



# LADYJ Amendment Proposal

Analysis by the FAA regarding feasibility of adopting requested amendments to LADYJ Standard Instrument Departure.



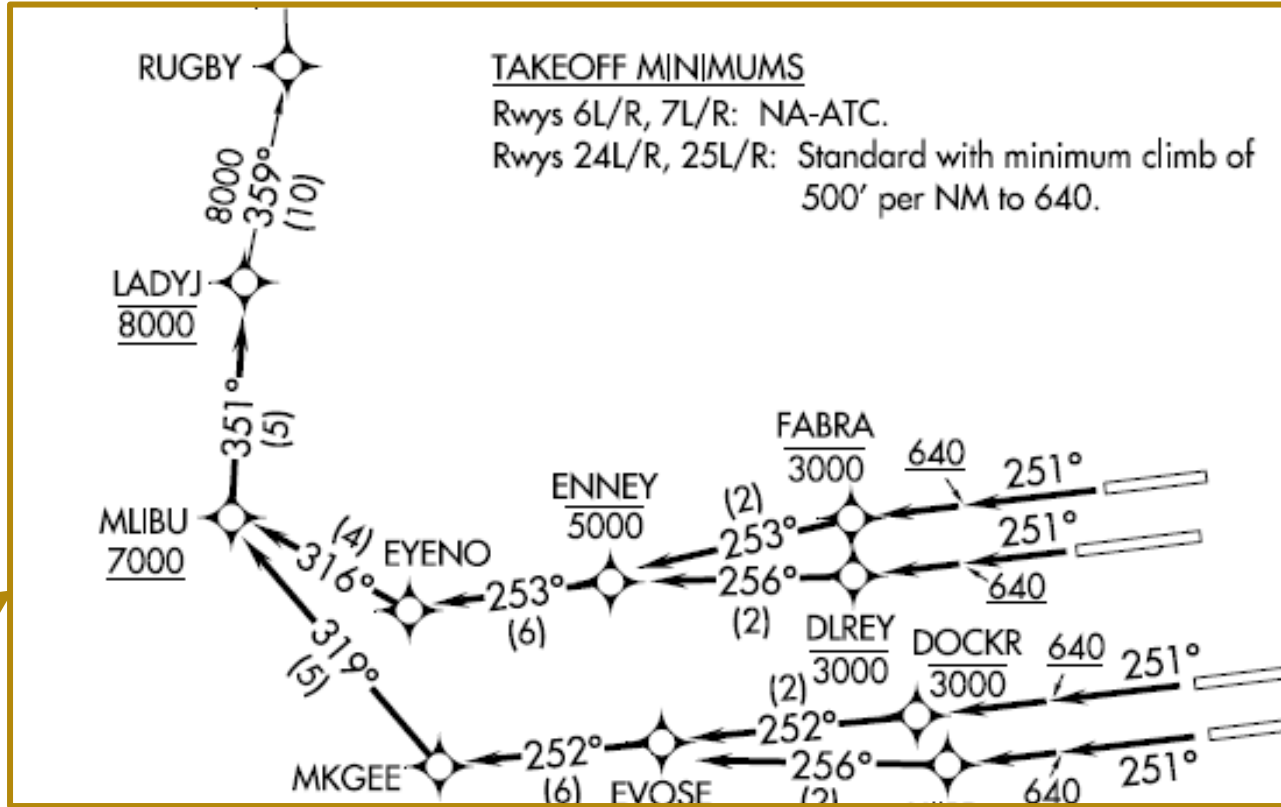
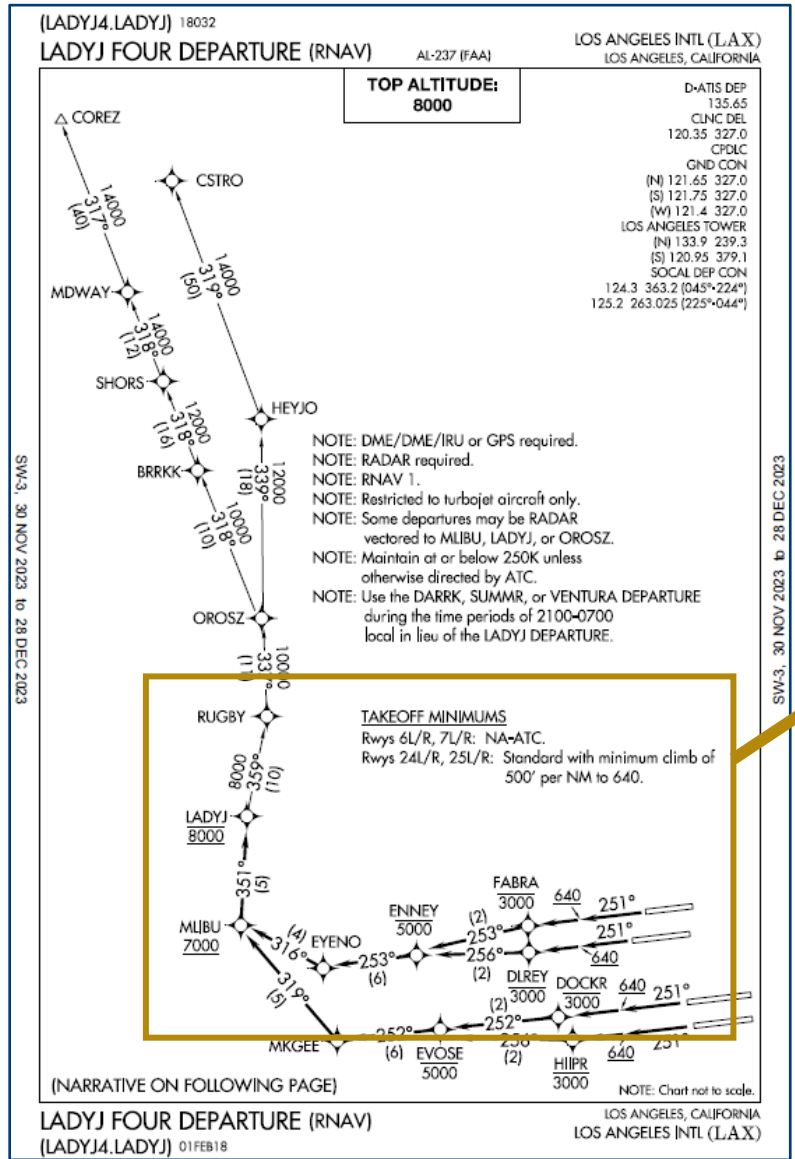
**Federal Aviation  
Administration**

