



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Western-Pacific Region  
Office of the Regional Administrator

777 S. Aviation Blvd., Suite 150  
El Segundo, CA 90245

**AUG 28 2019**

Mr. Denny Schneider, Chairman  
LAX/Community Noise Roundtable  
1 World Way  
Los Angeles, CA 90009

Dear Mr. Schneider:

Thank you for your May 2, 2019, letter requesting that the Federal Aviation Administration (FAA) prioritize Terminal Sequencing and Spacing (TSAS) deployment for Los Angeles International Airport (LAX) to enable the use of Required Navigation Performance (RNP) arrival procedures. You also requested a presentation on the TSAS tool at a future LAX/Community Noise Roundtable meeting.

The FAA will be prepared to brief on TSAS at a future roundtable meeting. Please be mindful that currently there are no plans to deploy TSAS to LAX, or, more specifically Southern California Terminal Radar Approach Control (SCT TRACON), where a system such as TSAS would be installed. TSAS is one of many automation tools supporting Trajectory Based Operations (TBO) and there are multiple complex parts to TBO implementation within the National Airspace System (NAS).

TSAS is not deployed to any location at this time. The recent government shutdown and associated furlough required the FAA to reevaluate the implementation of TBO, which included TSAS. The Joint Resources Council (JRC) determines where the FAA implements capital investments. Currently, there is approval from the JRC to deploy TSAS at Denver and Atlanta. Denver's implementation is targeted for December 2021 and Atlanta's implementation is targeted for December 2022.

TSAS deployment is in the early design and testing phase. Although the FAA will provide a high-level briefing to the roundtable, here is a link to the TSAS webpage where you may obtain additional information from the animated storyboard. The link is:  
[https://www.faa.gov/about/office\\_org/headquarters\\_offices/ang/offices/tc/library/Storyboard/detailedwebpages/tsas.html](https://www.faa.gov/about/office_org/headquarters_offices/ang/offices/tc/library/Storyboard/detailedwebpages/tsas.html).

RNP approaches are currently in use in numerous locations, including LAX, without the presence of TSAS. The use of TSAS is not a requirement for RNP approaches.

Thank you for this opportunity to review and respond to your concerns. Our mission is to provide the safest, most efficient aerospace system in the world. We will continually strive to improve the safety and efficiency of flight in this country.

Sincerely,

A handwritten signature in black ink, appearing to read "Raquel Girvin". The signature is fluid and cursive, with a long horizontal stroke at the end.

Raquel Girvin  
Regional Administrator