

KSNA: JOHN WAYNE AIRPORT-ORANGE COUNTY, SANTA ANA, CA

DSNEE FIVE (RNAV) STAR

PRB RESULTS: RECOMMEND DISAPPROVAL

- IAW 8260.3D, 2-2-3 COMMON ROUTES ARE NOT DOCUMENTED CORRECTLY. THERE SHOULD BE A COMMON ROUTE FOR THE AIRCRAFT GOING TO LGB, FOLLOWED BY THE RUNWAY TRANSITIONS. THIS COULD BE EASILY FIXED WHILE STAYING WITHIN THE PARAMETERS OF CRITERIA.---AJV RESPONSE: Procedure documented same as DSNEE FOUR (currently published) and did not run into coding/fig issues; also 2-2-3 *does not indicate a star MUST* utilize a common route (only a common fix) for the primary arpt in which rwy transitions are established.
Criteria: 2-2-3. Routes and Transitions. A STAR serving a single airport consists of a common route, with optional e route and/or runway transitions. A STAR without a common route (such as a STAR with only a common point) may also be established if it contains at least two e route transitions or at least two runway transitions. STARs serving multiple airports *may* consist of separate common routes to each airport; however, all common routes must begin at a fix that serves all airports.
- IAW 8260.3D, 2-2-7 D (2): MOCA'S ARE NOT DOCUMENTED FOR EACH LEG OF THE TRANSITIONS. AJV RESPONSE: Please see 4-5-12(B)(8): MOCA. Enter the MOCA along the route segment. To reduce chart clutter, do not publish MOCAs less than 500 feet below the MEAs.
- ~~ENVIRONMENTAL DOCUMENT: NOT SIGNED.~~ Added copy with signatures
- A COPY OF THE EXISTING WAIVER FOR ESTABLISHING JWARD AS THE TERMINATION FIX WAS NOT INCLUDED IN THE PACKAGE. AJV RESPONSE: TIME-STAMP OF S FILE (3/23/21 7:56 AM) SHOWS JWARD LOA.
- LUQAS-DSNEE APPROVAL REQUEST WAS A PREVIOUSLY APPROVED AS A WAIVER, BUT THERE IS NO CANCELLATION REQUEST FOR THE WAIVER IN THE PACKAGE. AJV RESPONSE: RSO 0200 still indicates leg length requirement of 12.09 nm and the procedure utilizes 10.77 nm—LOA is still valid and appears to be included with TIME-STAMP OF S FILE (3/23/21 7:56 AM)

1. FLIGHT PROCEDURE IDENTIFICATION:

SANTA ANA, CA
JOHN WAYNE AIRPORT-ORANGE COUNTY
DSNEE ARRIVAL (RNAV)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Per 8260.3C, para 2-2-1 a.(2)(b)1, The termination fix must be the first fix that is common to both the STAR and the IAP (the STAR and the 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):

Airspace and Instrument Approach procedure design constraints. Terminating the STAR at the first common fix (DSNEE) forces controllers to vector aircraft prior to DSNEE when the RNP Z RWY 20R approach is not feasible. This action adds significantly to controller workload and can lead to aircraft departing the expected track. Terminating the STAR at JWARD allows non-RNP equipped aircraft and RNP aircraft not executing the RNP RWY 20R instrument approach procedure from DSNEE (IF) to continue to a STAR termination point that positions these aircraft for sequencing to the ILS or LOC RWY 20R approach

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

Track data supports terminating the STAR at JWARD. In the event an aircraft strays off the published procedure, controllers will intervene, using radar control, to correct any aircraft deviation from the STAR altitude restrictions or ground track.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Redesign of the STAR / RNP Approach combination has been considered over a number of years. Terrain to the left of STAR/RNP track, and KONT departures and enroute traffic to the right of track limit design options, therefore, were not deemed feasible.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

Southern California Metroplex D & I Team Leads.
Los Angeles ARTCC.
Socal Approach Control.
Industry Representatives: SWA Gary McMullin, UAL Mike Cipriano, AAL Wes Googe

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
04/14/17	AJV-143	Robert E. Henry, Manager, SOCAL Metroplex

SIGNATURE

**ROBERT
E HENRY** Digitally signed by
ROBERT E HENRY
Date: 2017.05.18
09:44:27 -07'00'

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED

COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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1. FLIGHT PROCEDURE IDENTIFICATION:

LONG BEACH, CA
LONG BEACH/DAUGHERTY FIELD
DSNEE ARRIVAL (RNAV)

2. WAIVER REQUIRED AND APPLICABLE STANDARD:

Per 8260.3C, para 2-2-1 i., Deceleration. Sufficient distance and a reduced descent gradient are required prior to any fix with a speed restriction. Enroute transition segment from LUQAS to DSNEE does not meet minimum deceleration length requirement per 8260.3C, para 2-2-1i(2)(a). Deceleration from assumed 280K to 220K would increase leg length from 10.77 NM to 18.0 NM

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

Terrain, and opposite direction / crossing procedure design constraints. The descent, airspeed constraint and the placement of fixes are required because of airspace limitations/restrictions and the ATC facility procedures to/from surrounding airports.

4. EQUIVALENT LEVEL OF SAFETY PROVIDED:

Successful use of the STAR since 3/2/17. Vertical path descent gradient from ROOBY to SLPPR is 358 ft/NM. RADAR is required for this procedure and controllers will intervene if aircraft flight path deviates from the published track.

5. ALTERNATIVE ACTIONS DEEMED NOT FEASIBLE:

Redesign of the STAR was considered, however, because of traffic flow constraints along with the operational requirement for sequencing, this option was deemed not feasible.

6. COORDINATION WITH USER ORGANIZATIONS (SPECIFY):

Southern California Metroplex D & I Team Leads.
Los Angeles ARTCC.
Socal Approach Control.

