



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

June 8, 2022

Mr. Denny Schneider
Chair, LAX/Community Noise Roundtable
c/o Los Angeles World Airports Noise Management
1 World Way
Los Angeles, CA 90009

Dear Chairman Schneider:

To follow up on our letter dated September 8, 2021, we wanted first to thank you for your patience as we worked on reviewing, analyzing, and responding to the Option B proposal (Proposal) contained in your letter dated July 16, 2021. After receiving your Proposal, the Federal Aviation Administration (FAA) conducted a preliminary assessment; this took some time because the Proposal encompassed a large area with numerous routes and air traffic volume. The Proposal requested that a portion of aircraft typically routed on the IRNMN arrival procedure inbound to Los Angeles International Airport (LAX) be rerouted to intercept a portion of the ANJLL arrival procedure.

Due to the complexity of the airspace involved in this proposal, FAA subject matter experts conducted an in-depth technical review of the Proposal as part of the preliminary assessment. Based on this more technical review, the FAA has determined that moving approximately 30% of traffic inbound on the IRNMN procedure to the ANJLL procedure would not align with the FAA's safety mission and is not feasible. The identified safety issues include sector saturation; non-standard high altitude, high airspeed opposite direction spacing and sequencing to a common point; and potential conflicts with military aircraft operating to/from/inside the Edwards Air Force Base R-2508 Complex and Twentynine Palms. Please refer to the two enclosed documents that provide more information on this determination. The first document, Attachment A, is a summary containing graphics and a detailed explanation of our findings. The second document, Attachment B, addresses additional information you provided in your Proposal regarding the IRNMN, HUULL, and RYDDR arrival procedures and the DAHJR waypoint. As previously committed in our letter dated March 16, 2022, the FAA will provide a briefing of this analysis at the July LAX/Community Noise Roundtable (Roundtable) meeting and will answer questions regarding Option B at that time.

We appreciate and thank the LAX Roundtable for your efforts in working with the local communities to address noise concerns. While we currently cannot offer any options to address the north downwind arrivals. The FAA is committed to providing you with technical assistance through our continued review of consensus recommendations. As technology and safety criteria evolve, there may be other opportunities in the future. The FAA's 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. If we can be of further assistance, please contact my office at (424) 405-7000.

Sincerely,

Tamara A. Swann

Tamara A. Swann

Regional Administrator (A)

2 Enclosures

Attachment A - Option B Preliminary Assessment Summary

Attachment B – Additional Information within the Proposal

cc: LAWA