

LAWA

LAX

Los Angeles World Airports

Aircraft Design Group (ADG) VI (ICAO Code F)

Operational Plan



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Updates:

Subject: Aircraft Design Group VI Operational Plan

Date: July 1, 2024

Version: 7.0

Cancellation: This version supersedes the LAX ADG VI Operational Plan 6.8, dated January 14, 2022.

Principal Changes:

- Updated the LAX Airfield base map.
- Updated the plan to reflect the new airfield configuration.
- Removed G148 restriction due to construction.
- Removed G159 from ADG VI parking.



Introduction

The Plan describes procedures and protocols for operating ADG VI aircraft at Los Angeles International Airport (LAX). More specifically, it prescribes certain operating procedures focused on enhancing safety, mitigating the impacts to the Vehicle Service Roads (VSR), and ensuring compliance with the FAA-approved Modifications to Standards (MOSs) relating to ADG VI operations at LAX. The Plan reflects a compilation and analysis of FAA-approved MOSs, previous ADG VI operations at the airport, and feedback received from working groups. The Plan does not supersede established policies and procedures as described in the LAX Rules and Regulations or Federal Aviation Regulations (FARs).

The Plan also provides for an understanding between Air Carriers, the FAA Airport Traffic Control Tower, and LAX Airport Operations on the expected maneuvers of ADG VI aircraft. By simplifying the taxi routes and designating an expected route of travel, LAX Airport Operations staff will be better positioned to provide support in areas where clearances are reduced. Additionally, the Plan outlines what Air Carriers, the FAA Airport Traffic Control Tower, and LAX Airport Operations have acknowledged as acceptable routes.

The size of ADG VI aircraft (wingspan 214' (65m) – 262' (80m) and tail height 66' (20.1m) – 80' (24.4m)) has presented several challenges during ground operations, which has necessitated the continuous review of processes and procedures for operating ADG VI aircraft at LAX. For this reason, the Plan is considered a “Living Document” and as such may undergo several revisions to accommodate the airport’s changing conditions.

Any feedback received will ultimately prove valuable to the Plan. If you have comments that you wish to share with the LAX – Airport Operations Division, please contact LAX – Airside Manager, Cary Buchanan at cbuchanan@lawa.org or (424) 646- 8257.

Aircraft Operational Coordination

To ensure compliance with the FAA-approved MOSs and to minimize potential impacts to the routine operations of other stakeholders on the airport, the following protocols must be followed:

- When operating on LAX’s movement areas, all ADG VI aircraft must remain on runways and taxiways that are identified on the ADG VI Operational Plan map as approved routes.
- LAX Airfield Operations will ensure that required clearances are met by redirecting vehicle traffic in the areas identified as having less than 146 feet of lateral separation from the Taxiway centerline to the adjacent VSR, as prescribed in the FAA-approved MOSs. These areas include:
 - Taxiway E between Taxilane K and Taxiway E6
 - Taxiway A between Taxiway Q and the Imperial Terminal
 - Taxiway A at the Sepulveda bridge
- All vehicles over 14 feet high are restricted from operating on LAX’s VSRs, except for vehicles operating on VSR A. Airport Operations will provide clearance from vehicles operating on VSR A for all ADG VI aircraft operating on Taxiway A.
- Vehicles over 14 feet high requiring a transition on a VSR other than VSR A will require coordination and/or an escort by Airport Operations to ensure the vehicle does not conflict with ADG VI operations.
- All communications between Airport Operations and flight crews of ADG VI aircraft shall be coordinated through LAX ATCT on the appropriate Ground Control VHF frequency.
- LAX Airside Operations will ensure that sufficient qualified airfield personnel are available to respond to emergencies and other airfield responsibilities during ADG VI movements, as required by 14 CFR Part 139.303.
- It is the responsibility of the airline to ensure Passenger Boarding Bridges (PBBs) at gates are positioned appropriately in the right stow boxes for arriving aircraft. PBB positioning includes bridges at adjacent gates. All PBBs must be returned to their original “yellow” stow boxes.
- ADG VI flight crews should use minimum power while operating on the taxilanes, taxiways, and gates.
- If an ADG VI aircraft comes to a stop while taxiing into a gate the aircraft must be towed in the remaining distance.
- The use of a towbarless tractor is recommended for all ADG VI movements.
- It is the responsibility of the airline operating ADG VI aircraft to ensure that flight crews and all service providers are familiar with the plan which includes all aircraft restrictions at the airport.