7. SUBMITTED BY:

DATE	OFFICE IDENTIFICATION	TITLE
08/07/17	AJV-143	Robert E. Henry, Manager, SOCAL Metroplex

SIGNATURE

**ROBERT
E HENRY** Digitally signed by
ROBERT E HENRY
Date: 2017.08.08
08:30:20 -07'00'

8. AFS ACTIONS:

☐ APPROVED ☐ DISAPPROVED ☐ NOT REQUIRED


COMMENTS:

DATE	ROUTING SYMBOL	SIGNATURE
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THIS WAIVER IS CANCELLED EFFECTIVE APRIL 22, 2021.
THIS HAS BEEN RESUBMITTED AND APPROVED AS AN APPROVAL REQUEST

(Signature)

(Title, Office Symbol)

Flight Procedures Cover Page	Task Action: Amendment	Task Type: STAR	Estimated Chart Date: 04/22/2021	APWS Task ID: 98260EBB70FC41A69B84042EABABFFD2	APWS Project ID: 14244B2DDCC84E05AED1B04397E7A21D
Procedure: STAR DSNEE (RNAV) FIVE SANTA ANA, CA KSNA		Enroute: YES	Specialist: JOSEPH ZEDER		Agreement Number:
Airport ID: KSNA			Airport City: SANTA ANA		State: CA
Facility ID:	Facility Type:	Flight Inspection Remark Type:			
<p>Procedure Comments: AMEND - STAR DSNEE FOUR (RNAV) to remove the altitude restriction at JWARD to correct the FMC issue.</p> <p>POC: DAVE DANNER 405-954-5077</p> <p>8 EA APPROVAL LETTERS</p> <p style="text-align: right;">J ZEDER 06/15/2021</p> <p style="text-align: right;">  </p> <p>06/15/2021: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 11/25/2020. 1. ADDITIONAL FLIGHT DATA: DELETED DO NOT CHART MOCAS.</p>					

FIPC DME/DME FORM

PROCEDURE: STAR DSNEE (RNAV) FIVE SANTA ANA, CA KSNA		AIRPORT NAME: JOHN WAYNE/ORANGE COUNTY		AIRPORT ID: KSNA	SPECIAL CONTROL NO: SG-12-213-20
FAC ID: DSNEE5		CITY: SANTA ANA		ST: CA	ORIG CHART DATE: 04/22/2021
DFL TYPE: PROC/D	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER: AC0683	PTS TASK ID:	

PREFLIGHT NOTES

REVIEWER:	DATE:			
COMMENTS:	CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT			
	<table><tr><td></td><td>YES</td><td>NO</td></tr></table>		YES	NO
		YES	NO	
CPV COMPLETE?	<table><tr><td><input checked="" type="checkbox"/> X</td><td></td></tr></table>	<input checked="" type="checkbox"/> X		
<input checked="" type="checkbox"/> X				

PROCEDURE RESULTS

INSPECTION DATE: 12/23/2020	CREW #: VN118	N #:	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT	ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT
FLIGHT INSPECTOR SIGNATURE: donald mcgough @ 12/23/2020 14:03			PRINTED NAME: MCGOUGH, DONALD ALOYSIUS	NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

FLIGHT INSPECTOR REMARKS: Ground evaluation of amended procedure, STAR DSNEE (RNAV) FIVE SANTA ANA, CA, KSNA. Procedure is Satisfactory as amended. The changes to the procedure do not require an in-flight evaluation. Crossing altitude removed at JWARD. A few MOCAs increased by 100 ft, and the MOCA from BRCKK to ROADE, going from 12,000 to 12,300 MSL. No "ari" file provided.	
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DME/DME STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> UNSAT	SPECIALIST SIGNATURE: jeanette ctr roller @ 01/22/2021 13:01	PRINTED NAME: Jeanette Roller
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SPECIALIST REMARKS: No new ESVs.
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IN-FLIGHT OBSTACLE REPORT

OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:
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FIPC DME/DME FORM

PROCEDURE: STAR DSNEE (RNAV) FIVE SANTA ANA, CA KSNA		AIRPORT NAME: JOHN WAYNE/ORANGE COUNTY		AIRPORT ID: KSNA	SPECIAL CONTROL NO: SG-12-213-20
FAC ID: DSNEE5		CITY: SANTA ANA		ST: CA	ORIG CHART DATE: 04/22/2021
DFL TYPE: PROC/D	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER: AC0683	PTS TASK ID:	

PREFLIGHT NOTES

REVIEWER:	DATE:			
COMMENTS:	CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT			
	<table><tr><td></td><td>YES</td><td>NO</td></tr></table>		YES	NO
		YES	NO	
CPV COMPLETE?	<table><tr><td><input checked="" type="checkbox"/> X</td><td></td></tr></table>	<input checked="" type="checkbox"/> X		
<input checked="" type="checkbox"/> X				

PROCEDURE RESULTS

INSPECTION DATE: 12/23/2020	CREW #: VN118	N #:	INSTRUMENT PROCEDURE STATUS: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT	ARINC CODING: <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT
FLIGHT INSPECTOR SIGNATURE: donald mcgough @ 12/23/2020 14:03			PRINTED NAME: MCGOUGH, DONALD ALOYSIUS	NOTAM INITIATED? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

FLIGHT INSPECTOR REMARKS: Ground evaluation of amended procedure, STAR DSNEE (RNAV) FIVE SANTA ANA, CA, KSNA. Procedure is Satisfactory as amended. The changes to the procedure do not require an in-flight evaluation. Crossing altitude removed at JWARD. A few MOCAs increased by 100 ft, and the MOCA from BRCKK to ROADE, going from 12,000 to 12,300 MSL. No "ari" file provided.		
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DME/DME STATUS: <input type="checkbox"/> SAT <input type="checkbox"/> UNSAT	SPECIALIST SIGNATURE:	PRINTED NAME:
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SPECIALIST REMARKS:

IN-FLIGHT OBSTACLE REPORT

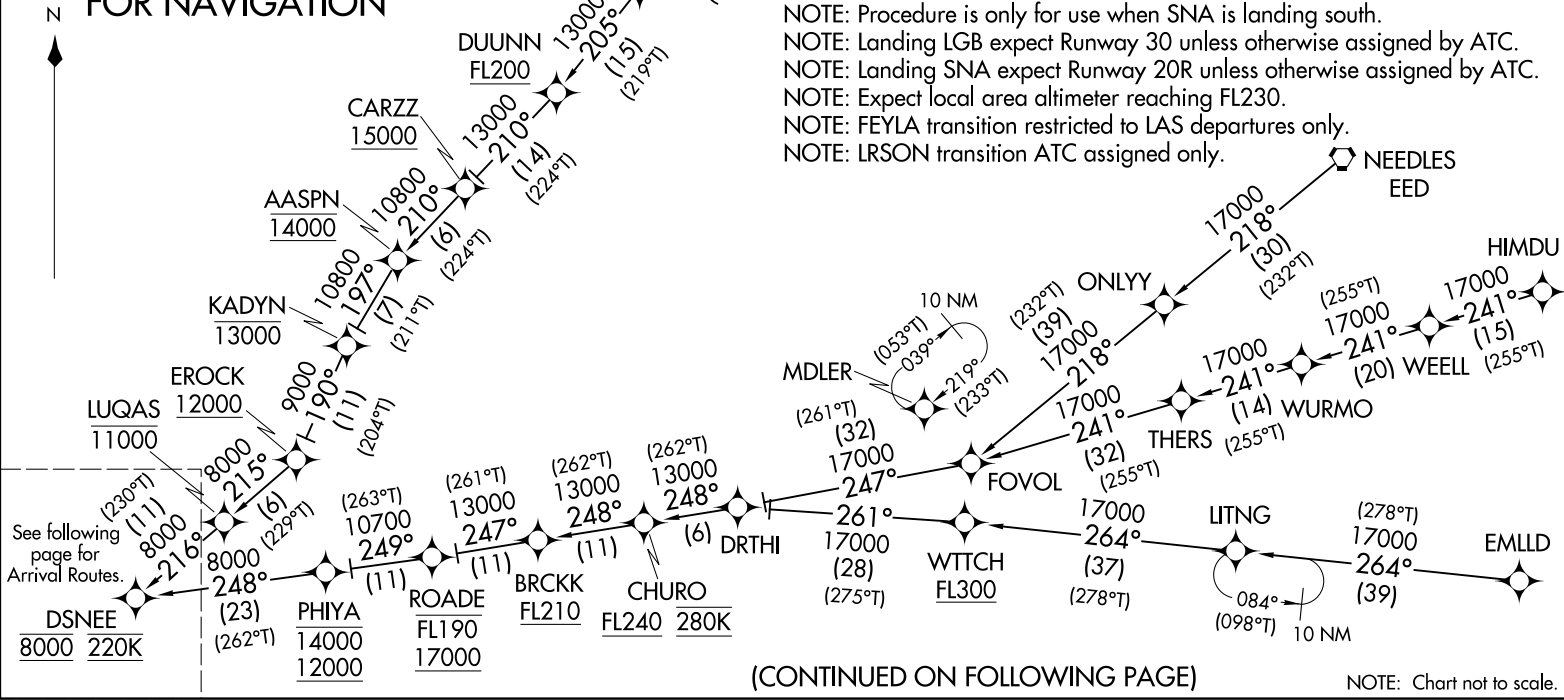
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:
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DSNEE FIVE ARRIVAL (RNAV) Transition Routes
(DSNEE.DSNEE5) FIG

- EMLLD TRANSITION (EMLLD.DSNEE5)
- FEYLA TRANSITION (FEYLA.DSNEE5)
- HIMDU TRANSITION (HIMDU.DSNEE5)
- LRSON TRANSITION (LRSON.DSNEE5)
- MARUE TRANSITION (MARUE.DSNEE5)
- NATEE TRANSITION (NATEE.DSNEE5)
- NEEDLES TRANSITION (EED.DSNEE5)

