



May 2, 2019

Raquel Girvin
Regional Administrator
Federal Aviation Administration
Western-Pacific Regional Office
777 S Aviation Blvd, Suite 150
El Segundo, CA 90245

Re: FAA's Terminal Sequencing and Spacing Tool

Dear Ms. Girvin:

Thank you for attending and participating in the LAX/Community Noise Roundtable¹ (Roundtable) meeting on March 13, 2019.

As a follow-up to the meeting discussion regarding the Terminal Sequencing and Spacing (TSAS) tool, I am writing to request that the FAA consider prioritizing TSAS deployment for LAX and arranging for a representative to provide a presentation on this tool at a future Roundtable meeting.

The Roundtable understands that TSAS is an air traffic software tool designed to provide pertinent information to air traffic controllers to help them better manage spacing between aircraft and to facilitate the use of Required Navigation Performance (RNP) arrival procedures at many airports. The use of RNP arrival procedures at LAX may provide noise relief for certain communities since these procedures have the potential to help maintain altitude requirements for certain waypoints and minimize the need for controllers to take aircraft off published routes during peak traffic hours and/or inclement weather conditions for aircraft separation purposes. The LAX RNP procedures have not been implemented to date since the TSAS tool required to work in conjunction with these RNP procedures has not yet been deployed. In our view, expediting the TSAS tool deployment for our region is essential for our communities to obtain these potential noise reduction benefits in a timely manner.

The Roundtable submitted a letter in August 2017 requesting that the FAA expedite the deployment of TSAS as a way to move the RNP procedure implementation forward at LAX. The FAA responded in September 2017 noting that modifying the TSAS deployment would adversely affect the entire schedule for all airports; therefore, it was unable to accelerate the TSAS deployment for LAX. At that time, the FAA also mentioned that the TSAS tool was scheduled for implementation for LAX in the 2nd Quarter of Fiscal Year 2020.

More recently, the Roundtable learned that the TSAS tool is still undergoing operational testing and is currently not scheduled for deployment in our region based on the FAA's correspondence to the City of Los Angeles dated January 17, 2019.

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Accordingly, the Roundtable is taking this opportunity to follow up with the FAA to find out the expected schedule of when the TSAS tool will be ready for deployment in our region and to reiterate our request of assigning the highest priority for deploying this tool at LAX in order to minimize further delays for communities to receive the potential noise reduction benefits.

The Roundtable also requests that the FAA consider arranging for a representative who is familiar with the TSAS tool to attend a future Roundtable meeting to provide a presentation on this topic covering the tool's functionality, implementation schedule, benefits and challenges, and the status of the operational testing of this tool. This will allow Roundtable members to better understand TSAS and provide an effective way to clarify and address inquiries or concerns regarding this technology.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended as the TSAS tool and RNP procedures are important elements that have the potential to further reduce noise from aircraft operations. We appreciate your continuing support of our efforts in addressing aircraft noise issues and look forward to future opportunities to continue working with you to minimize noise exposure.

Sincerely,



Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

¹The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.