Aircraft Movement Areas

Note: Check NOTAMs for Runway and Taxiway closure updates

Runways

Runway 06L/24R (Primary Arrival Runway)

- Runway 06L/24R is available for landing of all ADG VI aircraft.
- Runway 06L/24R is available for departure of the B747-8 only.
- Runway 06L/24R is available for taxi of all ADG VI aircraft.
- Approved exits off Runway 06L/24R are Taxiways R, S, U, V, W, Y and Z only.

Runway 06R/24L (Primary Departure Runway)

- Runway 06R/24L is available for arrivals and departures for all ADG VI aircraft.
- Runway 06R/24L is available for taxi of all ADG VI aircraft.
- Approved exits are Taxiways E6, E7, R, S, U, V, W, Y, Z, CC, and DD
- ADG VI flight crews should use caution to not taxi past Taxiway DD when preparing to depart Runway 06R.
- No ADG VI aircraft may be beyond 1500' (457m) from the departure threshold of Runway 06R/24L, while on Taxiway E, when another ADG VI is departing Runway 06R/24L (AC 150-5300-13A Change 1)

Runway 07L/25R

- Runway 07L/25R is not available for arrival or departure for any A380 aircraft.
- Runway 07L/25R is available for taxi of all ADG VI aircraft.
- Approved exits are Taxiways F, B2, G, B8, J, L, and Q
- Runway 07L/25R is not available for any aircraft departure or arrival operations when an ADG VI aircraft is on Taxiway B or when an ADG VI aircraft is facing east/west on Taxiway H
- Runway 25R only, available for departures of B748 type aircraft under the following conditions:
 - During Over-Ocean operations when Runway 07R/25L is closed.
 - When there are no aircraft on Taxiway B.
 - When there are no ADG VI aircraft on Taxiway H.
 - Departures are from intersection Taxiway F only.

Runway 07R/25L

- Runway 07R/25L is available for arrivals and departures for all ADG VI aircraft.
- Runway 07R/25L is available for taxi of all ADG VI aircraft.
- Approved exits are Taxiways F, A4, G, A7, H7, H8, A8, H9, L, and Q



- No ADG VI aircraft may be beyond 1500' (457m) from the departure threshold of Runway 07R/25L, while on Taxiway A when another ADG VI is departing Runway 07R/25L (AC 150-5300-13A Change 1)

Taxiways and Taxilanes

Please refer to the LAX ADG VI Operational Plan Map (attachment) for ADG VI approved taxiways and taxilanes.

Taxilane D

- ADG VI aircraft are prohibited east of Taxilane K.

Taxiway B

- Taxiway B between Taxiway Y and C10 is only available for ADG VI when prior coordination is made with LAX Airport Operations by LAX ATCT for the closure of VSR C.

Taxiway H

- ADG VI aircraft are prohibited on Taxiway H between Taxiway L and B17.

Taxiway K

- ADG VI aircraft on Taxilane K are prohibited from making westbound turns on Taxiway C due to jet blast hazards.

Taxiway E17

- Taxiway E17 west of Taxilane E15 is tow-only for ADG VI aircraft transitioning to Gate 406B and 407B.

Taxiway B17

- ADG VI aircraft are prohibited on Taxiway B17 between Runway 07L/25R and Taxiway H.



Ramp / Gate / Apron Operations

ADG VI TBIT Gates and TBIT West Gates

Gates 148, 150, 152, 154, 156

- These gates are equipped with a self-docking system, and each has three boarding bridges. Two for lower deck operations and a third for upper deck operations.

Gate 156 Note: It is recommended to use a towbarless pushback tractor for pushback operations from gate 156. Pushback from these gates requires the aircraft to be pushed up an incline followed by a change in direction to pull forward to clear the area behind the aircraft. This change in direction, in concert with the elevation change, can present extreme pressure on the shear pins of a conventional towbar.