SOCAL APP CON
134.0 278.3
LGB ATIS
127.75
SNA D-ATIS
126.0

PROTOTYPE: NOT
FOR NAVIGATION



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DSNEE.DSNEE5) FIG
AL-236 (FAA)
LONG BEACH, CALIFORNIA

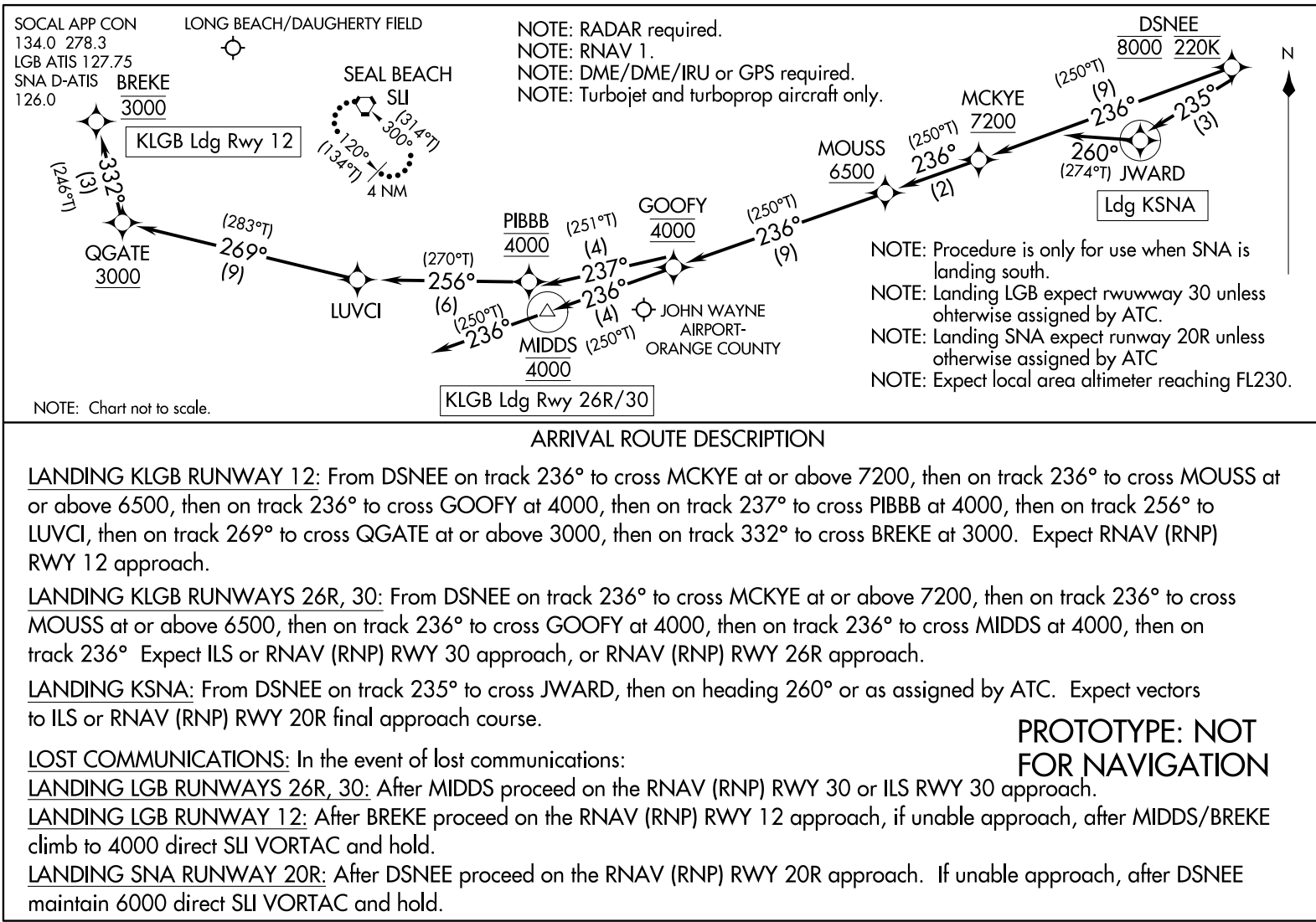
AUTOMATED AL-236 DSNEE ARRIVAL

SW-3
3 DEC 2020
COMPILED: CG
REVIEWER:
DBL CHKR:
EFF DATE: FIG

AUTOMATED AL-236 DSNEE ARRIVAL (CONT)

SW-3
3 DEC 2020
COMPILED: CG
REVIEWER:
DBL CHKR:
EFF DATE: FIG

DSNEE FIVE ARRIVAL (RNAV) Arrival Routes
(DSNEE.DSNEE5) FIG
LONG BEACH, CALIFORNIA



(DSNEE.DSNEE5) FIG
DSNEE FIVE ARRIVAL (RNAV) Arrival Routes
AL-236 (FAA)
LONG BEACH, CALIFORNIA

DME ESVs								
#	Name	Lat/Lon	MAGVAR	Range	Elevation [ft]	Frequency	Replaces	Status
1	UDT ESV BLD BLD [IFPA]	N35° 59' 44.84", W114° 51' 48.88"	15.0 E	130	3641.9	116.7	UDT ESV BLD	
ESV:		Bearing [True]: 219.0° to 237.0° Bearing [Mag]: 204.0° to 222.0°				Arc Distance: Out to 99.0 NM Altitude: 17000.0 to 20000.0 ft		
2	UDT ESV BLD BLD [IFPA]	N35° 59' 44.84", W114° 51' 48.88"	15.0 E	130	3641.9	116.7	UDT ESV BLD	
ESV:		Bearing [True]: 154.0° to 179.0° Bearing [Mag]: 139.0° to 164.0°				Arc Distance: Out to 110.0 NM Altitude: 17000.0 to 22000.0 ft		
3	UDT ESV IGM IGM [IFPA]	N35° 15' 37.85", W113° 56' 02.69"	15.0 E	40	3428.5	108.8	UDT ESV IGM	
Restriction:		Bearing [True]: 255.0° to 330.0° Bearing [Mag]: 240.0° to 315.0°				Distance: Beyond 30.0 NM Altitude: Below 17500.0 ft		
Restriction:		Bearing [True]: 45.0° to 135.0° Bearing [Mag]: 30.0° to 120.0°				Distance: Beyond 20.0 NM Altitude: Below 10500.0 ft		
Restriction:		Bearing [True]: 135.0° to 205.0° Bearing [Mag]: 120.0° to 190.0°				Distance: Beyond 15.0 NM Altitude: Below 17500.0 ft		
Restriction:		Bearing [True]: 205.0° to 255.0° Bearing [Mag]: 190.0° to 240.0°				Distance: Beyond 30.0 NM Altitude: Below 7500.0 ft		
ESV:		Bearing [True]: 214.0° to 233.0° Bearing [Mag]: 199.0° to 218.0°				Arc Distance: Out to 77.0 NM Altitude: 17000.0 to 22000.0 ft		
4	UDT ESV IPL IPL [IFPA]	N32° 44' 55.92", W115° 30' 30.90"	14.0 E	130	-3.3	115.9	UDT ESV IPL	
ESV:		Bearing [True]: 320.0° to 347.0° Bearing [Mag]: 306.0° to 333.0°				Arc Distance: Out to 140.0 NM Altitude: 12900.0 to 45000.0 ft		
5	UDT ESV JLI JLI [IFPA]	N33° 08' 25.65", W116° 35' 09.37"	15.0 E	40	5560	114.0	UDT ESV JLI	
ESV:		Bearing [True]: 323.0° to 24.0° Bearing [Mag]: 308.0° to 9.0°				Arc Distance: Out to 53.0 NM Altitude: 8000.0 to 24000.0 ft		
6	UDT ESV LAX LAX [IFPA]	N33° 55' 59.34", W118° 25' 55.25"	15.0 E	130	188.4	113.6	UDT ESV LAX	
ESV:		Bearing [True]: 74.0° to 107.0° Bearing [Mag]: 59.0° to 92.0°				Arc Distance: Out to 103.0 NM Altitude: 6000.0 to 20000.0 ft		
7	UDT ESV PMD PMD [IFPA]	N34° 37' 53.03", W118° 03' 49.76"	15.0 E	130	2509.8	114.5	UDT ESV PMD	
Restriction:		Bearing [True]: 135.0° to 160.0° Bearing [Mag]: 120.0° to 145.0°				Distance: Beyond 20.0 NM Altitude: Below 15500.0 ft		
Restriction:		Bearing [True]: 160.0° to 165.0° Bearing [Mag]: 145.0° to 150.0°				Distance: Beyond 20.0 NM Altitude: Below 14500.0 ft		
ESV:		Bearing [True]: 86.0° to 125.0° Bearing [Mag]: 71.0° to 110.0°				Arc Distance: Out to 72.0 NM Altitude: 9700.0 to 18000.0 ft		
8	UDT ESV POM POM [IFPA]	N34° 04' 42.20", W117° 47' 13.47"	15.0 E	40	1302.5	110.4	UDT ESV POM	
Restriction:		Bearing [True]: 315.0° to 60.0° Bearing [Mag]: 300.0° to 45.0°				Distance: Beyond 20.0 NM Altitude: Below 9999.0 ft		
ESV:		Bearing [True]: 81.0° to 138.0° Bearing [Mag]: 66.0° to 123.0°				Arc Distance: Out to 81.0 NM Altitude: 12800.0 to 20000.0 ft		
9	UDT ESV SXC SXC [IFPA]	N33° 22' 30.20", W118° 25' 11.68"	15.0 E	40	2126	111.4	UDT ESV SXC	
ESV:		Bearing [True]: 47.0° to 80.0° Bearing [Mag]: 32.0° to 65.0°				Arc Distance: Out to 88.0 NM Altitude: 5800.0 to 22000.0 ft		



