

Ontario Airport Community Engagement

Planned JCKIE TWO Arrival
Route for Ontario International
Airport

December 5, 2019



Federal Aviation
Administration



Federal Aviation
Administration

Background

- **The FAA began its phased implementation of the Southern California Metroplex project November 2016.**
- **The project encompassed most of the region, included 21 airports and more than 150 airspace procedures.**
- **The project replaced conventional air routes with new satellite-based routes, improving safety, efficiency, and the reliability of the entire regional airspace.**
- **In April 2017, as part of the project, the FAA implemented the EAGLZ satellite-based arrival route into Ontario International Airport (ONT).**
- **Aircraft using the EAGLZ route flew over Lake Arrowhead, resulting in widespread community concerns.**



Background

- **As part of the post-implementation phase of the project, the FAA looked at designing a new route that could address community concerns while maintaining the project's enhanced airspace safety and efficiency benefits.**
- **In May 2018, the FAA created a new arrival route for ONT called the JCKIE ONE, which is located east of Lake Arrowhead.**
- **The JCKIE ONE route could only be used between approximately 11 p.m. and 6 a.m. because it conflicted with the nearby DSNEE and ROOBY arrival routes, which serve John Wayne Airport and Long Beach Airport, respectively.**
 - The DSNEE and ROOBY routes are not used at night due to curfews at John Wayne Airport and Long Beach Airport. Therefore, the FAA was able to use the JCKIE ONE route at night.
- **After implementing the JCKIE ONE, the FAA continued to explore additional options to address community concerns about flights that use the EAGLZ route during the day.**

