



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

Mr. Justin Erbacci
Chief Executive Officer
Los Angeles World Airports
1 World Way
Los Angeles, CA 90045

December 10, 2020

Dear Mr. Erbacci:

Thank you for your letter dated October 8, 2020, in which you shared that Los Angeles World Airports (LAWA) has recently submitted requests to the Instrument Flight Procedures Information Gateway (IFP Gateway), and asked the Federal Aviation Administration (FAA) to expedite the review process for those requests. You also asked the FAA to consider implementing interim procedures to provide immediate noise relief to affected communities.

We have received your IFP Gateway requests. We will strive to complete your requests as soon as possible but cannot guarantee that we will be able to expedite your requests. Procedures associated with the safety of flight receive the highest priority, followed by procedures with mandatory publication dates and those associated with national initiatives.

As we advised LAWA via email on November 5, 2020, the next steps in the review process of the IFP Gateway request were to conduct an initial review and feasibility study. The study and review were completed and found the request to be feasible. An initial full work group (FWG) meeting will be scheduled for further request review, project scope, and procedure design consensus. The airport will be invited to participate in the FWG. As a result of the COVID-19 public health emergency, the FAA implemented social distancing measures to ensure the health and safety of FAA employees and the general public in accordance with Centers for Disease Control and Prevention (CDC) pandemic guidelines. These measures have interrupted the scheduling and coordination of FAA instrument flight procedures, disrupting the timing of approval, development, and implementation. Therefore, the scheduling of that initial FWG meeting is not anticipated until sometime in early 2021. This date could change depending upon the public health emergency conditions. Once the full scope of the project is known and has received FWG concurrence, the request will be forwarded to the Prioritization Team for final approval and establishment of a chart date. Once that is received, the request will be placed on the IFP Gateway and made viewable by the public.

As for the request for an interim procedure based on your belief that the FAA previously changed procedures out of Van Nuys Airport (VNY) that required aircraft to turn once they reached the Sepulveda Basin just south of Victory Boulevard; please know that the FAA did not change any procedures for such a requirement. Rather, in April 2017, we implemented interim

procedures out of VNY to address potential safety issues with the crossing restriction at FATKO waypoint that may have posed conflicts with VNY Class Delta traffic and arrivals into Hollywood Burbank Airport. Those interim procedures were made possible by the established diverse vector area (DVA) at VNY, in which air traffic controllers assigned headings to pilots on departure in lieu of assigning the HARYS ONE, ROSCOE ONE, and WLKKR ONE standard instrument departures (SIDs) as published.

However, the FAA's use of DVAs and radar vector SIDs must be solely for the purpose of maintaining the safety and efficiency of the National Airspace System (NAS). The subsequent amendments to the HARYS, ROSCOE, and WLKKR SIDs—including the currently implemented HARYS FOUR, ROSCOE THREE, and WLKKR FOUR—have addressed the initial potential safety issues with HARYS ONE, ROSCOE ONE, and WLKKR ONE. Using the DVA in lieu of the current SIDs would not contribute to the safety and efficiency of the NAS. Furthermore, the FAA will no longer allow the simultaneous use of DVAs and SIDs due to a pending FAA national policy change; the existence of DVAs and SIDs at the same airport will be eliminated.

The NAS is extremely complex, particularly in the Southern California (SoCal) area, and demands on it are constantly increasing. Changes made during the SoCal Metroplex project were part of the larger effort to modernize our national airspace, as mandated by Congress. In today's globally connected world, airports provide a vital service to the communities they serve, transporting both people and goods. The FAA remains committed to addressing community concerns and working collaboratively with all stakeholders as it seeks to improve the safety and efficiency of the NAS. If we can be of further assistance, please contact my office at (424) 405-7000.

Sincerely,

A handwritten signature in black ink, appearing to read "Raquel Girvin". The signature is fluid and cursive, with a prominent initial "R" and a long, sweeping underline.

Raquel Girvin
Regional Administrator