Federal Aviation Administration

Memorandum

Date: October 20, 2020

To: Manager, Flight Procedures & Airspace Group (AFS-420) THRU:
Manager, Flight Procedures Team, FAA, ATO Western Service Center
Operations Support Group, AJV-W24

From: Chris Thomas & Derek Wolfe, WSC-OSG PBN Co-Leads

Subject: Approval Request: JOHN WAYNE AIRPORT-ORANGE COUNTY, SANTA ANA, CA (KSNA), DSNEE STAR

This request is for approval to omit the altitude restriction at the JWARD waypoint termination fix on the DSNEE STAR.

The requirement in Order 8260.3E, paragraph 2-2-7.f.(2) states:

“If the STAR authorizes radar vectors after the termination fix, an altitude is required at the termination fix and that altitude must be at or above the minimum vectoring altitude (MVA) and/or minimum IFR altitude (MIA) (as applicable). If the STAR authorizes radar vectors after the termination fix and does not join an approach, then the altitude authorized at the termination fix should be a mandatory altitude. Flight Standards approval is required if no altitude is established due to an operational need”.

The STAR authorizes radar vectors after the termination fix and includes a final altitude restriction of ‘At 8000’ at DSNEE Waypoint, which precedes the STAR termination fix at JWARD Waypoint.

There is an operational need to have the DSNEE STAR terminate at JWARD Waypoint without an established altitude for aircraft landing at John Wayne Airport-Orange County, Santa Ana, CA (KSNA), due to industry aircraft technical requirements.



Federal Aviation Administration

Memorandum

Date: October 14, 2020

To: Manager, Flight Procedures & Airspace Group (AFS-420) THRU:
Manager, Flight Procedures Team, FAA, ATO Western Service Center
Operations Support Group, AJV-W24

From: Chris Thomas & Derek Wolfe, WSC-OSG PBN Co-Leads

Subject: Approval Request: LONG BEACH /DAUGHERTY FIELD/, LONG BEACH, CA
(KLGB), DSNEE STAR

Requesting approval for a leg length of 10.77 (NM) from LUQAS waypoint to DSNEE waypoint.

The requirement in order 8260.3E, paragraph 2-2-10 states:

“Sufficient distance and a reduced descent gradient are required prior to any fix with a speed restriction”

Paragraph 2-2-10.b.3 states;

“The first altitude restriction that is below 10000 feet MSL requires a deceleration evaluation unless an airspeed restriction of 250 KIAS or less exists, prior to the where descent below 10000 feet MSL occurs”

When formula 2-2-2, *Minimum Deceleration Distance* is applied; the required distance equals 12.0 NM from LUQAS waypoint to DSNEE waypoint.

There is an operational need to have DSNEE STAR operate between the altitudes and speeds as designed into the procedure.



Federal Aviation Administration

Memorandum

Date: October 14, 2020

To: Manager, Flight Procedures & Airspace Group (AFS-420) THRU:
Manager, Flight Procedures Team, FAA, ATO Western Service Center
Operations Support Group, AJV-W24

From: Chris Thomas & Derek Wolfe, WSC-OSG PBN Co-Leads

Subject: Approval Request: LONG BEACH /DAUGHERTY FIELD/, LONG BEACH, CA
(KLGB), DSNEE STAR

This request is for approval of the Descent Gradient 373 FT PER NM from BRCKK to ROADE.

The requirement in Order 8260.3E, paragraph 2-2-8.a(1) is:

(a) The maximum permissible gradient 10000 MSL and above is 330 ft/NM (approximately 3.11 degrees).

Paragraph 2-2-8.b states:

“(2) When a gradient exceeds the maximum DG allowed in paragraph 2-2-8.a, the STAR requires approval.

The Descent Gradient (372.6185301150449) from BRCKK to ROADE is calculated from an altitude of FL210 at BRCKK to an altitude of 17000 at ROADE (17000BFL190), over a distance of 10.73 NM. The course from BRCKK to ROADE is 247.25 magnetic / 261.25 true. When the STAR is in use a headwind prevails most often.

Due proximity of KONT / KLAX arrival and departure corridors, there is an operational need to have the DSNEE STAR operate between the altitudes designed into the procedure. ATC has determined that it is not operationally acceptable to change the altitude restrictions of the STAR at BRCKK or ROADE.



Federal Aviation Administration

Memorandum

Date: October 14, 2020

To: Manager, Flight Procedures & Airspace Group (AFS-420) THRU:
Manager, Flight Procedures Team, FAA, ATO Western Service Center
Operations Support Group, AJV-W24

From: Chris Thomas & Derek Wolfe, WSC-OSG PBN Co-Leads

Subject: Approval Request: LONG BEACH/DAUGHERTY FIELD/, LONG BEACH, CA
(KLGB), DSNEE STAR

This request is for approval of the Descent Gradient 359 FT PER NM from DUUNN to CARZZ.

The requirement in Order 8260.3E, paragraph 2-2-8.a(1) is:

(a) The maximum permissible gradient 10000 MSL and above is 330 ft/NM (approximately 3.11 degrees).

Paragraph 2-2-8.b states:

“(b) When a gradient exceeds the maximum DG allowed in paragraph 2-2-8.a, the STAR requires approval.

The Descent Gradient (359.43918738119004) from DUUNN to CARZZ is calculated from an altitude of FL200 at DUUNN to an altitude of 15000 at CARZZ, over a distance of 13.9 NM. The course from DUUNN to CARZZ is 209.93 magnetic / 223.93 true. When the STAR is in use a headwind prevails most often.

Due proximity of KLAX arrival corridor and KPSP SIZLR STAR, there is an operational need to have the DSNEE STAR operate between the altitudes designed into the procedure. ATC has determined that it is not operationally acceptable to change the altitude restrictions of the STAR at DUUNN or CARZ.