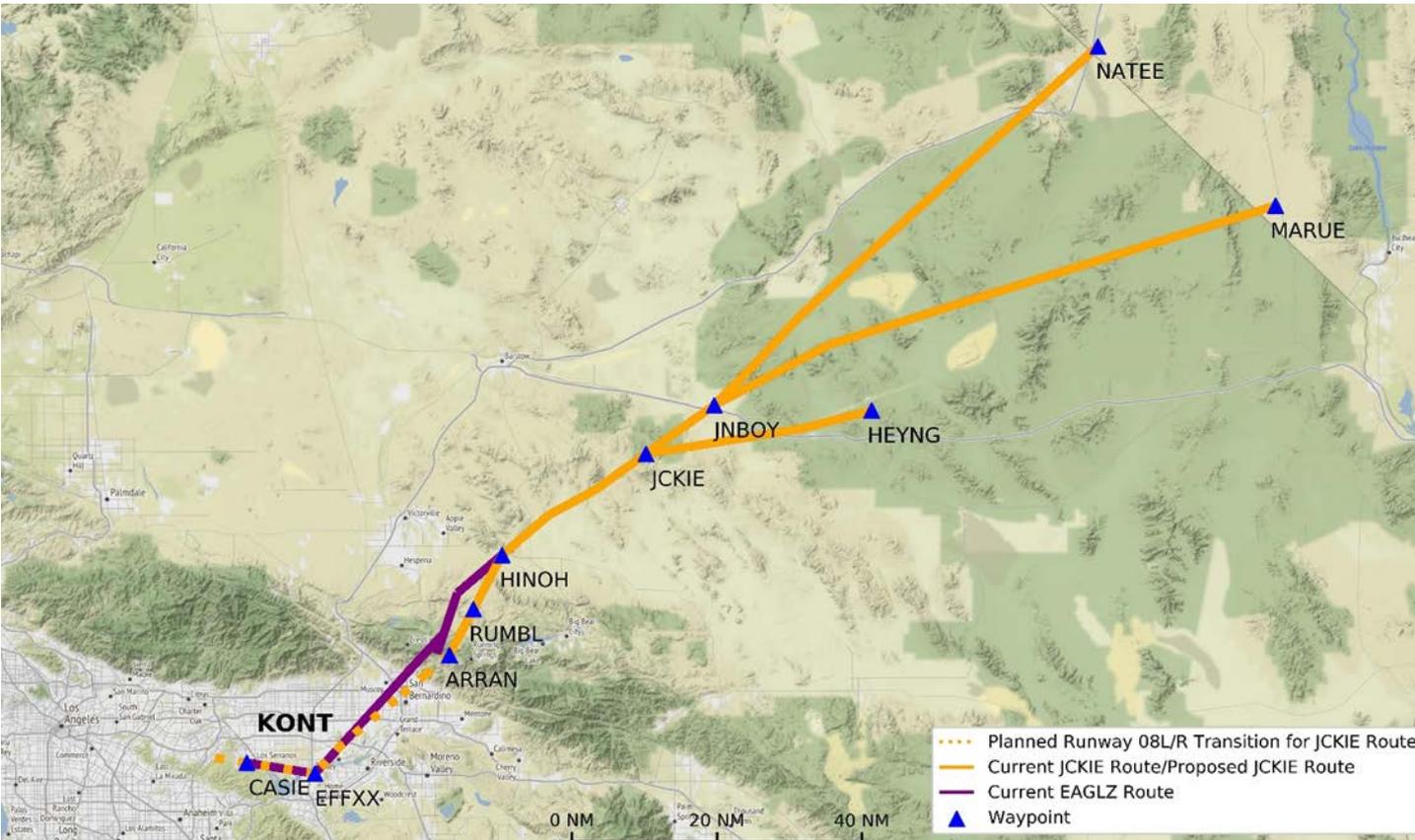


Background

- The FAA determined it could modify the JCKIE ONE to create a route that could be used 24 hours a day.
- This route will be called the JCKIE TWO.
- Aircraft that currently use the JCKIE ONE and the EAGLZ routes will be assigned the JCKIE TWO route at all times of the day. It will provide both nighttime and daytime overflight reduction to the Lake Arrowhead community.
- The FAA conducted an environmental review of the JCKIE TWO route as required by federal law.
- The FAA plans to publish and start using the JCKIE TWO route on December 5, 2019. The FAA will cancel the EAGLZ arrival route when it publishes JCKIE TWO.
- Implementing the JCKIE TWO route will not change runway usage at ONT. The vast majority of aircraft will continue to land from east to west on Runways 26L and 26R.



