

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 12/26/2024	APWS Task ID: 7D18EBA0D9264631B5376A9A9A9C4D72	APWS Project ID: E173B8F21779455389B2906118775A87
Procedure: STAR GOATZ (RNAV) TWO		Enroute: YES	Specialist: Neidigh, Jon		Agreement Number:
Airport ID: KLAX			Airport City: LOS ANGELES		State: CA
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<p>Procedure Comments:</p> <p>AFS APPROVAL LETTER - DESCENT GRADIENT GREATER THAN 250 FT/NM AFTER DECELERATION TO 220 KIAS REVISED GOATZ ARRIVAL ROUTE CONTACT CASIMIR L. TABAKA 405-954-7931</p> <p>09/24/2024: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 06/14/2024. LOST COMM: CHANGED FROM "IN THE EVENT OF LOST COMMUNICATIONS: RNP ARRIVALS PROCEED ON THE RNAV (RNP) Z RWY 25L APPROACH. ALL OTHER AIRCRAFT PROCEED ON THE ILS OR LOC RWY 25 APPROACH" TO "PROCEED FROM TRNDO TO RWY 25L VIA RNAV (RNP) Z RWY 25L, OR ILS OR LOC RWY 25L PROCEDURE."</p> <p><i>Digitally signed by</i> JOSEPH L ZEDER Sep 30, 2024</p> <p>10/28/2024: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 09/30/2024. ARRIVAL ROUTE DESCRIPTION:CHANGED "...THEN ON TRACK 331.95/8.45 TO CROSS SEAL BEACH VORTAC AT 7000" TO "...THEN ON TRACK 331.95/8.45 TO CROSS SLI VORTAC AT 7000".</p> <div><div>QUALITY 41 CHECKED</div><div>QUALITY 35 CHECKED</div></div>					

FIPC BASIC FORM						
PROCEDURE: STAR GOATZ (RNAV) TWO			AIRPORT NAME: LOS ANGELES INTL		AIRPORT ID: KLAX	SPECIAL CONTROL NO: SG-08-142-24
FAC ID: GOATZ2		CITY: LOS ANGELES			ST: CA	ORIG CHART DATE: 12/26/2024
DFL TYPE: PROC/B	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER:	PTS TASK ID: 7D18EBA0D9264631B5376A9A9A9C4D72		
PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
					YES	NO
					CPV COMPLETE? <input checked="" type="checkbox"/> X <input type="checkbox"/>	
PROCEDURE RESULTS						
INSPECTION DATE: 09/27/2024	CREW #: VN235	N #:	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		ARINC CODING: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
FLIGHT INSPECTOR SIGNATURE: thomas e molokie @ 09/26/2024 20:35			PRINTED NAME: MOLOKIE, THOMAS EDWARD			NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
FLIGHT INSPECTOR REMARKS: Table Top Evaluation Satisfactory.						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		



Federal Aviation Administration

Memorandum

Date: June 14, 2024

To: Wade Terrell, Manager, Flight Technologies and Procedures Division
THRU: Wayne Radicke, Manager, Flight Procedures & Airspace Group

From: Bev Bordy, Manager, Instrument Flight Procedures Coordination Team,
AJV-A43

Subject: Approval Request: Los Angeles International Airport, CA (KLAX), GOATZ
STAR

This request is for approval of the descent gradient of 285 ft/NM from SLI VORTAC to TRNDO.

The requirement in Order 8260.3E, paragraph 2-2-8.a(4) is: "Gradient after deceleration to 220 KIAS. After a speed restriction of 220 KIAS or less is used, for subsequent fixes along the route of the STAR the maximum permissible descent gradient is 250 ft/NM (approximately 2.36 degrees)."

The Descent Gradient (284.97 ft/NM) from SLI VORTAC to TRNDO is calculated from an altitude of 7000 and 210 kts at SLI VORTAC to an altitude of 5000 and 210 kts at TRNDO, over a distance of 7.02 NM. The course from SLI VORTAC to TRNDO is 326.2 magnetic/338.2 true. When the STAR is in use, a headwind prevails more often than a tailwind.