Federal Aviation Administration

Memorandum

Date: October 14, 2020

To: Manager, Flight Procedures & Airspace Group (AFS-420) THRU:
Manager, Flight Procedures Team, FAA, ATO Western Service Center
Operations Support Group, AJV-W24

From: Chris Thomas & Derek Wolfe, WSC PBN Co-Leads

Subject: Approval Request: LONG BEACH /DAUGHERTY FIELD/, LONG BEACH, CA
(KLGB), DSNEE STAR

This request is for approval of the Descent Gradient 343 FT PER NM from GITRR to DUUNN.

The requirement in Order 8260.3E, paragraph 2-2-8.a(1) is:

(1) The maximum permissible gradient 10000 MSL and above is 330 ft/NM (approximately 3.11 degrees).

Paragraph 2-2-8.b states:

“(b) When a gradient exceeds the maximum DG allowed in paragraph 2-2-8.a, the STAR requires approval.

The Descent Gradient (342.7085349326019) from GITRR to DUUNN is calculated from an altitude of FL250 at GITRR to an altitude of FL200 at DUUNN, over a distance of 14.57 NM. The course from GITRR to DUUNN is 205.01 magnetic / 219.01 true. When the STAR is in use a headwind prevails most often.

Due proximity of crossing enroute traffic, there is an operational need to have the DSNEE STAR operate between the altitudes designed into the procedure. ATC has determined that it is not operationally acceptable to change the altitude restrictions of the STAR at GITRR or DUUNN.



Federal Aviation Administration

Memorandum

Date: October 14, 2020

To: Manager, Flight Procedures & Airspace Group (AFS-420) THRU:
Manager, Flight Procedures Team, FAA, ATO Western Service Center
Operations Support Group, AJV-W24

From: Chris Thomas & Derek Wolfe, WSC-OSG Co-Leads

Subject: Approval Request: LONG BEACH /DAUGHERTY FIELD/, LONG BEACH, CA
(KLGB), DSNEE STAR

This request is for approval of the Descent Gradient 281 FT PER NM from MCKYE to MOUSS.

The requirement in Order 8260.3E, paragraph 2-2-8.a(4) is:

(4) 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 250ft/NM (approximately 2.36 degrees).

Paragraph 2-2-8.b states:

“(2) When a gradient exceeds the maximum DG allowed in paragraph 2-2-8.a, the STAR requires approval.

The Descent Gradient (281.3970108710863) from MCKYE to MOUSS is calculated from an altitude of 7200 at MCKYE to an altitude of 6500 at MOUSS, over a distance of 2.49 NM. The course from MCKYE to MOUSS is 236.32 magnetic / 250.32 true. When the STAR is in use a headwind prevails most often.

Due to surrounding terrain and crossing arrival / departure / enroute traffic, there is an operational need to have the DSNEE STAR operate between the altitudes designed into the procedure.

ATC has determined that it is not operationally acceptable to change the altitude restrictions of the STAR at MCKYE or MOUSS because these aircraft must be level and the next waypoint along the track at 4000 or the procedure will conflict with air traffic operations at adjacent airports.



Federal Aviation Administration

Memorandum

Date: October 14, 2020

To: Manager, Flight Procedures & Airspace Group (AFS-420) THRU:
Manager, Flight Procedures Team, FAA, ATO Western Service Center
Operations Support Group, AJV-W24

From: Chris Thomas & Derek Wolfe, WSC-OSG PBN Co-Leads

Subject: Approval Request: LONG BEACH /DAUGHERTY FIELD/, LONG BEACH, CA
(KLGB), DSNEE STAR

This request is for approval of the Descent Gradient 264 FT PER NM from MOUSS to GOOFY.

The requirement in Order 8260.3E, paragraph 2-2-8.a(4) is:

(4) 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).

Paragraph 2-2-8.b states:

“(b) When a gradient exceeds the maximum DG allowed in paragraph 2-2-8.a, the STAR requires approval.

The Descent Gradient (264.00549833066907) from MOUSS to GOOFY is calculated from an altitude of 6500 at MOUSS to an altitude of 4000 at GOOFY, over a distance of 9.47 NM. The course from MOUSS to GOOFY is 236.47 magnetic / 250.47 true. When the STAR is in use a headwind prevails most often.

Due to surrounding terrain and crossing arrival / departure / enroute traffic, there is an operational need to have the DSNEE STAR operate between the altitudes designed into the procedure.

ATC has determined that it is not operationally acceptable to change the altitude restrictions of the STAR at MOUSS or GOOFY because these aircraft must be level at GOOFY or the procedure will conflict with air traffic operations at adjacent airports.



Federal Aviation Administration

Memorandum

Date: October 14, 2020

To: Manager, Flight Procedures & Airspace Group (AFS-420) THRU:
Manager, Flight Procedures Team, FAA, ATO Western Service Center
Operations Support Group, AJV-W24

From: Chris Thomas & Derek Wolfe, WSC-OSG PBN Co-Leads

Subject: Approval Request: LONG BEACH /DAUGHERTY FIELD/, LONG BEACH, CA
(KLGB), DSNEE STAR

This request is for approval of the Descent Gradient 442 FT PER NM from ROADE to PHIYA.

The requirement in Order 8260.3E, paragraph 2-2-8.a(1) is:

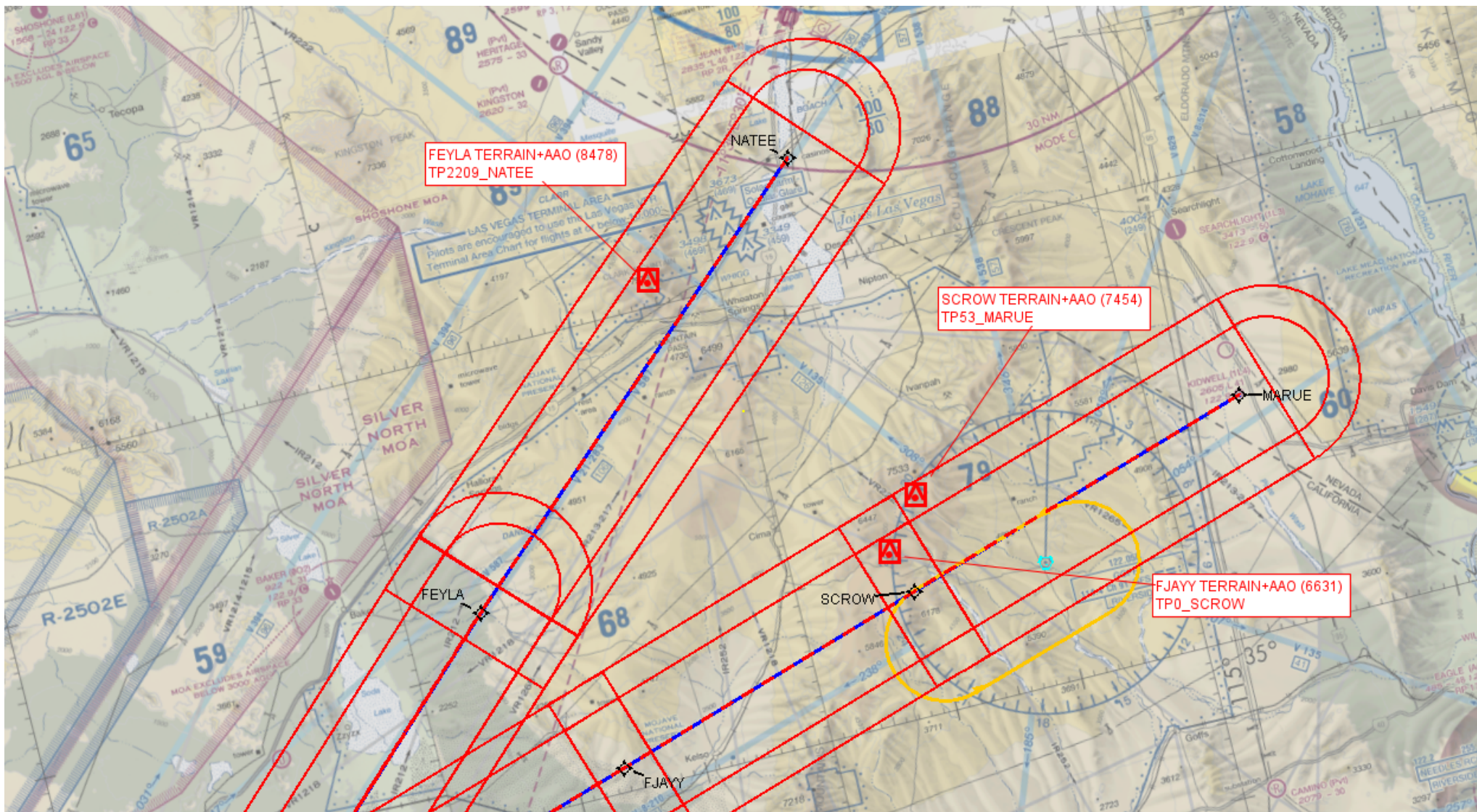
(1) The maximum permissible gradient 10000 MSL and above is 330 ft/NM (approximately 3.11 degrees).

Paragraph 2-2-8.b states:

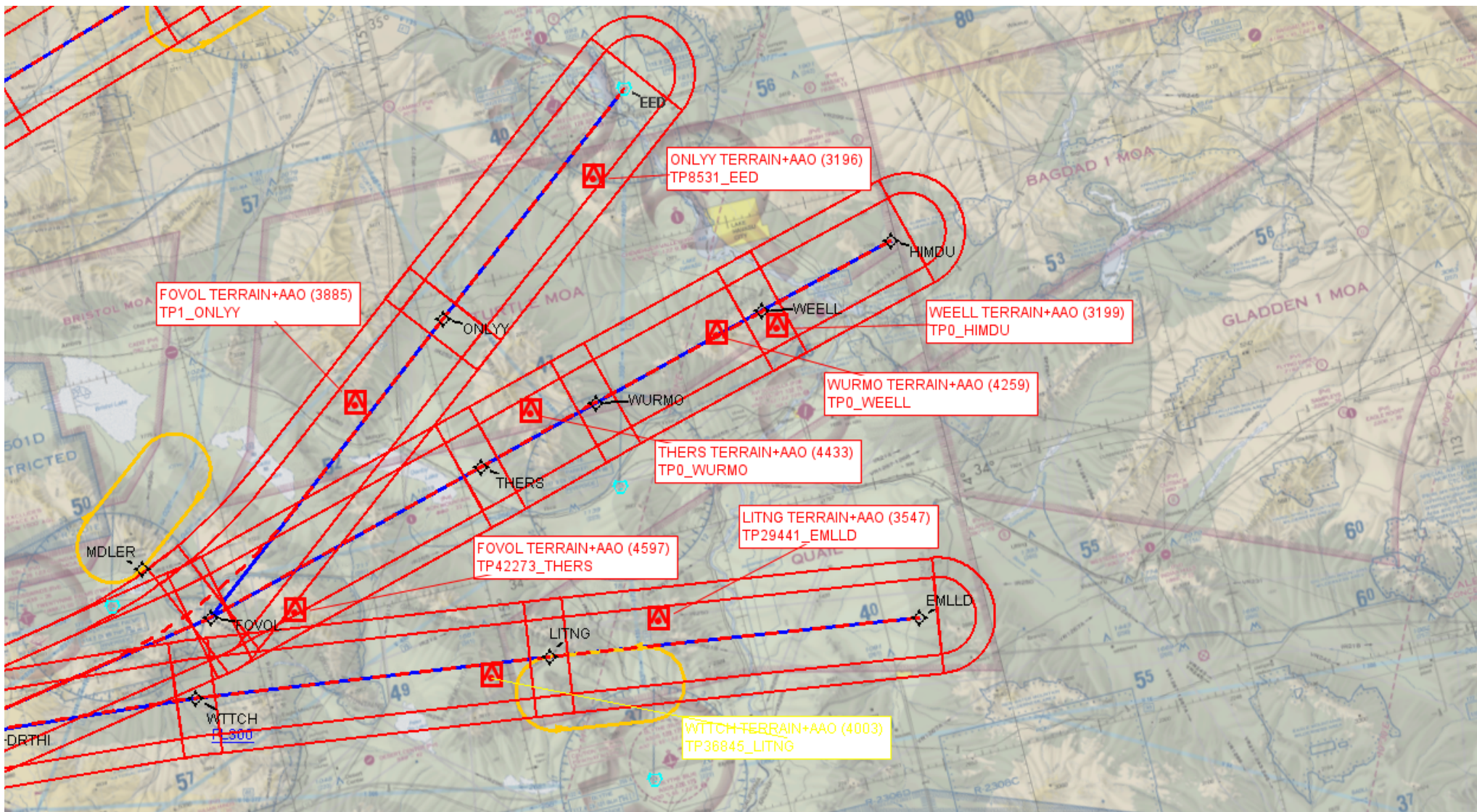
“(b) When a gradient exceeds the maximum DG allowed in paragraph 2-2-8.a, the STAR requires approval.

