

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: STAR	Estimated Chart Date: 12/26/2024	APWS Task ID: AA44332A36DE43D2A7206E0EBBE9D77E	APWS Project ID: AF2AE8CD6CB244B1F64A0123BA84DC
Procedure: STAR DIRBY (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			
Procedure Comments: ADDED TCUPS TRANSITION, REVISED RDHOT AND TILLT TRANSITIONS CONTACT CASIMIR L. TABAKA 405-954-7931 QUALITY 35 CHECKED QUALITY 41 CHECKED					

FIPC DME/DME FORM						
PROCEDURE: STAR DIRBY (RNAV) TWO			AIRPORT NAME: LOS ANGELES INTL		AIRPORT ID: KLAX	SPECIAL CONTROL NO: SG-08-144-24
FAC ID: DIRBY2		CITY: LOS ANGELES			ST: CA	ORIG CHART DATE: 12/26/2024
DFL TYPE: PROC/D	THIRD PARTY: ☐ YES	EST. TIME ON SITE: 1.0	REIMB. NUMBER:	PTS TASK ID: AA44332A36DE43D2A7206E0EBBE9D77E		
PREFLIGHT NOTES						
REVIEWER:					DATE:	
COMMENTS:					CHECK ONE: ☐ FLT CK REQ ☐ NFCR ☐ REJECT	
						YES NO
					CPV COMPLETE?	X
PROCEDURE RESULTS						
INSPECTION DATE: 10/08/2024	CREW #: VN235	N #: N72	INSTRUMENT PROCEDURE STATUS: ☒ SAT ☐ SAT W/CHANGES ☐ UNSAT		ARINC CODING: ☒ SAT ☐ SAT/GOLD ☐ UNSAT	
FLIGHT INSPECTOR SIGNATURE: thomas e molokie @ 10/08/2024 18:37			PRINTED NAME: MOLOKIE, THOMAS EDWARD			NOTAM INITIATED? ☐ YES ☒ NO
FLIGHT INSPECTOR REMARKS: Flew remaining segments: ZIPRR-WURLL-TCUPS-HHEYY-WAACH-THIIS-DIRBY (lower MEAs) Satisfactory. Satisfactory for GNSS operations, DME/DME awaiting AFS/WAJR approval. This completes inspection started on 09/26/2024 N79.						
DME/DME STATUS: ☐ SAT ☐ UNSAT	SPECIALIST SIGNATURE:			PRINTED NAME:		
SPECIALIST REMARKS:						
IN-FLIGHT OBSTACLE REPORT						
OBSTRUCTION ID #:	COORDINATES OR LOCATION:	GNSS ALTITUDE (MSL):	BAROMETRIC ALTITUDE (MSL):	HEIGHT ABOVE GROUND LEVEL:		

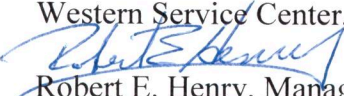


Federal Aviation Administration

Memorandum

Date: February 23, 2017

To: Bruce DeCleene, Manager, Flight Technologies and Procedures Division
THRU: Sam Shrimpton, Manager, Flight Procedures Team, FAA, ATO
Western Service Center, Operations Support Group, AJV-W24

From: 
Robert E. Henry, Manager, Southern California Metroplex Team, (AJV-143)

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

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

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

(e) Gradient after deceleration to 220 KIAS. When a speed restriction of 220 KIAS or less is used, the descent gradient between fixes, after the deceleration fix must not exceed a descent gradient of 250 ft/NM, even if there is no further deceleration required at that subsequent fix(s).

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 (284.9700123699612) 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 DIRBY 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.

ARRIVAL ROUTE DESCRIPTION

RDHOT TRANSITION (RDHOT.DIRBY2)

TILLT TRANSITION (TILLT.DIRBY2)