Due to surrounding Los Angeles Basin ingress/egress procedures, there is an operational need to have the GOATZ STAR design retain long standing arrival procedures for aircraft landing KLAX routed via SLI VORTAC.

Due to air traffic volume, complexity, and Class B containment requirements, ATC has determined that it is not operationally acceptable to change the location of the STAR descent from SLI VORTAC or the altitude restriction because it would force the descent too early and would result in a potential Class B redesign and/or changes to numerous other procedures.

This descent gradient has been in place and flown since the implementation of this STAR in 2017. This STAR was reviewed at a Full Work Group Meeting in January 2024, at which Industry was present, and there were no objections to the current descent gradient along this segment. The mandatory altitudes at SLI VORTAC and TRNDO are necessary to separate from adjacent airspace and procedures.

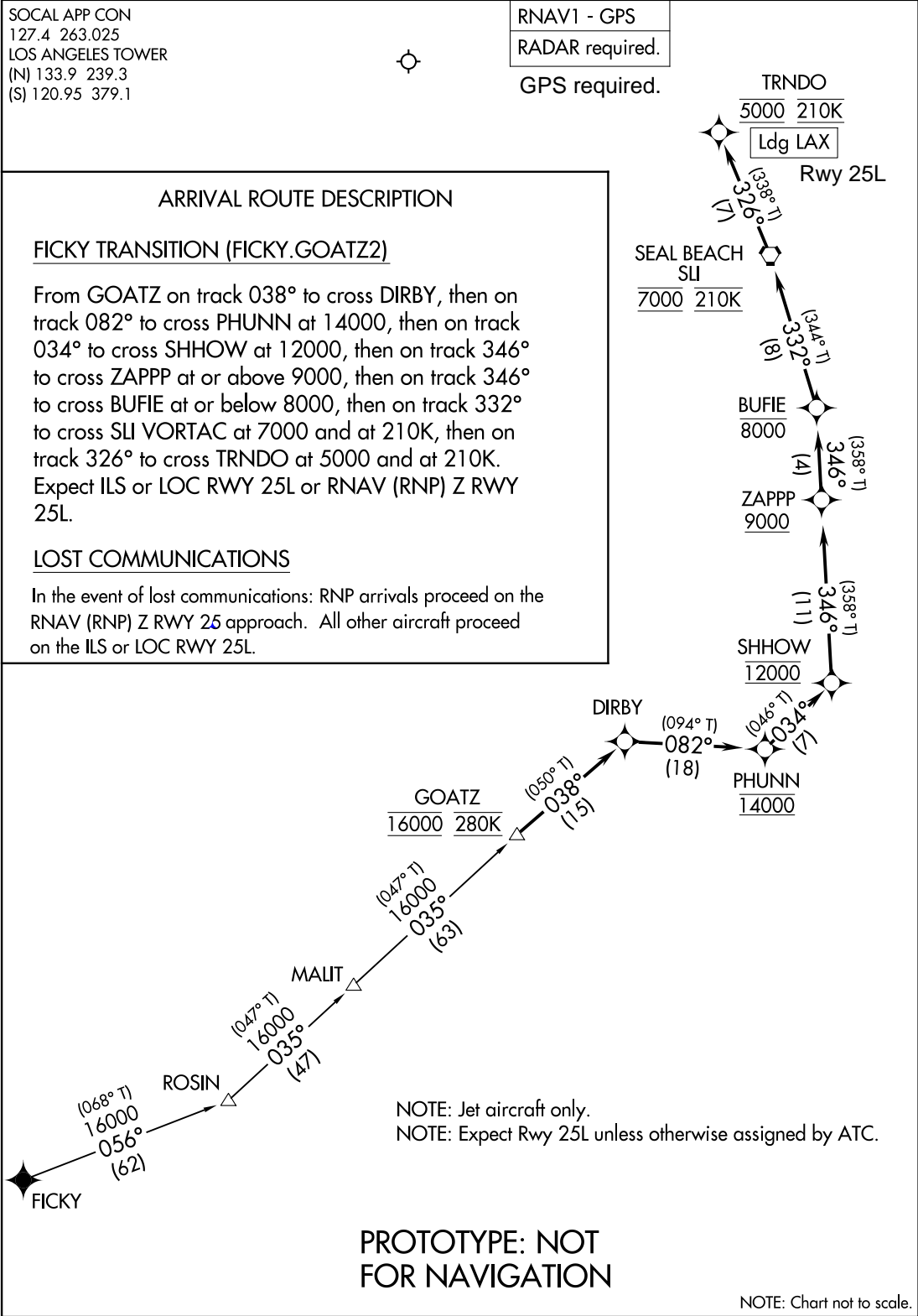
(GOATZ .GOATZ2) FIG

GOATZ TWO ARRIVAL(RNAV)

AL-237 (FAA)

LOS ANGELES INTL (LAX)

LOS ANGELES, CALIFORNIA



AUTOMATED AL-237 GOATZ ARRIVAL

GOATZ TWO ARRIVAL(RNAV)

(GOATZ .GOATZ2) FIG

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

SW-3
12 AUG 2024
COMPILER: CG
REVIEWER:
DBL CHKR:
EFF: FIG

(GOATZ .GOATZ1) 17117
GOATZ ONE ARRIVAL (RNAV)