Gate 201

- Gate 201 is striped to accommodate two ADG III aircraft (Gates 201A and 201B) or one ADG VI aircraft (Gate 201) with separate lead-in lines.
- The gate is equipped with a self-docking system and has two boarding bridges, both for lower deck operations.

Gate 221

- Gate 221 is equipped with a self-docking system and has three boarding bridges. Two for lower deck operations and a third for upper deck operations.

ADG VI Remote West Gates

Gate 401

- Remain Overnight (RON) only. No passenger operations.
- ADG VI aircraft arriving southbound from Taxilane E15 may access the gate under power. ADG VI aircraft arriving northbound on Taxilane E15 must shut down engines and be towed into the gate.

Gate 405

- Remain Overnight (RON) only. No passenger operations.
- ADG VI aircraft arriving southbound from Taxilane E15 may access the gate under power. ADG VI aircraft arriving northbound on Taxilane E15 must shut down engines and be towed into the gate.



Gate 406B

- Arriving ADG VI aircraft must access the gate from Taxilane E17, northbound, and must be under tow when west of taxiway E15.
- The gate is equipped with two lower deck boarding bridges. No access to the upper deck of ADG VI aircraft.
- Push back Tail North, pull forward short of Taxilane E15 for disconnect.

Gate 407B

- Arriving ADG VI aircraft must access the gate from Taxilane E17 to Taxilane E16, northbound, and must be under tow when west of taxiway E15.
- The gate is equipped with two lower deck boarding bridges. No access to the upper deck of ADG VI aircraft.
- Push back Tail North, pull forward short of Taxilane E15 for disconnect.

Gate 412B

- Arriving ADG VI aircraft southbound from Taxilane E15 may access the gate under power. ADG VI aircraft northbound on Taxilane E15 must shut down engines and be towed into the gate.
- The gate is equipped with one upper deck boarding bridge from Gate 412 and one lower deck boarding bridge from Gate 410.

Gate 416B

- Arriving ADG VI aircraft southbound from Taxilane E15 may access the gate under power. ADG VI aircraft northbound on Taxilane E15 must shut down engines and be towed into the gate.
- The gate is equipped with one upper deck boarding bridge from Gate 416 and one lower deck boarding bridge from Gate 414.

ADG VI South Gates (Cargo)

ICC

- Spots 7A and 8A can each accommodate the B747-8F. No A388 aircraft are permitted.
- When Spot 7A is used, Spot 6 and Spot 7 are closed for aircraft parking.
- When Spot 8A is used, Spot 7 and Spot 8 are closed for aircraft parking.
- Both gates are Tow-in only

Korean Air Cargo

- KE Spot 2 can accommodate the B747-8F. No A388 aircraft are permitted.



Singapore

- SQ Spot 1 can accommodate the B747-8F. No A388 aircraft are permitted.

South Pads

- South Pad Spot 2 can accommodate the B747-8F. No A388 aircraft are permitted.
- Tow-in only

Imperial Terminal

- Spot B can accommodate all ADG VI aircraft.
- Spot C can accommodate the B747-8F. No A388 aircraft are permitted.
- Tow-in only

ADG VI Maintenance

West Aircraft Maintenance Area (WAMA) is located at the west end of Taxiway B. The area is also equipped with an ADG VI rated blast fence.

Equipment Staging

All TBIT and TBIT West Gates are common-use gates and have no provision for equipment storage parking. Aircraft servicing equipment is staged only for flight arrivals and departures for a period that is reasonable to prepare for flights.

After each flight, all Ground Service Equipment (GSE) must be removed from the gate. LAX Airside Operations Superintendents shall monitor equipment parking at ADG VI gates. Violators will be cited under the LAX Airfield SAFE program. Additionally, the GSE may be towed and impounded.

