



August 22, 2017

Michael P. Huerta
Administrator
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

Re: FAA's Terminal Sequencing and Spacing Tool

Dear Mr. Huerta:

The Los Angeles International Airport/Community Noise Roundtable (Roundtable) is a voluntary and independent body whose membership consists of representatives from local elected officials, congressional offices, recognized community groups, the Federal Aviation Administration (FAA), the airlines, and Los Angeles World Airports. These parties work together to identify aircraft noise issues that affect communities surrounding Los Angeles International Airport (LAX) and to seek feasible solutions to reduce noise over those affected communities when possible.

On behalf of the Roundtable, I am writing to you regarding an air traffic software tool known as the Terminal Sequencing and Spacing (TSAS) tool that delivers pertinent information to air traffic controllers to help them better manage spacing between aircraft. This tool is also required to facilitate the use of Required Navigation Performance (RNP) arrival procedures at many airports under the FAA's NextGen Program. Finalization of this important tool, delayed by recent years of budget constraints, should be given top priority. Currently in the testing and development phase, this tool is planned for deployment at several key FAA TRACON facilities in the near future.

As part of the Southern California Metroplex Project, the FAA recently published RNP arrival procedures for LAX, but has not been able to implement these procedures to date since the TSAS tool that is required to work in conjunction with these RNP procedures has not yet been deployed. The Roundtable supports the use of the North Downwind RNP arrival procedure at LAX as it may provide noise relief for areas further east from the airport including Monterey Park, Rosemead, Montebello, and other areas in the San Gabriel Valley. During peak traffic hours and/or inclement weather conditions, FAA controllers currently need to take aircraft off published routes and push them further east in order to maintain aircraft separation requirements, causing aircraft to fly low over these communities. The North Downwind RNP procedure is intended to reduce overflights over these communities by minimizing the need for aircraft to deviate from published routes during adverse weather/traffic conditions.

Since the RNP procedures are dependent on the TSAS tool for implementation, the Roundtable would like to take this opportunity to urge the FAA to expedite the

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deployment of the TSAS tool and give highest priority to the Southern California TRACON facility. This will allow our communities to obtain potential noise reduction benefits associated with the implementation of RNP procedures in a more timely manner. As the use of satellite-based navigation procedures, along with air traffic management tools, represents a significant cultural change in the way controllers manage aircraft operations, the Roundtable also requests that the FAA consider allocating necessary resources to provide sufficient technical support and training to controllers to achieve a high level of success with the tool deployment and a high adaptation rate of utilizing the TSAS tool.

Thank you for your consideration of our requests. The Roundtable believes that these suggestions may provide meaningful noise relief for the affected communities and are worthy of your consideration. We appreciate your continuing support of our efforts to address aircraft noise issues and look forward to future opportunities to continue working with you to minimize noise exposure.

The position stated in this letter is the opinion of the majority of the Roundtable's membership and not the official position of the Federal Aviation Administration, the City of Los Angeles, or Los Angeles World Airports.

Please address any correspondence to the LAX/Community Noise Roundtable, c/o Los Angeles World Airports, 1 World Way, P.O. Box 92216, Los Angeles, CA 90009-2216, Attention: Kathryn Pantoja.

Sincerely,



for Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Dennis Roberts, FAA
Roundtable Members