OLD

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

SOCAL APP CON
127.4 263.025
LOS ANGELES TOWER
(N) 133.9 239.3
(S) 120.95 379.1



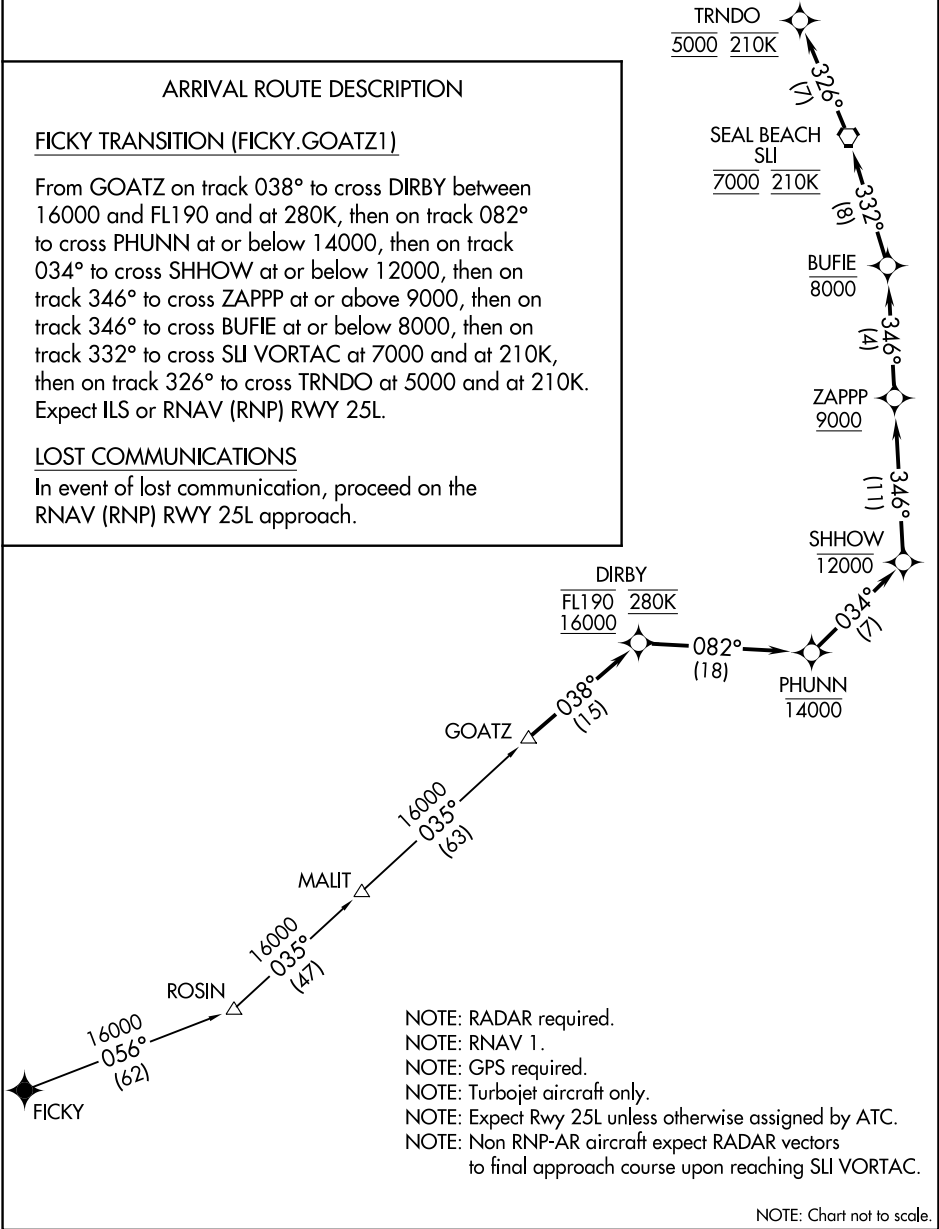
ARRIVAL ROUTE DESCRIPTION

FICKY TRANSITION (FICKY.GOATZ1)

From GOATZ on track 038° to cross DIRBY between 16000 and FL190 and at 280K, then on track 082° to cross PHUNN at or below 14000, then on track 034° to cross SHHOW at or below 12000, then on track 346° to cross ZAPPP at or above 9000, then on track 346° to cross BUFIE at or below 8000, then on track 332° to cross SLI VORTAC at 7000 and at 210K, then on track 326° to cross TRNDO at 5000 and at 210K. Expect ILS or RNAV (RNP) RWY 25L.

LOST COMMUNICATIONS

In event of lost communication, proceed on the RNAV (RNP) RWY 25L approach.



NOTE: Chart not to scale.