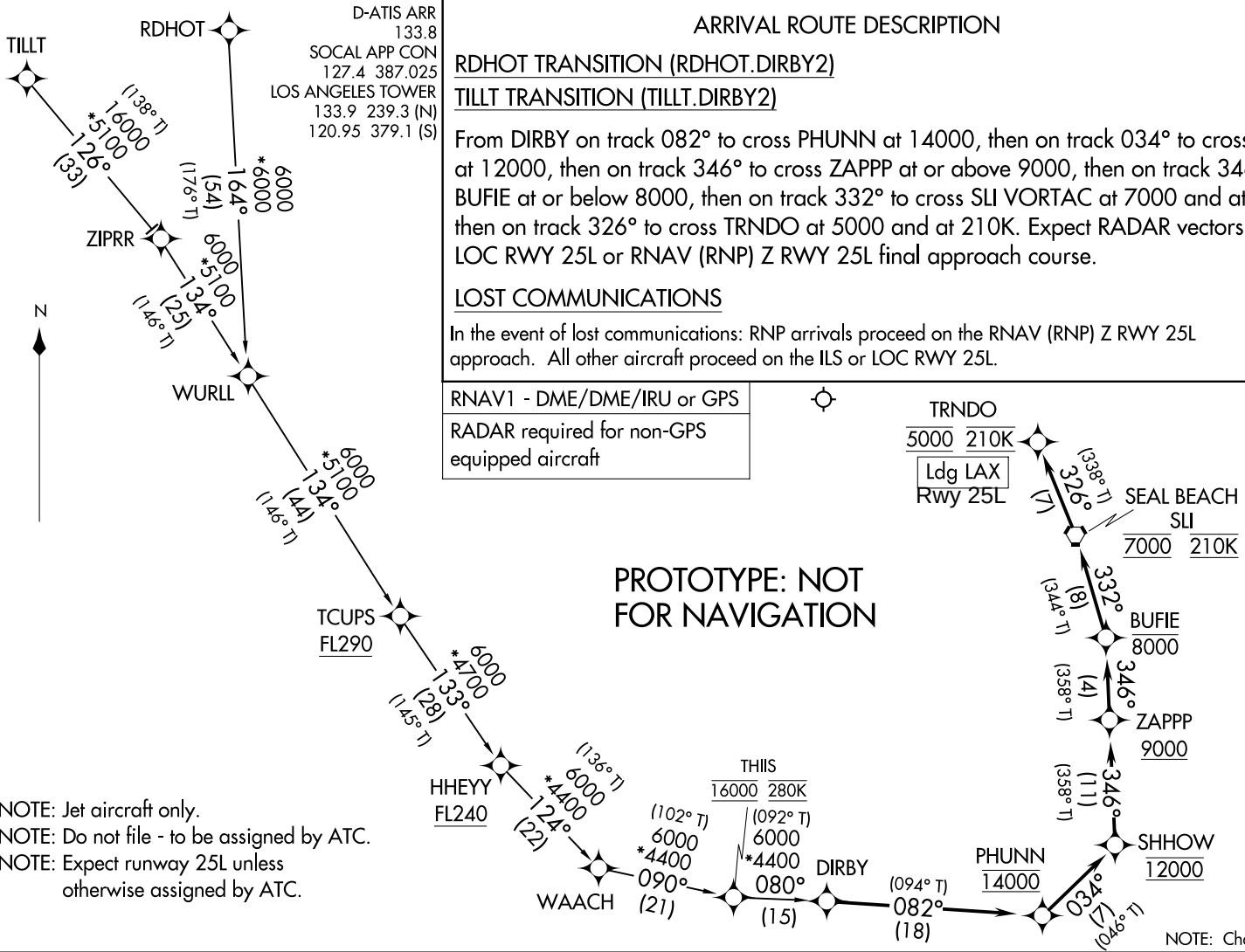
From DIRBY on track 082° to cross PHUNN at 14000, then on track 034° to cross SHHOW at 12000, then on track 346° to cross ZAPPP at or above 9000, then on track 346° to cross BUFIE at or below 8000, then on track 332° to cross SLI VORTAC at 7000 and at 210K, then on track 326° to cross TRNDO at 5000 and at 210K. Expect RADAR vectors to ILS or LOC RWY 25L or RNAV (RNP) Z RWY 25L final approach course.

LOST COMMUNICATIONS

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 25L.

RNAV1 - DME/DME/IRU or GPS

RADAR required for non-GPS
equipped aircraft



NOTE: Jet aircraft only.
NOTE: Do not file - to be assigned by ATC.
NOTE: Expect runway 25L unless
otherwise assigned by ATC.

AUTOMATED AL-237 DIRBY ARRIVAL

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

OLD

ARRIVAL ROUTE DESCRIPTION

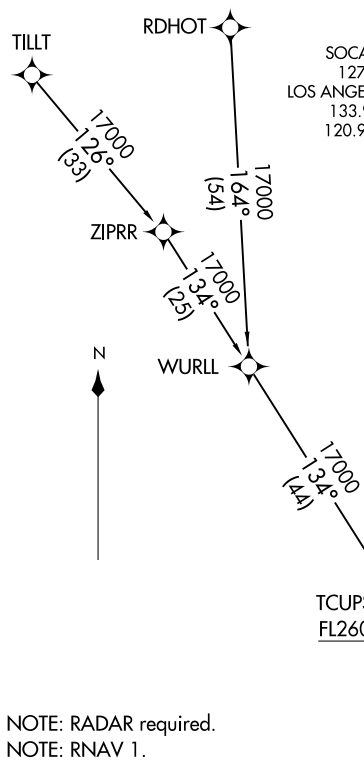
RDHOT TRANSITION (RDHOT.DIRBY1)TILLT TRANSITION (TILLT.DIRBY1)

From DIRBY 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 RADAR vectors to ILS or RNAV (RNP) Z RWY 25L final approach course.