Best Practices for APU Inoperative Operations from Apron Area

The ground maneuvering of ADG VI aircraft under tow can pose some challenges due to the size and weight of the aircraft. This is compounded when one or more of the aircraft's engines are running, due to an inoperative Auxiliary Power Unit (APU). Understanding that there are times when this is required, the following practices are recommended:

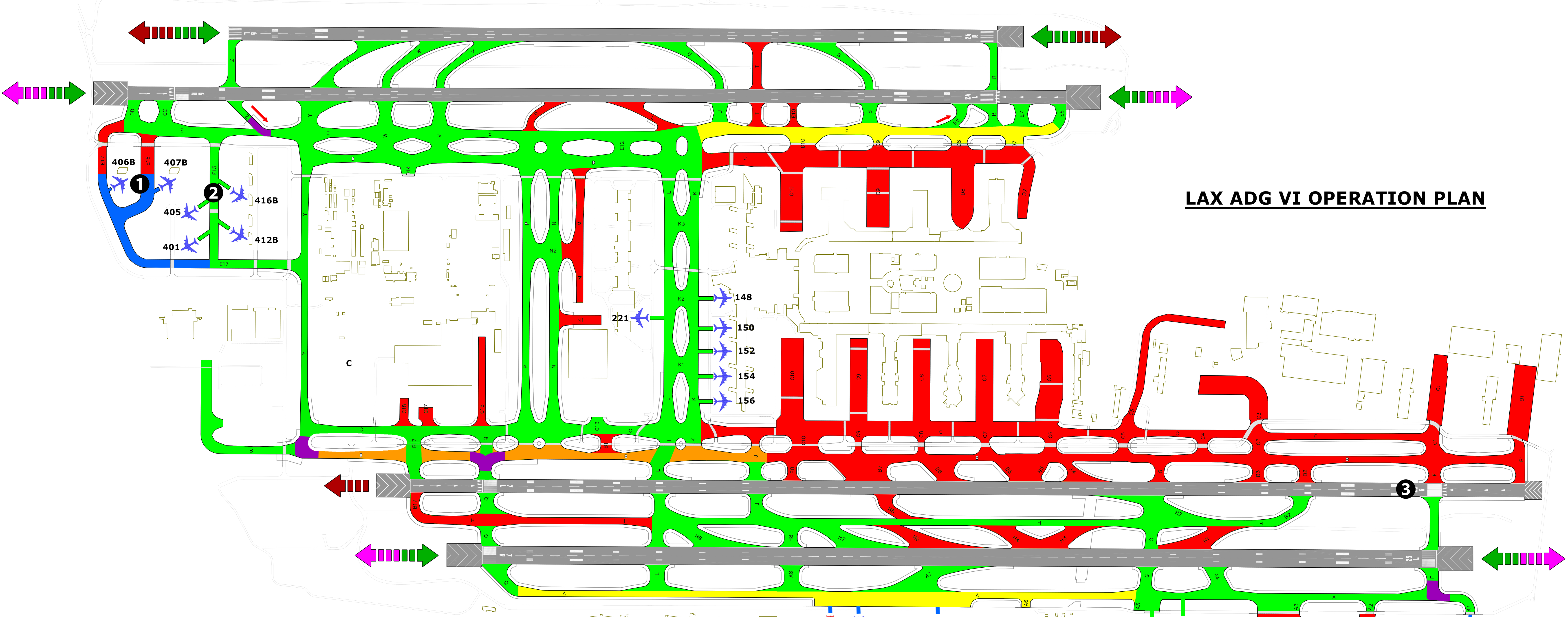
- All equipment (tow tractor, tow bar, shear pins, towbarless tractor) should be in accordance with the manufacturer's specification and be rated for use on ADG VI aircraft.
- If an airline is aware, prior to the arrival of an aircraft, of an inoperative APU, communication to the ARCC should be made as soon as practical to limit being gated on Gate 156. If no other gates are available, a West Gate may be assigned.
- If an aircraft is required to have more than one engine running during push-back it is recommended that a towbarless tractor be used.
- Ground crews should limit the changing of direction of travel from backward to forwards of the aircraft while more than one engine is running. This could result in an "extended" push-back until the aircraft is in a position where it can be released.
- Should the aircraft need to return to the gate for any reason while the engines are running and the push-back tractor is still attached to the aircraft, it may be necessary to shut down the engines to pull back onto the gate.
- Extreme caution should be taken from both the ground crew and the flight crew to stop the aircraft immediately during any phase of the push-back.
- A towbarless tractor is recommended for all operations from Gate 156