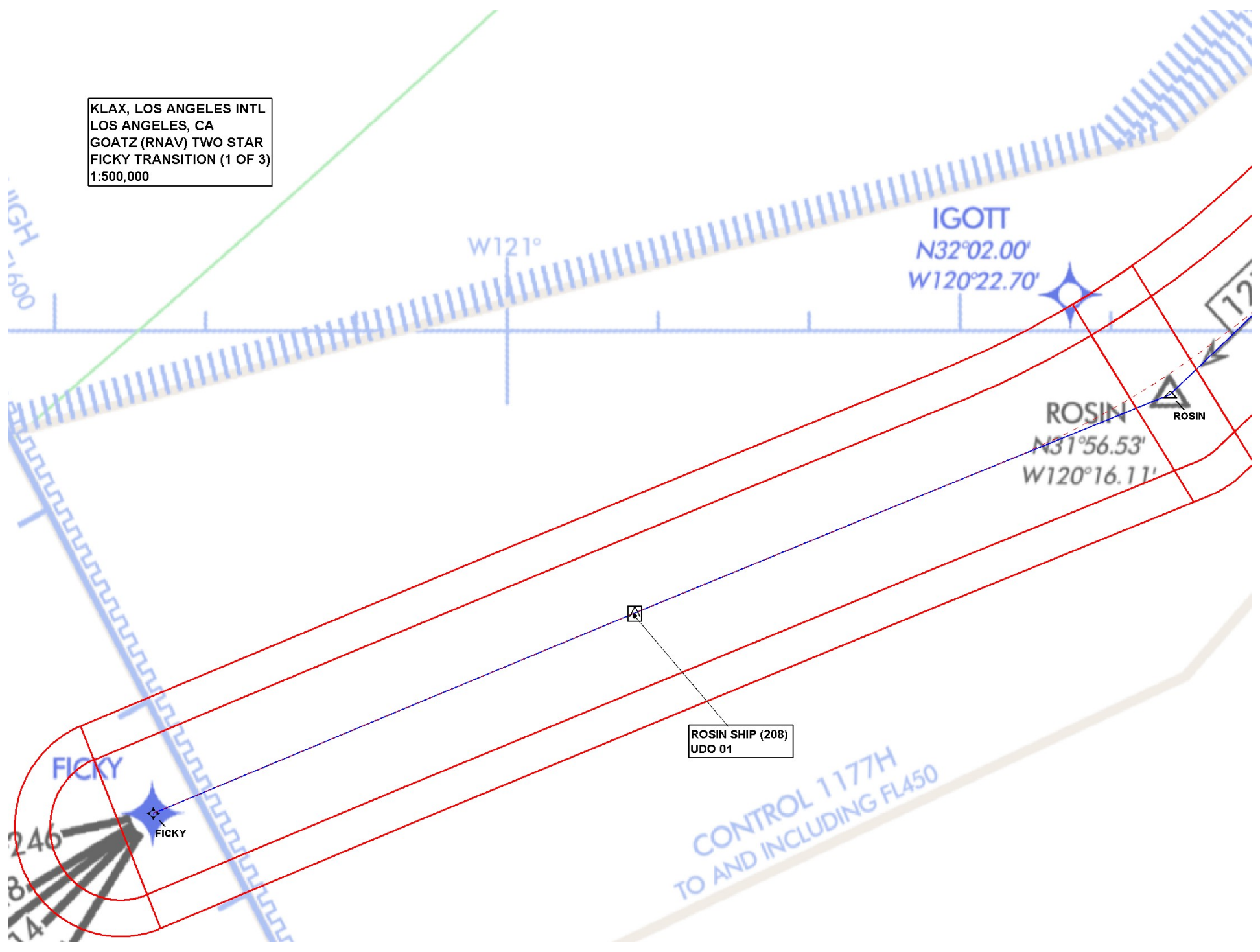
GOATZ ONE ARRIVAL (RNAV)
(GOATZ .GOATZ1) 27APR17