LOST COMMUNICATIONS

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 25L.

D-ATIS ARR 133.8
SOCAL APP CON 127.4 387.025
LOS ANGELES TOWER 133.9 239.3 (N)
120.95 379.1 (S)



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: ATC assigned only, do not file.
NOTE: Expect runway 25L unless otherwise assigned by ATC.
NOTE: Non RNP AR aircraft expect RADAR vector to final approach course after SLI VORTAC.

(DIRBY.DIRBY1) 17173
DIRBY ONE ARRIVAL (RNAV)

AL-237 (FAA)

LOS ANGELES INTL (LAX)
LOS ANGELES, CALIFORNIA

DIRBY ONE ARRIVAL (RNAV)
(DIRBY.DIRBY1) 22JUN17

LOS ANGELES, CALIFORNIA
LOS ANGELES INTL (LAX)

NOTE: Chart not to scale.

KLAX, LOS ANGELES INTL
LOS ANGELES, CA
DIRBY TWO (RNAV) STAR
TILLT TRANSITION (1 OF 4)
1:500,000

ZIPRR TERRAIN+AAO (2012)
TP1599_TILLT

NOTICE TO PILOTS
California Condors (Endangered Species)
nesting in Hi Mountain and Beartrap
canyon study areas. Pilots are requested
to maintain 3000 ft terrain clearance
when over the study areas.

WURLL TERRAIN+AAO (2166)
TP5_ZIPRR



KLAX, LOS ANGELES INTL
LOS ANGELES, CA
DIRBY TWO (RNAV) STAR
RDHOT TRANSITION (1 OF 4)
1:500,000

WURLL TERRAIN+AAO (3977)
TP189_RDHOT

NOTICE TO PILOTS
California Condors (Endangered Species)
nesting in Hi Mountain and Beartrap
Canyon study areas. Pilots are requested
to maintain 3000 ft terrain clearance
when over the study areas.

See NOTAMs/Supplement
for Class D eff hrs

KLAX, LOS ANGELES INTL
LOS ANGELES, CA
DIRBY TWO (RNAV) STAR
TILLT TRANSITION (2 OF 4)
RDHOT TRANSITION (2 OF 4)
1:500,000