Attachments

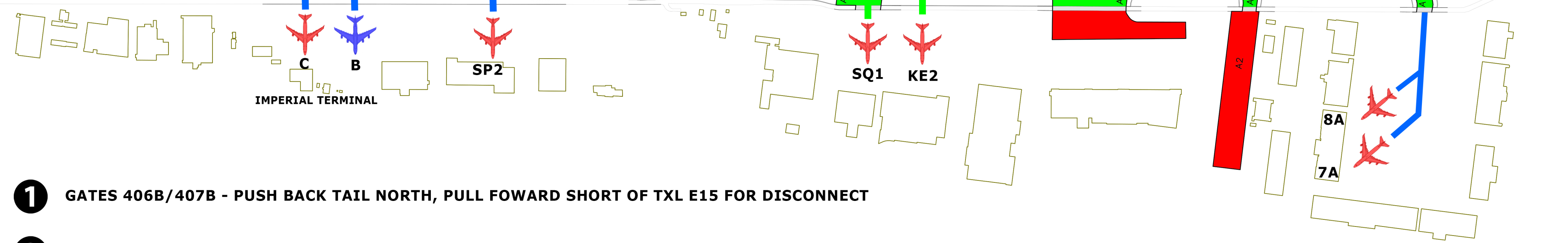
- ADG VI Operational Plan map
- Remote West Gates map