March 20, 2024

# Process to Determine Feasibility

- On October 24, 2023, a Core Work Group was convened with members of the FAA's Western Service Center, Southern California Terminal Radar Approach Control, Los Angeles Air Route Traffic Control Center, and Flight Procedures and Airspace Group (AFS-420) to discuss the feasibility of adopting the suggested amendments to the LADYJ Standard Instrument Departure (SID).
- Suggested amendments included both routing and altitude changes.

# Current LADYJ SID

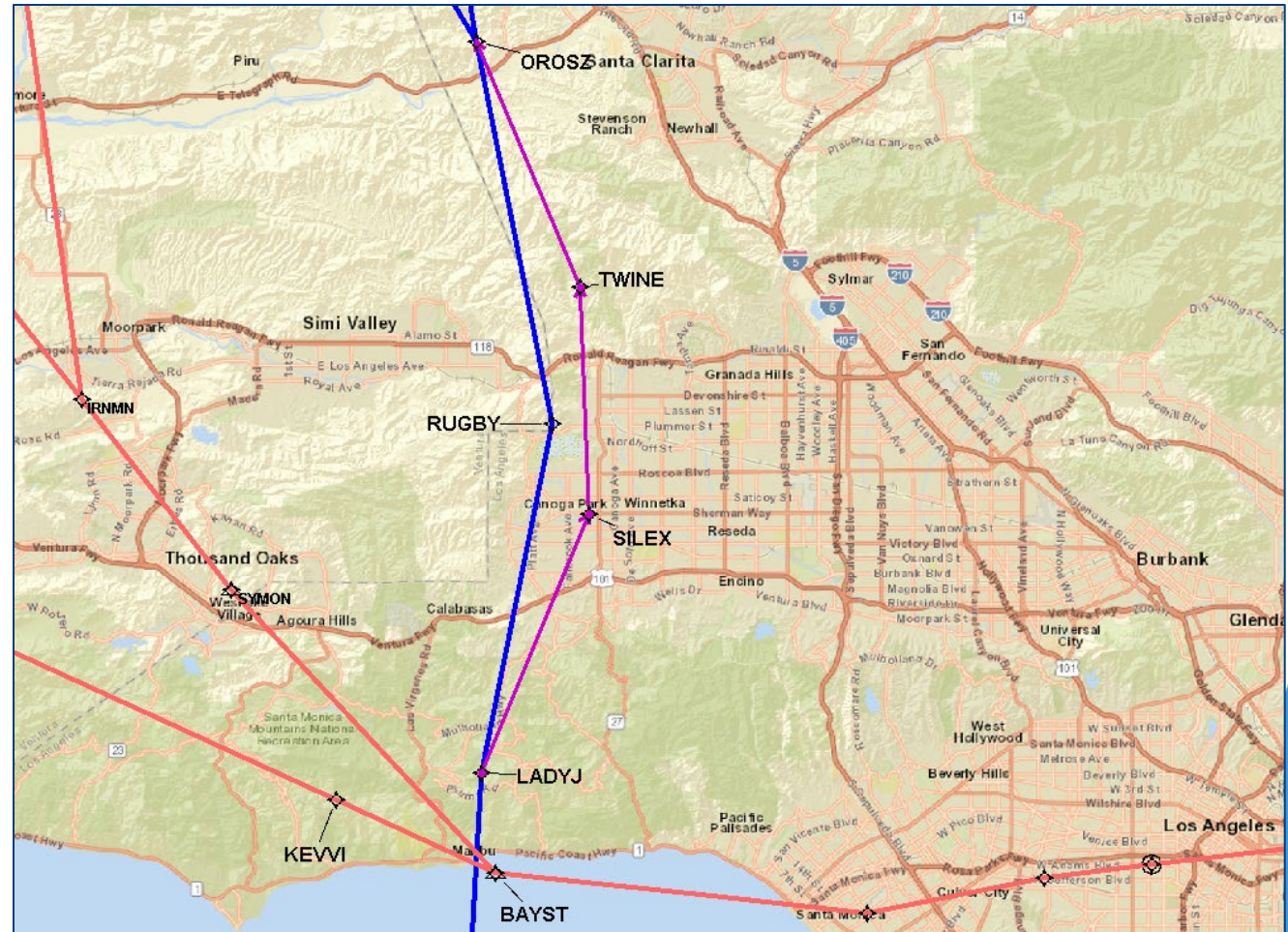


# Request to Move Route East at RUGBY

It was requested that the route between LADYJ and OROSZ be amended from over RUGBY to over SILEX and TWINE.

