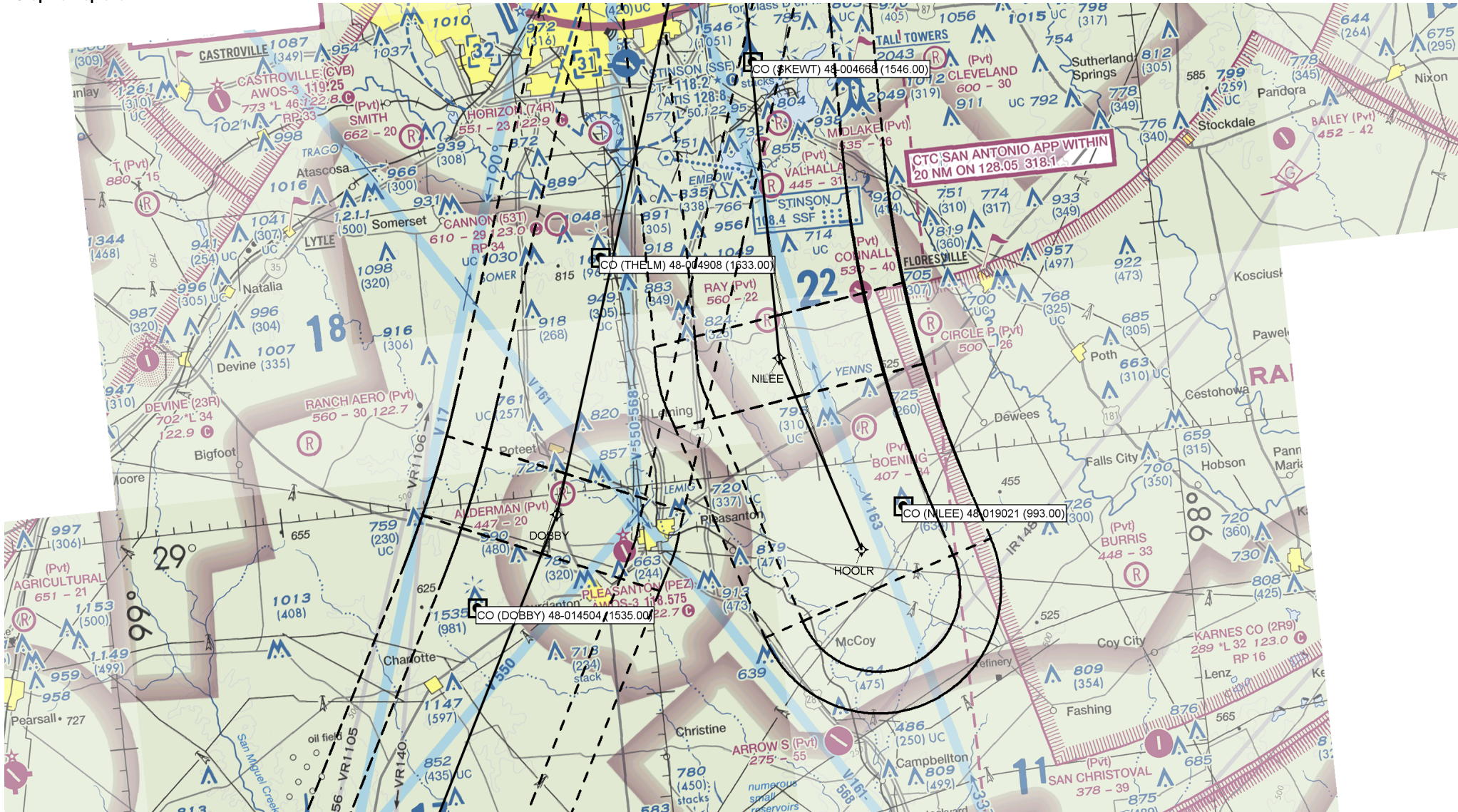




FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
STANDARD TERMINAL ARRIVAL (STAR)

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
<b>DXEEE (RNAV)</b>	<b>ONE</b>	<b>DXEEE.DXEEE1</b>	<b>NONE</b>		
<b>Graphic Depiction 7</b>					