Planned JCKIE TWO Arrival Route

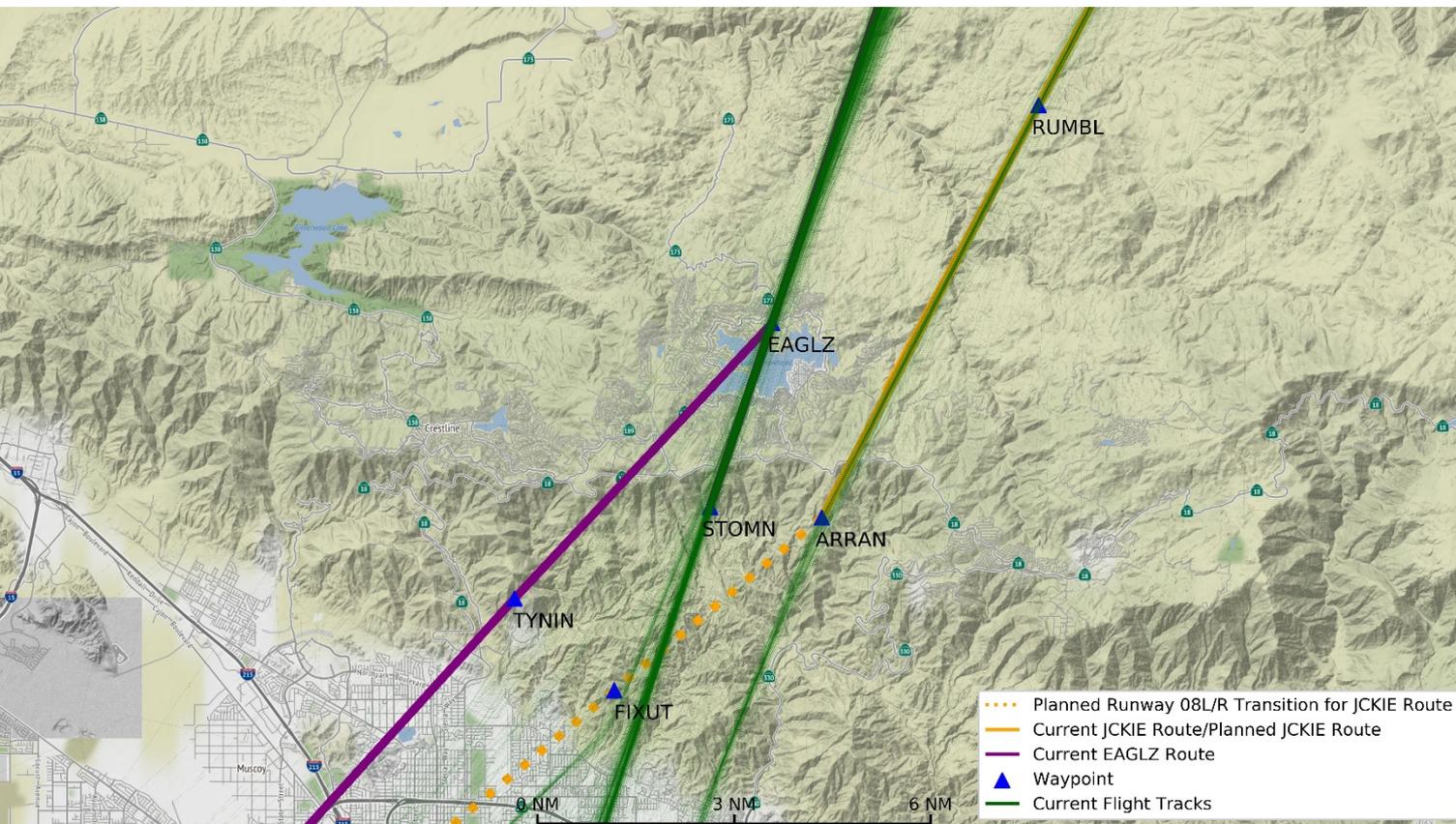


- The JCKIE ONE is depicted in solid yellow. It ends at the waypoint ARRAN, which is a navigation point in space.
- The JCKIE TWO will include the existing JCKIE ONE plus a new waypoint called RUMBL.
- The JCKIE TWO will be based on precise satellite navigation and will be automatically separated from the DSNEE and ROOBY arrival routes, allowing it to be used at all times of day.
- The JCKIE TWO will include a segment that will take aircraft south of ONT so air traffic controllers can direct them to Runways 8L and 8R.
- This segment is depicted by the broken yellow line. This segment would follow the current flight path in close to the airport. The vast majority of aircraft land on ONT Runways 26L and 26R, so this segment would rarely be used.

NOTE: The orange and magenta lines, and their widths, are for reference only and are not intended to depict a flight corridor or boundary



Planned JCKIE TWO Arrival Route



- The current EAGLZ arrival route over LAKE Arrowhead will be canceled when the JCKIE TWO is published.
- Air traffic controllers may have to direct (or vector) aircraft off the approaches because of factors including traffic volume and weather conditions. It is possible that vectoring could occasionally result in aircraft overflying the Lake Arrowhead and other communities, as they did before the FAA implemented the EAGLZ route.

NOTE: The orange and magenta lines, and their widths, are for reference only and are not intended to depict a flight corridor or boundary. Aircraft currently assigned the EAGLZ2 arrival route will be assigned the JCKIE2 arrival route.

