

LAX North Downwind ATC Efforts

An FAA Cultural Shift

Presented to: LAX Roundtable

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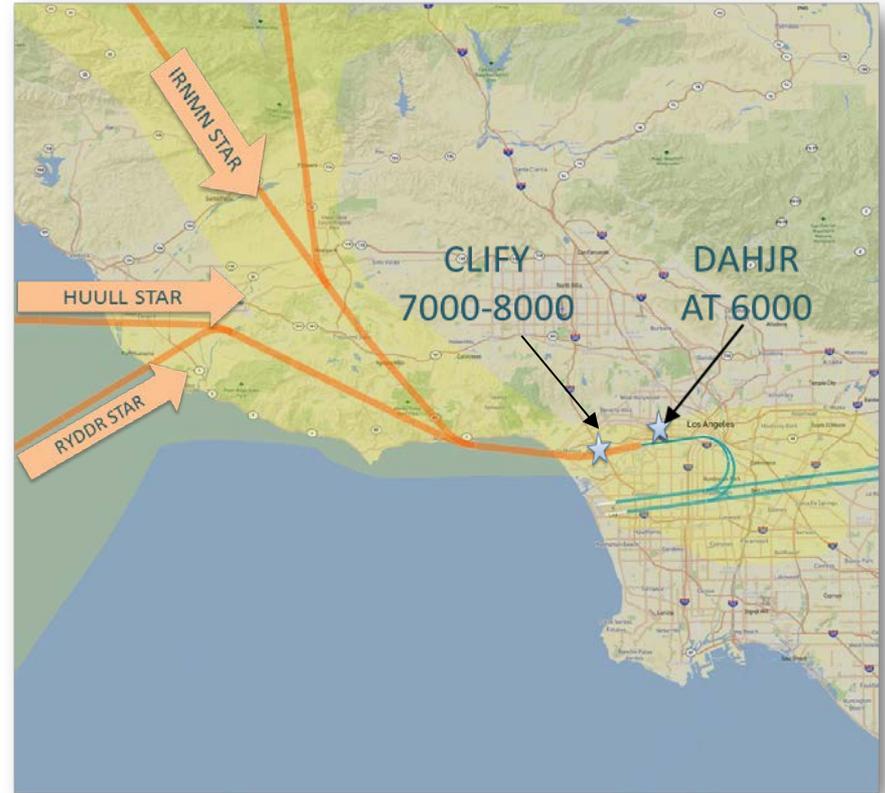


**Federal Aviation
Administration**



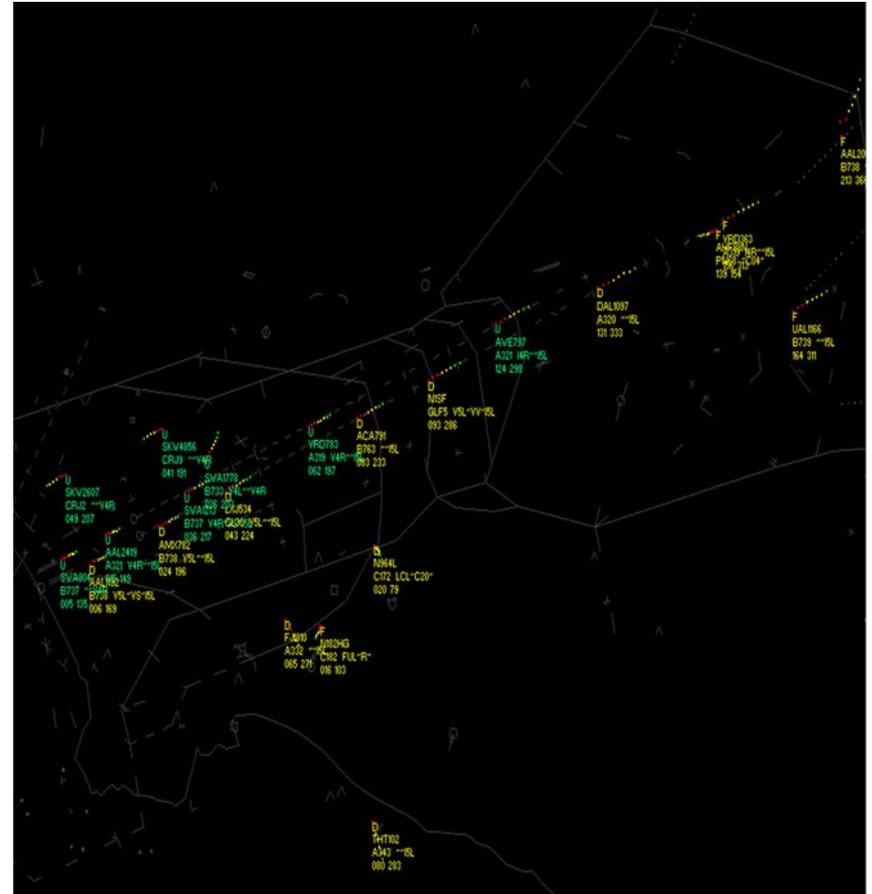
LAX North Downwind History

- Prior to August 2018, Southern California Terminal Radar Approach Control (SCT TRACON) would typically descend aircraft after CLIFY waypoint when LAX was west configuration after 1:00am.