LAX ADG VI OPERATION PLAN

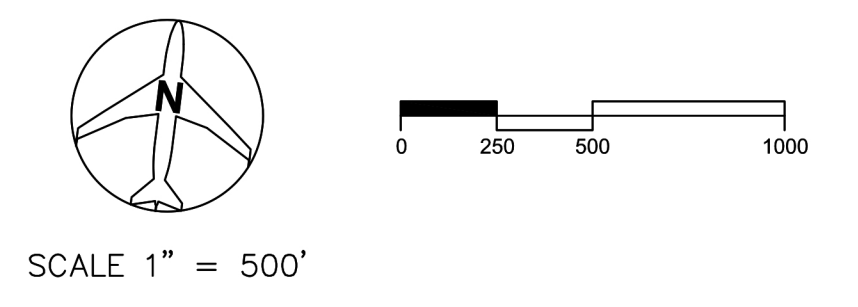


LEGEND

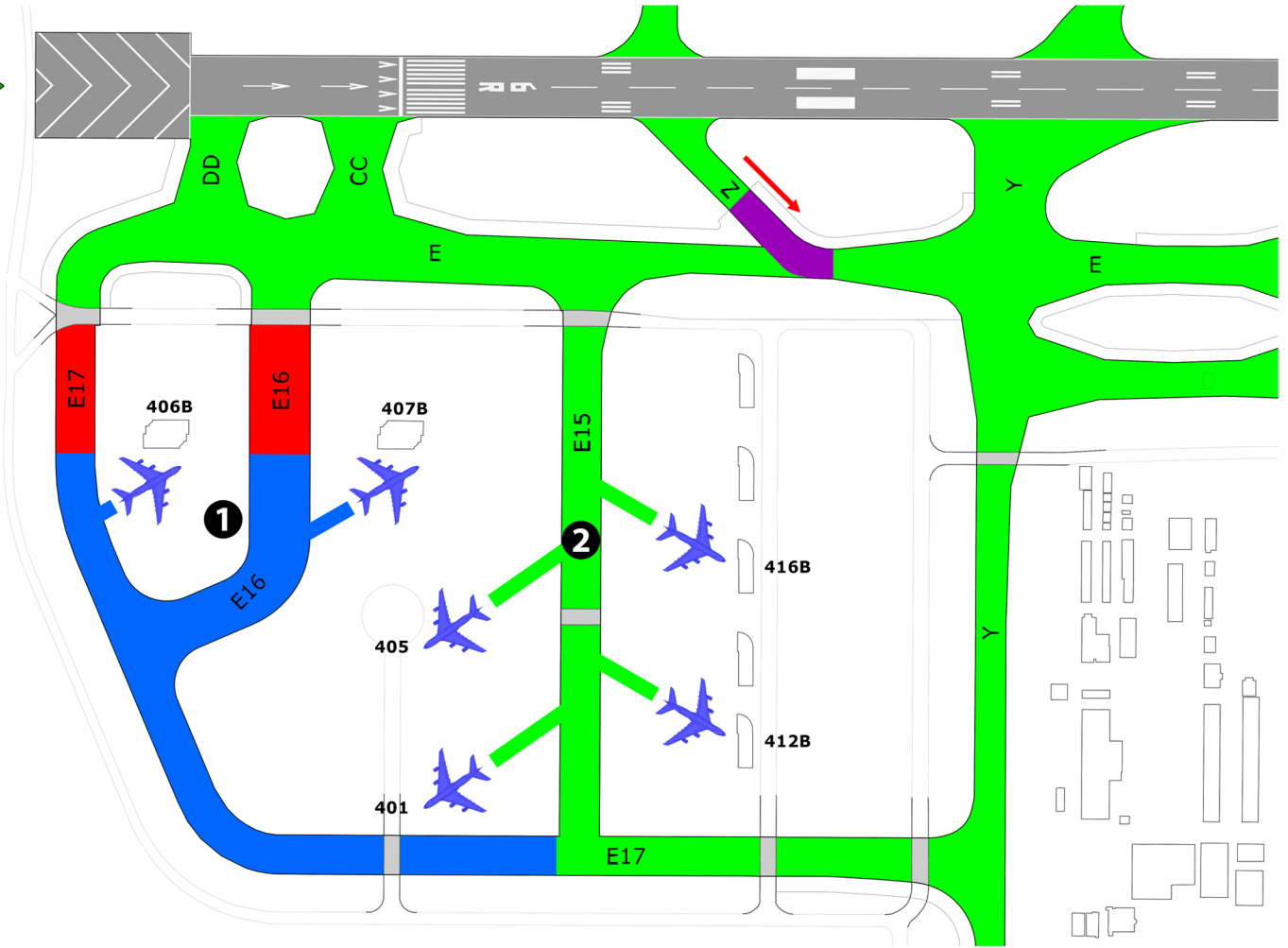
	DEPARTURES - B748 / A388		PREFERRED TAXI ROUTE
	ARRIVALS - B748 / A388		ADV VI OPERATIONS NOT AVAILABLE
	DEPARTURES ONLY - B748 ONLY		LAVA OPERATIONS MONITOR REQUIRED
	B748 CARGO		JUDGEMENTAL OVERSTEER
	A388 / B748 PASSENGER		TOW ONLY
			RESTRICTED TAXI ROUTE (REQUIRES PRE-COORDINATION WITH LAVA OPERATIONS FOR SERVICE ROAD CLOSURES)



- 1** GATES 406B/407B - PUSH BACK TAIL NORTH, PULL FOWARD SHORT OF TXL E15 FOR DISCONNECT
- 2** TAXI APPROVED VIA SOUTHBOUND TXL E15, TOW ONLY VIA NORTHBOUND TXL E15
- 3** RUNWAY 25R IS AVAILABLE FOR B748 DEPARTUES FROM INTERSECTION TWY F BETWEEN 01:00-06:00 LOCAL WHEN RWY 25L IS CLOSED.
TWY B RESTRICTED FOR ALL AIRCRAFT
TWY H RESTRICTED TO ADG V OR LOWER




LAX ADG VI REMOTE WEST GATE OPERATION PLAN



LEGEND

 DEPARTURES - B748 / A388

 ARRIVALS - B748 / A388

 A388 / B748 PASSENGER

 PREFERRED TAXI ROUTE

 ADV VI OPERATIONS NOT AVAILABLE

 JUDGEMENTAL OVERSTEER

 TOW ONLY

1 GATES 406B/407B - PUSH BACK TAIL NORTH, PULL FOWARD SHORT OF TXL E15 FOR DISCONNECT

2 TAXI APPROVED VIA SOUTHBOUND TXL E15, TOW ONLY VIA NORTHBOUND TXL E15