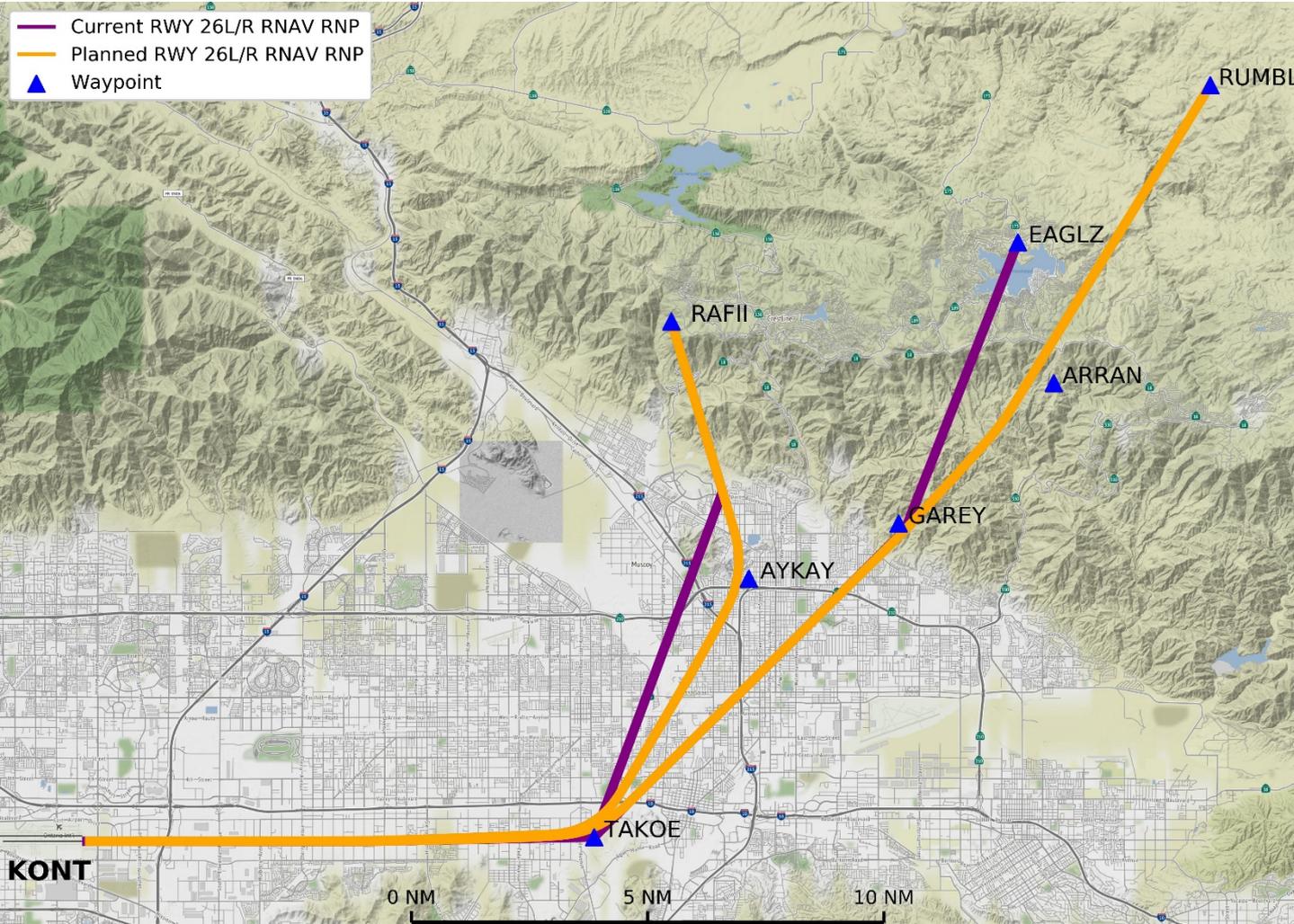


Planned Runway 26L and 26R Area Navigation (RNAV) Required Navigation Performance (RNP) Precision Approaches

- **The JCKIE TWO will connect to precise approaches that will guide aircraft capable of flying them down to Runways 26L and 26R.**
- **These are satellite-based precision approaches that require on-board performance monitoring and alerting to ensure the aircraft stays within a specific containment area.**
- **Some aircraft will not have the required equipment, and some crews will not have the training, to fly these approaches.**
- **The current precision approaches that service Runways 26L and 26R at ONT will be adjusted to tie into the planned JCKIE TWO route.**