WURLL TERRAIN+AAO (2166)
TP5_ZIPRR

TCUPS TERRAIN+AAO (4069)
TP4679_WURLL

HHEYY TERRAIN+AAO (2628)
TP0_TCUPS

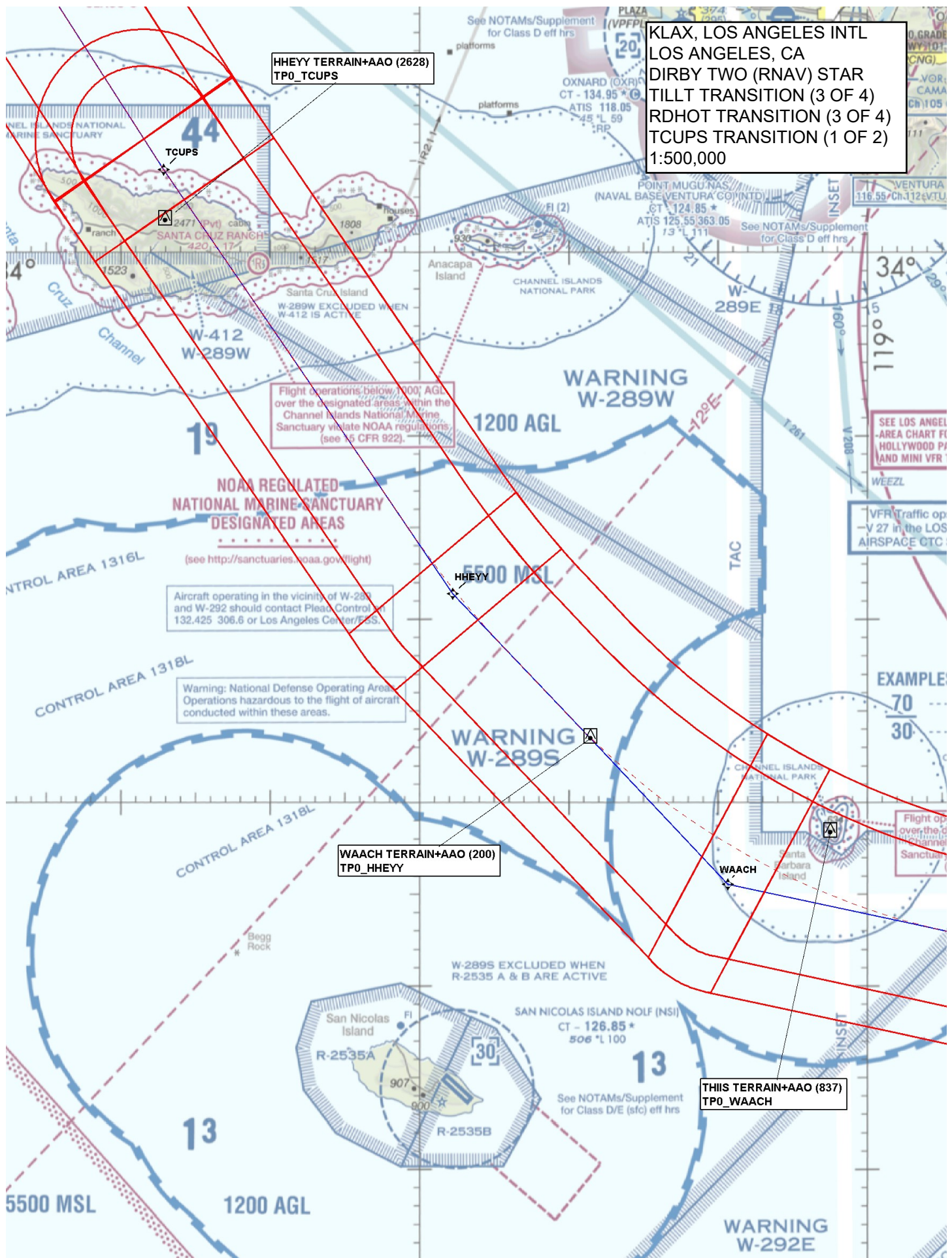
Flight operations below 1000' AGL
over the designated areas within the
Channel Islands National Marine
Sanctuary violate NOAA regulations
(see 15 CFR 922).

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NOAA REGULATED
NATIONAL MARINE SANCTUARY
DESIGNATED AREAS

(see <http://sanctuaries.noaa.gov/flight>)

Aircraft operating in the vicinity of W-289
and W-292 should contact Plea Control
125.425, 305.6 on the Southern California



KLAX, LOS ANGELES INTL
LOS ANGELES, CA
DIRBY TWO (RNAV) STAR
TILLT TRANSITION (4 OF 4)
RDHOT TRANSITION (4 OF 4)
TCUPS TRANSITION (2 OF 2)
DIRBY COMMON ROUTE
1:500,000

LOS ANGELES
SPECIAL FLIGHT RULES AREA
3500' & 4500' MSL
Refer to current Los Angeles
VFR Terminal Area Chart for
additional user requirements

AREA CHART FOR COASTAL,
HOLLYWOOD PARK, COLISEUM
AND MINI VFR TRANSITION ROUTES.

VFR Traffic ops within the limits of
V 27 in the LOS ANGELES CLASS B
AIRSPACE CTC SOCAL APP ON 134.9

LOS ANGELES TERMINAL AREA
Pilots are encouraged to use the Los Angeles VFR
Terminal Area Chart for flights at or below 10,000'

EXAMPLES OF CLASS B ALTITUDES

- 70 --- Ceiling in hundreds of feet MSL
- Floor in hundreds of feet MSL

THIS TERRAIN+AAO (837)
TP0_WAACH

Flight operations below 1000' AGL
over the designated areas within the
Channel Islands National Marine
Sanctuary violate NOAA regulations;
(see 15 CFR 922)

DISNEYLAND THEME PARK
Pursuant to Public Law 108-199, Section 521, aircraft, if
prohibited at and below 3000 feet AGL within a 3 nautical
miles radius of the Disneyland Theme Park (33°48'05"N/117°55'17"W or the Seal Beach
(SLI) VORTAC 066 degree radial at 6.8 nautical miles) except as
specified. See Supplement for details.

BUFIE TOWER (425)
06-000307

ZAPPP TRAVERSE_WAY (280)
06-120599

DIRBY TERRAIN+AAO (2304)
TP7_THIS

PHUNN TERRAIN+AAO (2304)
TP4_DIRBY

TRNDO TERRAIN+AAO (338)
TP3234_SEAL BEACH VORTAC

SEAL BEACH VORTAC TERRAIN+AAO (309)
TP3113_BUFIE

SHHOW TERRAIN+AAO (200)
TP0_PHUNN

