



U.S. Department
of Transportation
Federal Aviation
Administration

JAN 17 2019

The Honorable Herb J. Wesson, Jr.
Council President
Los Angeles City Hall
200 N. Spring Street
Los Angeles, CA 90012

Dear Mr. Wesson:

Thank you for your October 9 letter, cosigned by your city government colleagues, about the Southern California Metroplex Project (SoCal Metroplex), and in particular, aircraft arriving into Los Angeles International Airport (LAX) from the north downwind. In your letter, you made several requests of the Federal Aviation Administration (FAA). I have answered your concerns in the order that they were asked in your letter.

Request 1: Keep all aircraft on the north downwind arrival above 6,000 feet at DAHJR waypoint between 10 p.m. and 7 a.m. This expressed commitment should take the form of a formal plan, which would provide dates and an explanation of how the plan will be executed.

Response: Based on current operational complexity and traffic volume at LAX, we may be able to allow aircraft to remain above 6,000 feet over the DAHJR waypoint between the hours of 1 a.m. and 5 a.m. We continue to explore ways of expanding the timeframe beyond that 4-hour window. Many factors need to be evaluated and addressed before a formal plan can be reached.

Request 2: Reinstitute the Charted Visual Flight Procedures (CVFP) for north downwind arrivals to LAX Runways 25L and 25R that would include maintaining a mandatory minimum altitude of 6,000 feet until at least DAHJR waypoint or suitable visual landmark east of DAHJR. In conjunction with those CVFP's, the FAA will change the Standard Operating Procedures and/or Letters of Agreement to prevent aircraft deviations or vectoring from HULL, IRNMN, and RYDRR RNAV Standard Terminal Arrival Routes (STARs) until after DAHJR.

Response: In order to reinstitute or redesign CVFPs, including Area Navigation Instrument Flight Procedures (RVFPs), further study must be accomplished to evaluate the operational impacts, including potential adjustments to sequencing of arrival aircraft. The FAA plans to form a work group to analyze the operational suitability of CVFPs at LAX and make a determination no later than June 2019. Additionally, the FAA will study your request to keep aircraft on the three RNAV STARs until after DAHJR.

Request 3: To commit to a date certain for deployment at LAX of the time-based systems and technologies already contemplated by the FAA, including Terminal Sequencing and Spacing System (TSAS).

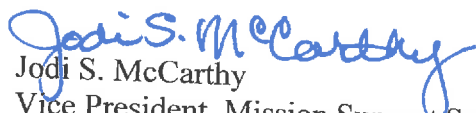
Response: The FAA remains dedicated to improving the National Airspace System through the introduction of emerging technologies. In your letter, you specifically referenced the TSAS Program and its potential deployment at LAX. Currently, TSAS is still undergoing operational testing at various locations, but the program is not scheduled for deployment at LAX.

We will continue working with the LAX Community Roundtable, the city of Los Angeles, and Los Angeles World Airports (LAWA) to address local noise concerns. We have worked closely with the LAWA Team throughout the implementation of SoCal Metroplex, and we will continue to foster that relationship moving forward. Currently, an FAA team attends LAX Community Roundtable Ad Hoc Subcommittee meetings that focus on aircraft altitudes on the north downwind. We also plan to attend the regularly scheduled LAX Community Roundtable meetings to the extent possible.

We have sent identical letters to each of the cosigners of your letter.

If I can be of further assistance, please contact me or Philip Newman, Assistant Administrator for Government and Industry Affairs, at (202) 267-3277.

Sincerely,



Jodi S. McCarthy
Vice President, Mission Support Services
Air Traffic Organization