The Descent Gradient (441.63247248630944) from ROADE to PHIYA is calculated from an altitude of FL190 at ROADE (17000BFL190) to an altitude of 12000 at PHIYA (12000B14000), over a distance of 11.31 NM. The course from ROADE to PHIYA is 248.59 magnetic / 262.59 true. When the STAR is in use a headwind prevails most often.

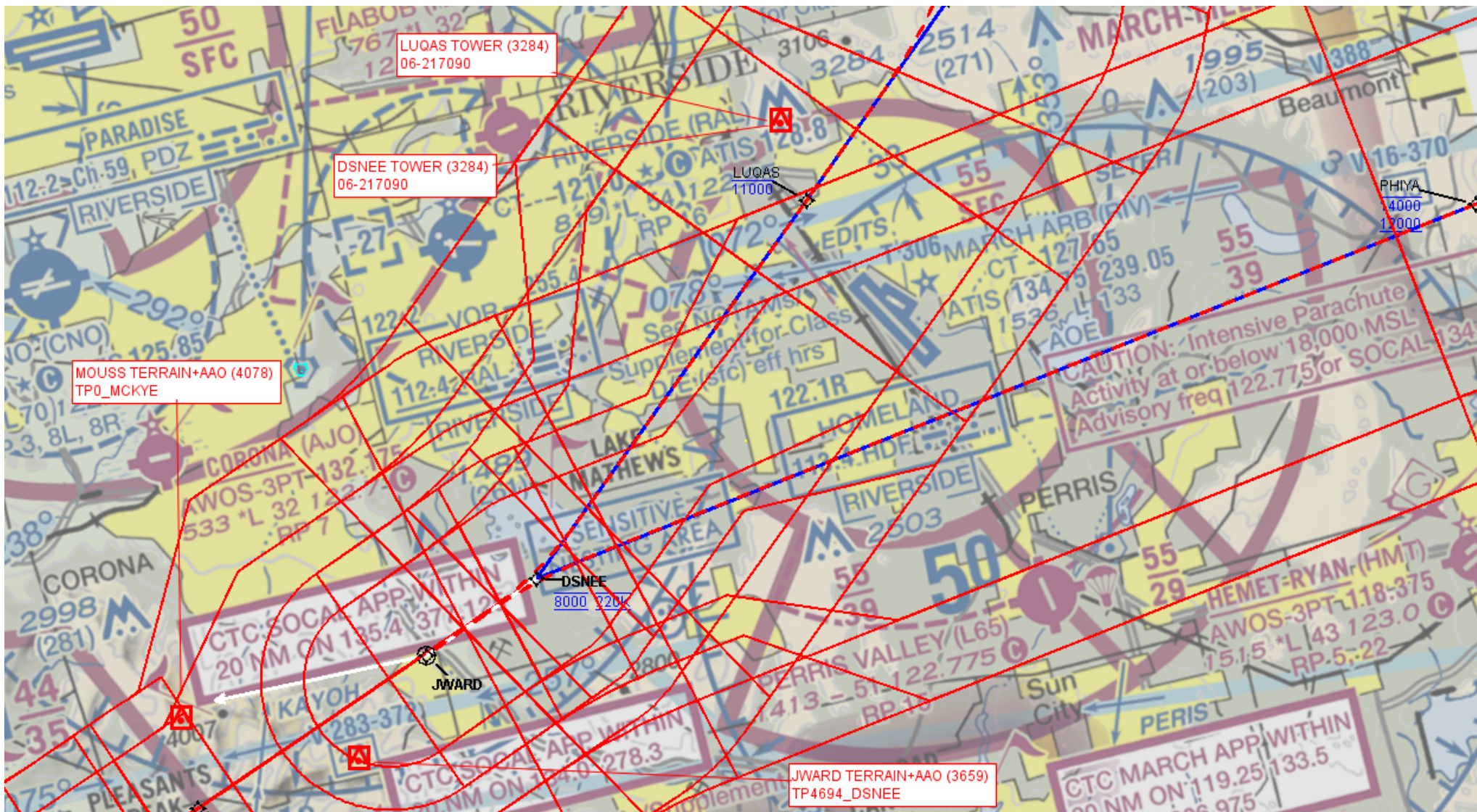
Due proximity of KLAX arrivals, there is an operational need to have the DSNEE STAR operate between the altitudes designed into the procedure. ATC has determined that it is not operationally acceptable to change the altitude restrictions of the STAR at ROADE or PHIYA.



DSNEE (RNAV)



DSNEE (RNAV)



DSNEE (RNAV)



DSNEE (RNAV)

Federal Aviation Administration Categorical Exclusion Declaration

Date: 09/28/20

IFP: Camara, Jeff (Jeffery.D-CTR.Camara@faa.gov)

Airport Contact: -

Request ID: KSNA_20918

Single or Multiple Procedure: Single

Procedure Name(s): DSNEE FIVE ARRIVAL (RNAV)

Procedure Request Description:

The proposed chart modification is editorial only and no change to flight track or altitude is expected.

Declaration of Exclusion:

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1.

Basis for this Determination:

This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1.

The applicable Categorical Exclusion is:

5-6.5.k: Publication of existing air traffic control procedures that do not essentially change existing tracks, create new tracks, change altitude, or change concentration of aircraft on these tracks. (ATO, AVS)

The above flight procedure has been developed within the accepted parameters.

Concurrence/Reviewed By: Vikas Uberoi

Digitally signed by Vikas Uberoi
Date: 2020.09.28 13:51:59 -07'00'

Date: _____

Title: Environmental Protection Specialist - Contract

Approved By: RYAN WADE WELLER

Digitally signed by RYAN WADE
WELLER

Date: 2020.09.28 14:24:59 -07'00'

Date: _____

Title: Environmental Protection Specialist - AJV-W25