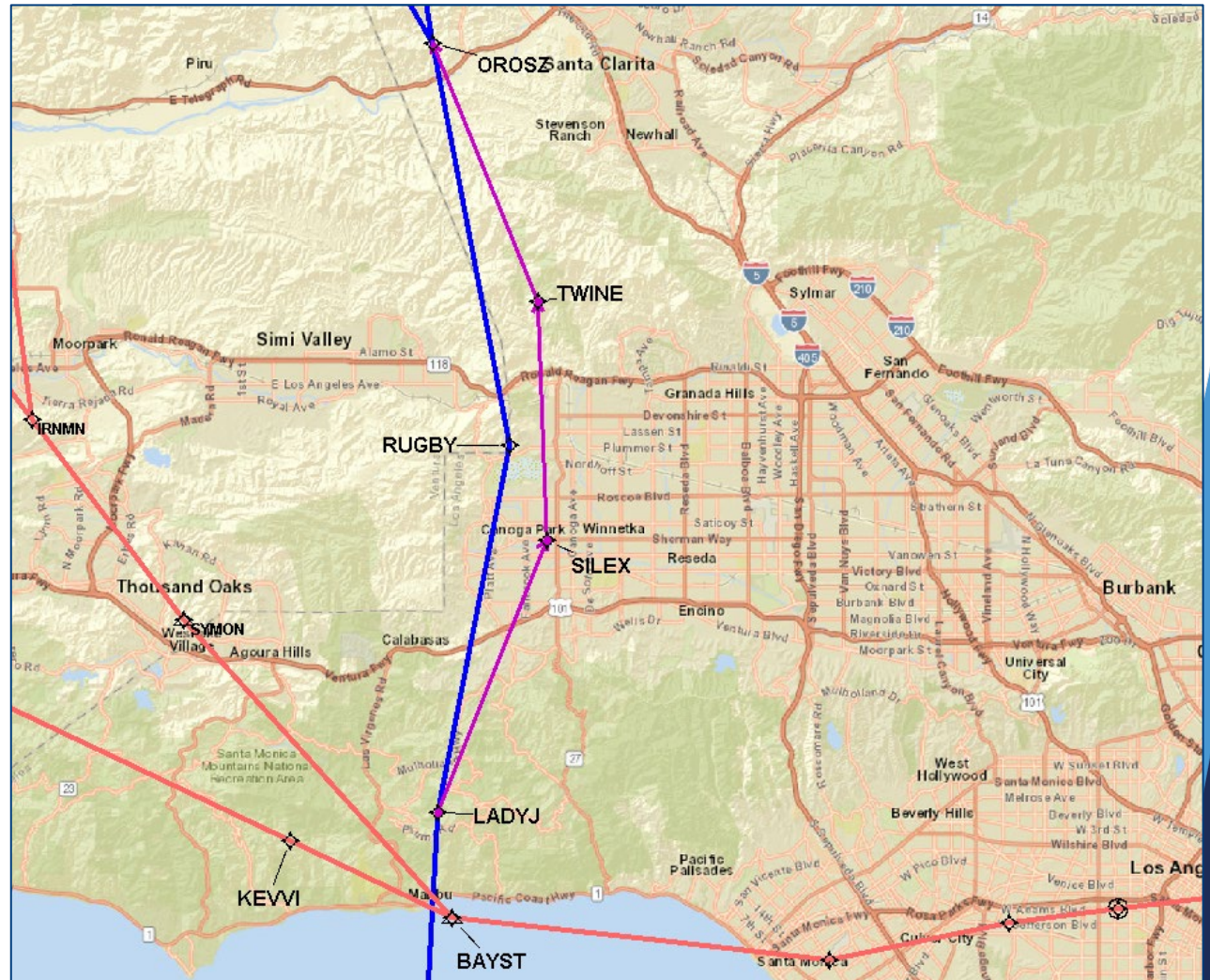
ATC advised that LADYJ SID design deconflicts LAX departures from BUR and VNY departures. Moving the LADYJ route to the east would create conflicts with that traffic.

The proposed routing would be less efficient and potentially less safe since the procedural separation would be removed resulting in increased controller workload.

