



**Federal Aviation
Administration**

Planned JCKIE TWO Arrival Route Information ***Ontario International Airport (ONT)***

Planned JCKIE TWO Arrival Route for ONT and Associated Precision Approach Amendments

Project Background

In April 2017, as part of the Southern California Metroplex 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. 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 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. These 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 at night.

Purpose of Changes

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. The FAA determined it could modify the JCKIE ONE to create a route that could be used 24 hours a day. In coordination with the Ontario airport and other community stakeholders, the FAA created the JCKIE TWO arrival route.

Project Description

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 the existing JCKIE ONE plus a new waypoint called RUMBL. Aircraft that currently use the JCKIE ONE and the EAGLZ route will be assigned the JCKIE TWO at all times of the day.

Implementing the JCKIE TWO will require modifying the existing precision RNP approaches to Runway 26L and Runway 26R. RNP approaches are very similar to more common GPS approach procedures. While they are not as frequently used, they offer a higher degree of precision and allow continued access to airports during inclement weather.

The FAA conducted an environmental review of the JCKIE TWO as required by federal law.

Next Steps

The FAA plans to publish and start using the JCKIE TWO on Dec. 5, 2019. The FAA will cancel the EAGLZ arrival route when it publishes JCKIE TWO.

Implementing the JCKIE TWO 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.



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