LAX North Downwind History Cont...

- To ensure FAA required separation is maintained, SCT controllers must ensure aircraft descend to an altitude at or below 2,600ft prior to joining the Final Approach Course (FAC) for Runway (RWY) 24R. When aircraft are at or below 2,600ft, it separates them from aircraft crossing the same point on RWY 25L at or above 3,600ft.



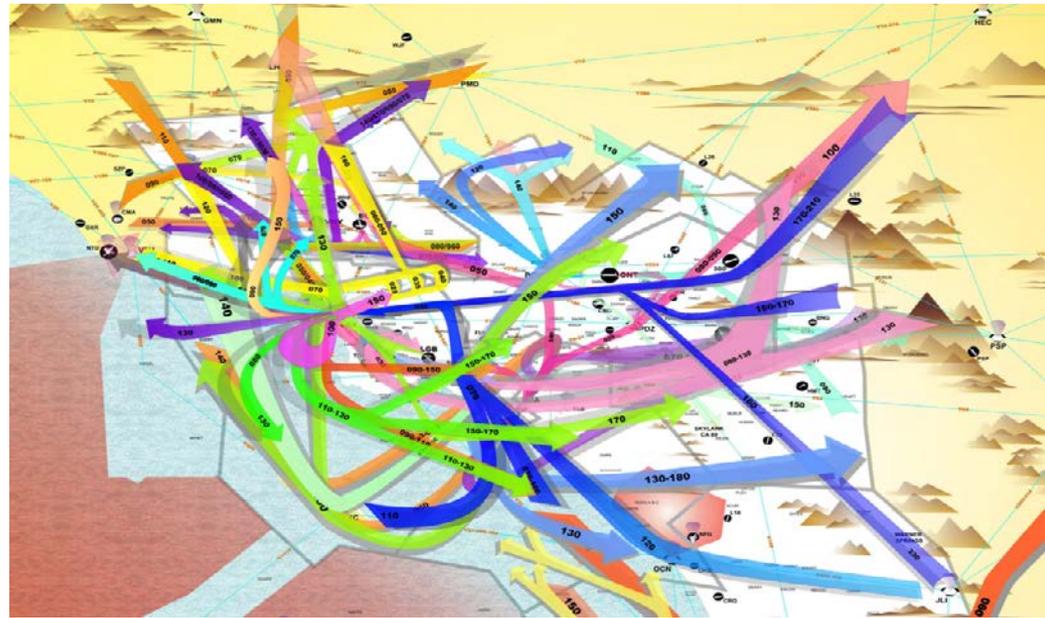
LAX North Downwind Cultural Changes

- In late 2018, SCT TRACON began briefing controllers to cross DAHJR at or above 6,000ft when LAX is west configuration between 1:00am and 5:00am.



LAX North Downwind Cultural Changes Cont...

- Beginning late 2018, SCT TRACON directed controllers to, “Solicit aircraft to conduct the RNAV (RNP) Z RWY 24R approach to LAX when the conditions at KLAX are west traffic between 0100L-0500L. “
- Note- Aircraft arriving via the north downwind during these times that cannot accept the RNAV (RNP) Z RWY 24R approach must be restricted to 6,000 MSL until passing DAHJR intersection.
- Note- The primary purpose of the Air Traffic Control (ATC) system is to prevent a collision and to provide a safe and orderly flow of air traffic. SCT TRACON controllers may have to descend below 6,000ft at DAHJR to ensure the safety of aircraft operating in the system.



Challenges

- **Expectation Bias**
 - **Historically, most aircraft landing LAX from the north downwind have expected to receive either the Instrument Landing System (ILS) or Visual Approach to RY24R.**
 - **SCT TRACON in collaboration with LAX Tower advertised the Required Navigation Performance (RNP) Z to RWY 24R on the Automatic Terminal Information System (ATIS). Still, pilots have continued to request the ILS or visual approach.**
 - **SCT TRACON directed controllers to use a memory aid to remind controllers of the 6,000ft DAHJR restriction between 1:00am and 5:00am.**



Results

- **The FAA continues pilot outreach to increase usage of the RNP Z RWY 24R approach. The FAA continues to emphasize the importance of crossing DAHJR at or above 6,000ft between 1:00am and 5:00am. These joint efforts will allow us to improve our effectiveness at crossing DAHJR at or above 6,000ft during noise sensitive hours.**