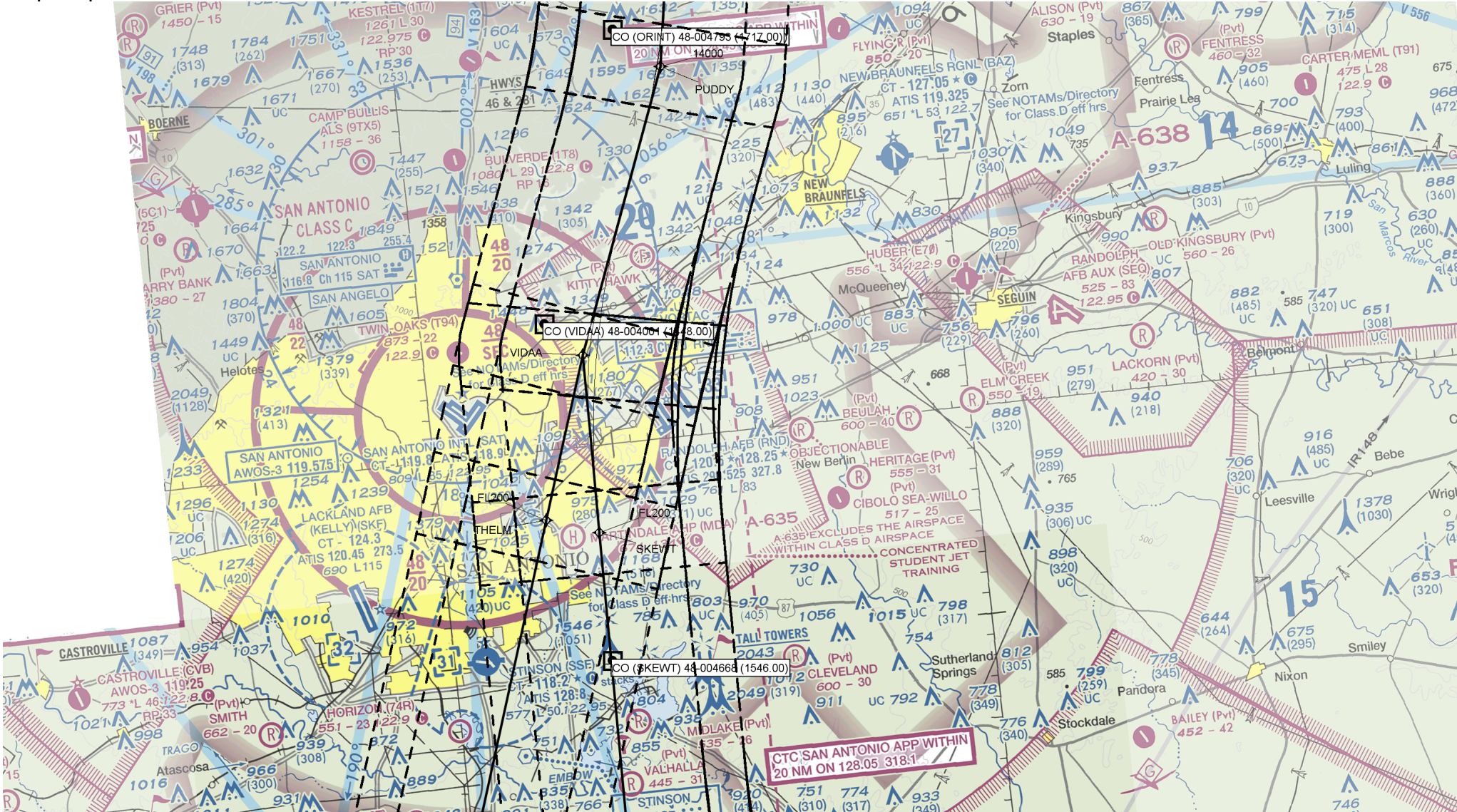


FEDERAL AVIATION ADMINISTRATION  
FLIGHT STANDARDS SERVICE  
STANDARD TERMINAL ARRIVAL (STAR)

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
DXEEE (RNAV)	ONE	DXEEE.DXEEE1	NONE		

Graphic Depiction 8





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
<b>DXEEE (RNAV)</b>	<b>ONE</b>	<b>DXEEE.DXEEE1</b>	<b>NONE</b>		

Graphic Depiction 9