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

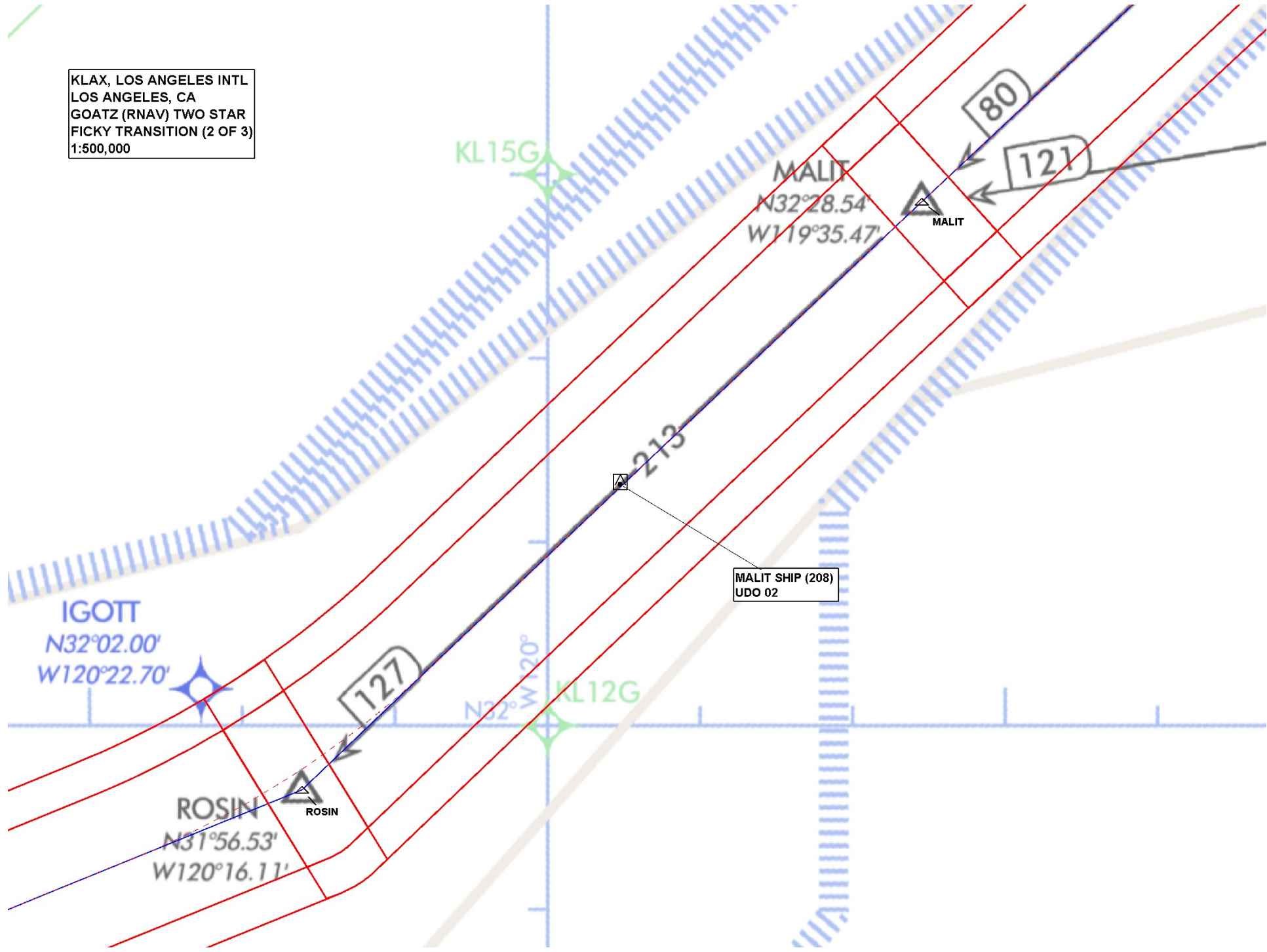
SW-3, 16 MAY 2024 to 13 JUN 2024

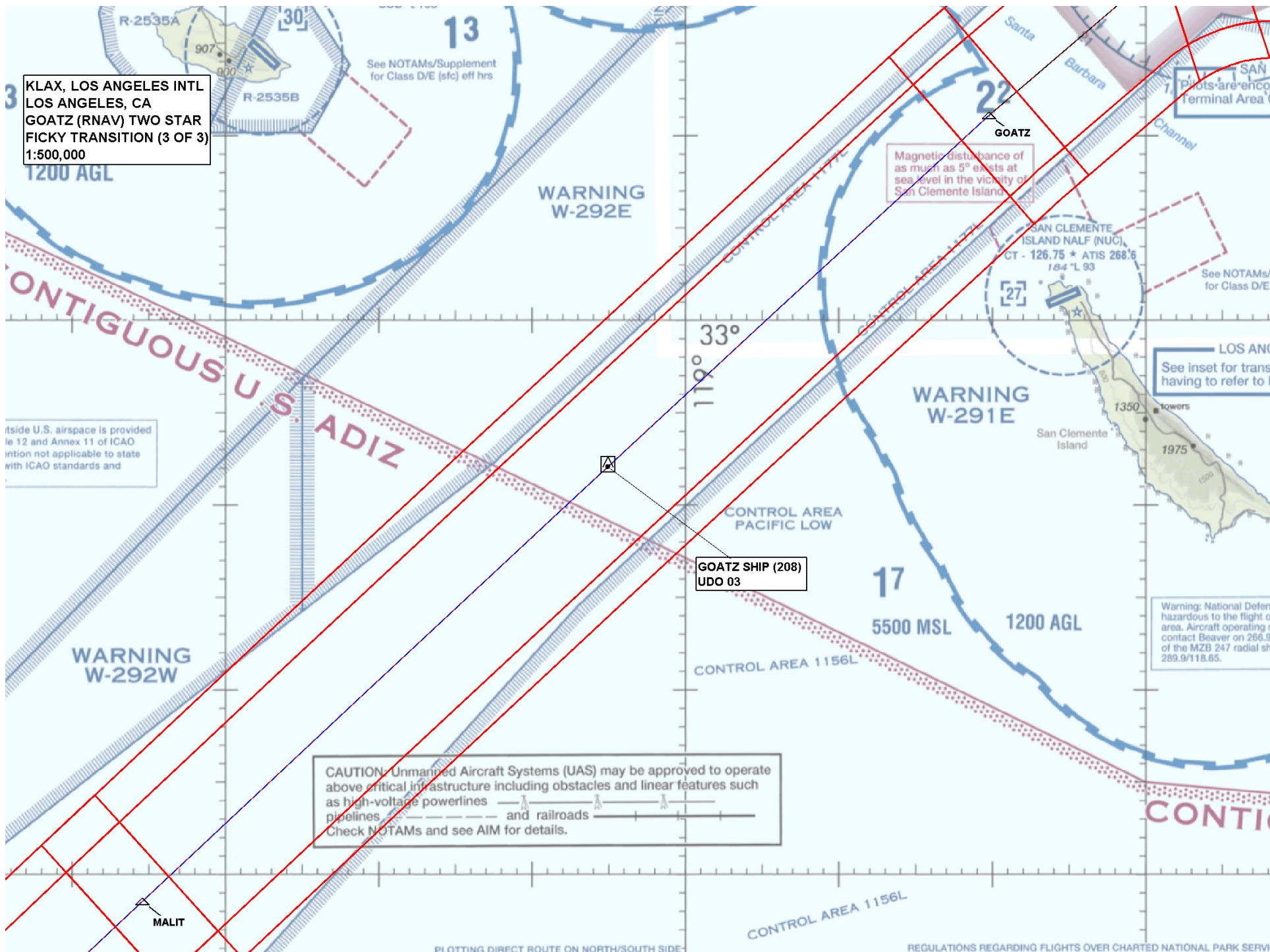
SW-3, 16 MAY 2024 to 13 JUN 2024

KLAX, LOS ANGELES INTL
LOS ANGELES, CA
GOATZ (RNAV) TWO STAR
FICKY TRANSITION (1 OF 3)
1:500,000



KLAX, LOS ANGELES INTL
LOS ANGELES, CA
GOATZ (RNAV) TWO STAR
FICKY TRANSITION (2 OF 3)
1:500,000





KLAX, LOS ANGELES INTL
LOS ANGELES, CA
GOATZ (RNAV) TWO STAR
FICKY TRANSITION (3 OF 3)
1:500,000

Outside U.S. airspace is provided
in 12 and Annex 11 of ICAO
which is not applicable to state
with ICAO standards and

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate
above critical infrastructure including obstacles and linear features such
as high-voltage powerlines, pipelines, and railroads
Check NOTAMs and see AIM for details.

Magnetic disturbance of
as much as 5° exists at
sea level in the vicinity of
San Clemente Island

LOS ANGELES
See inset for trans
having to refer to I

Warning: National Defense
hazardous to the flight of
aircraft. Aircraft operating in
this area must contact Beaver on 266.9
of the MZB 247 radial and
289.9/118.65.