Planned Runway 26L and 26R RNAV (RNP) Precision Approaches

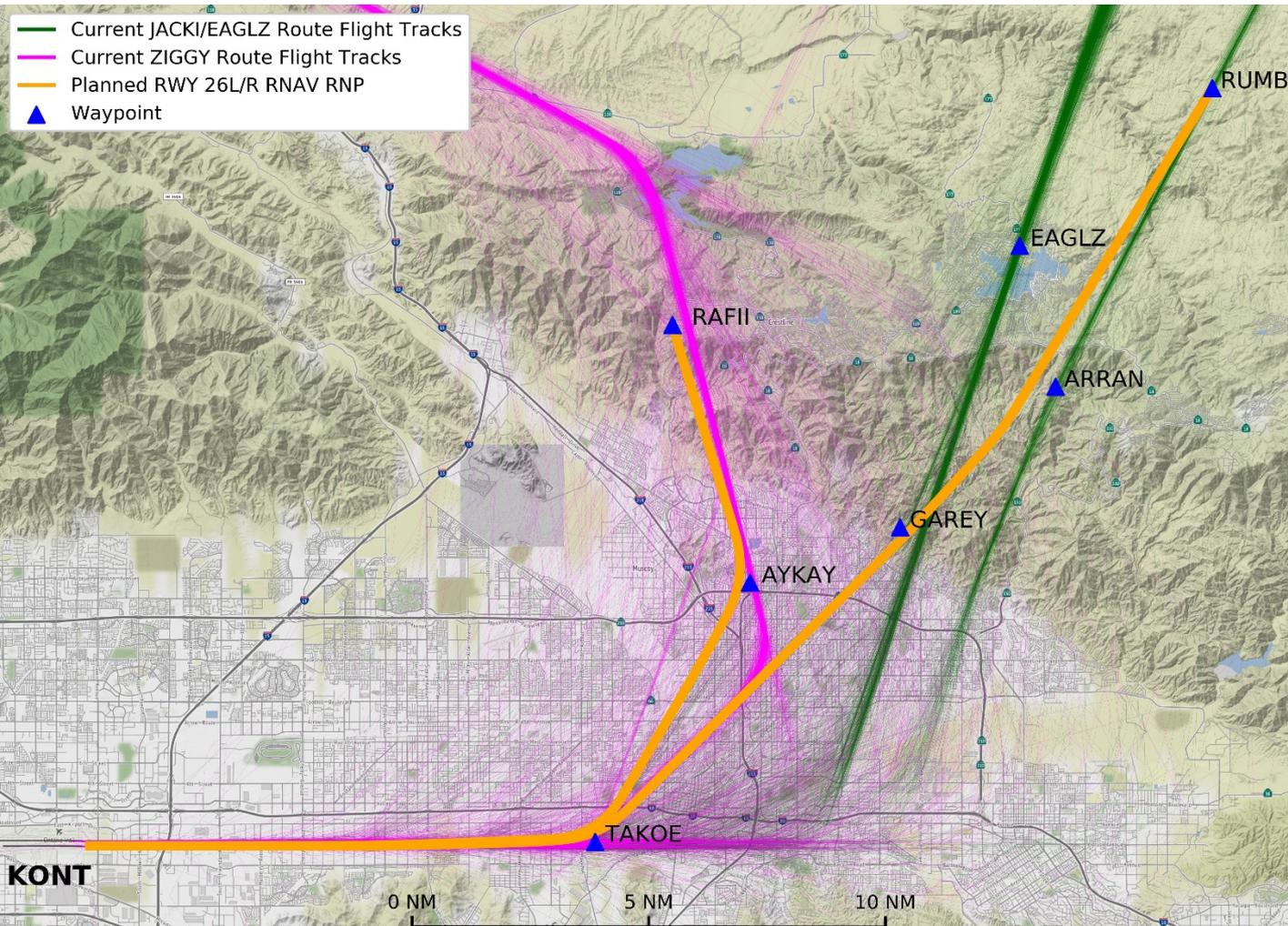


- The JCKIE TWO will connect to precise approaches that will guide aircraft capable of flying them down to Runways 26L and 26R.
- These precise approaches will begin at the RUMBL waypoint for aircraft arriving from the northeast, and at the RAFII waypoint for aircraft arriving from the northwest.
- The Magenta lines are the current Runway 26L and 26R RNAV (RNP) precision approaches.

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Planned Runway 26L and 26R RNAV (RNP) Precision Approaches



- Not all aircraft will be able to use the precise approaches that begin at RUMBL and RAFII.
- Some aircraft will not have the required equipment to fly these approaches. Additionally, air traffic controllers may have to direct (or vector) aircraft off the approaches because of factors including traffic volume and weather conditions.
- Air traffic controllers will direct these aircraft down to the airport by issuing verbal instructions to pilots, as they do today.
- It is possible that vectoring could occasionally result in aircraft overflying the Lake Arrowhead community and other communities, as they did before the FAA implemented the EAGLZ route.
- Current EAGLZ arrival tracks will move to the east on the JCKIE arrival route.

NOTE: The orange lines, and their widths, are for reference only and are not intended to depict a flight corridor or boundary. Only those aircraft equipped/qualified for RNP approaches, would be assigned the proposed procedures. All others would remain on the ZIGGY or JCKIE arrival route, as appropriate.