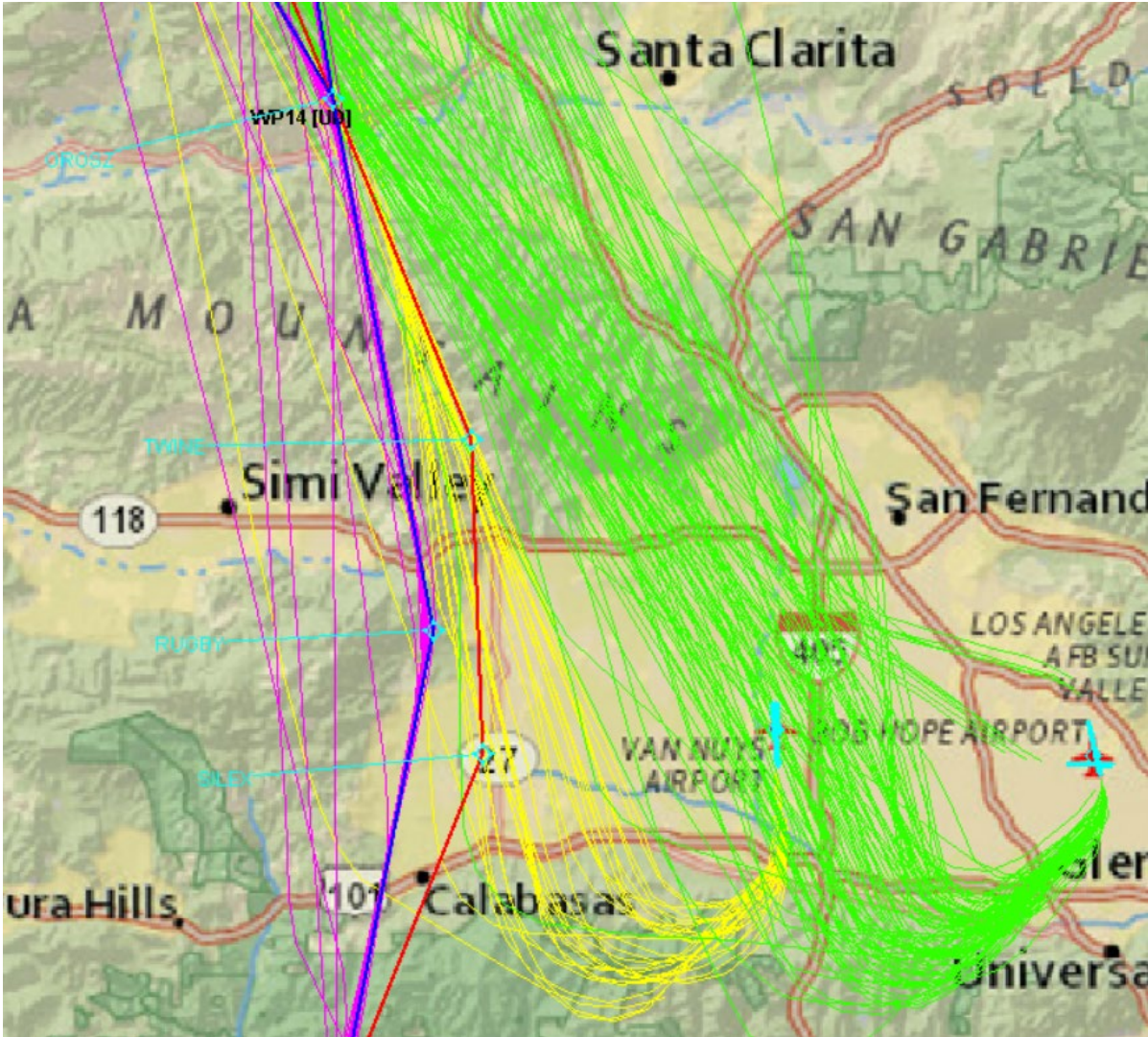


# Feasibility of amending the LADYJ SID

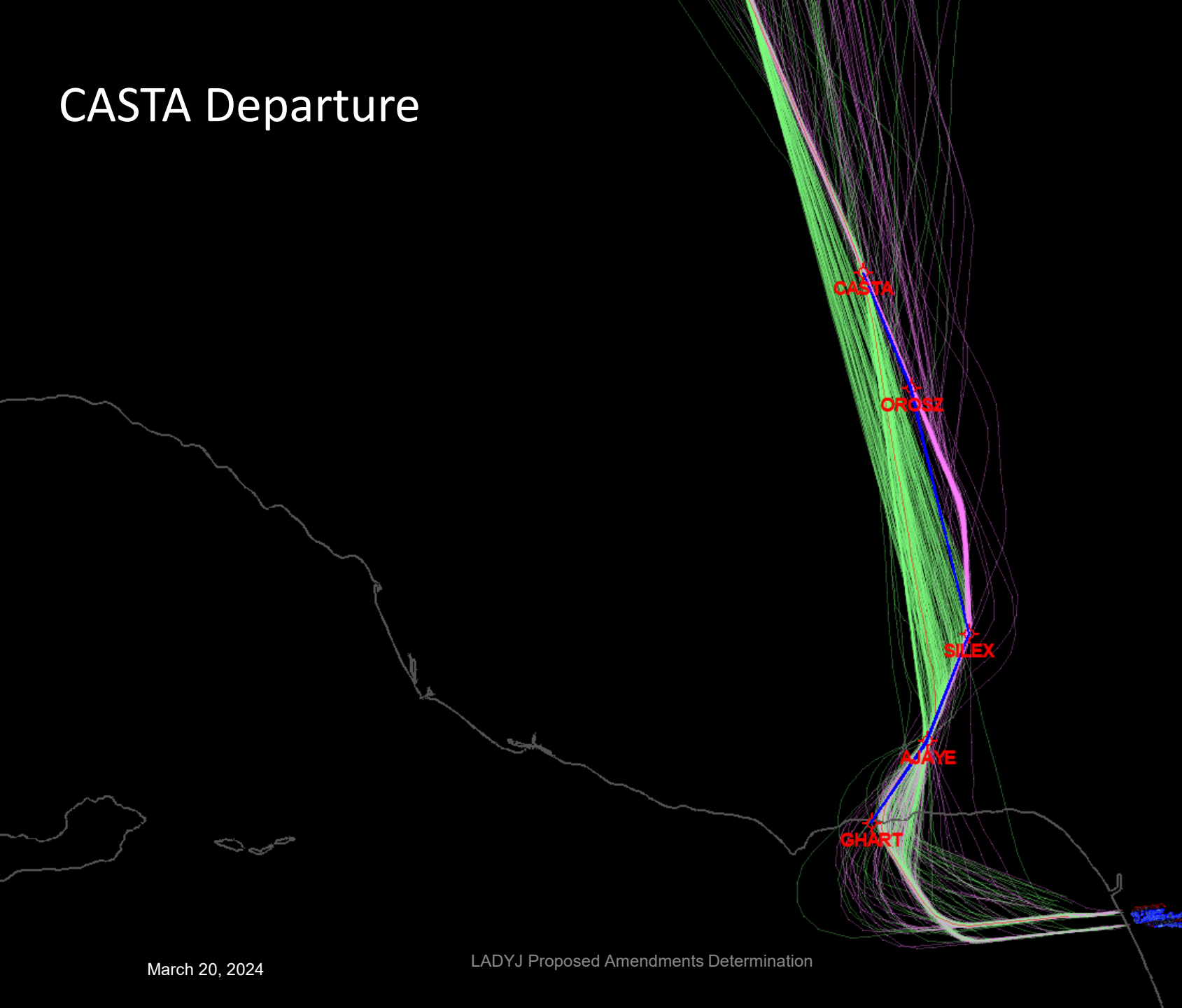
The proposed amendments were found to be operationally unfeasible by ATC. Therefore, the proposed amendments to the procedure will not be moving forward.



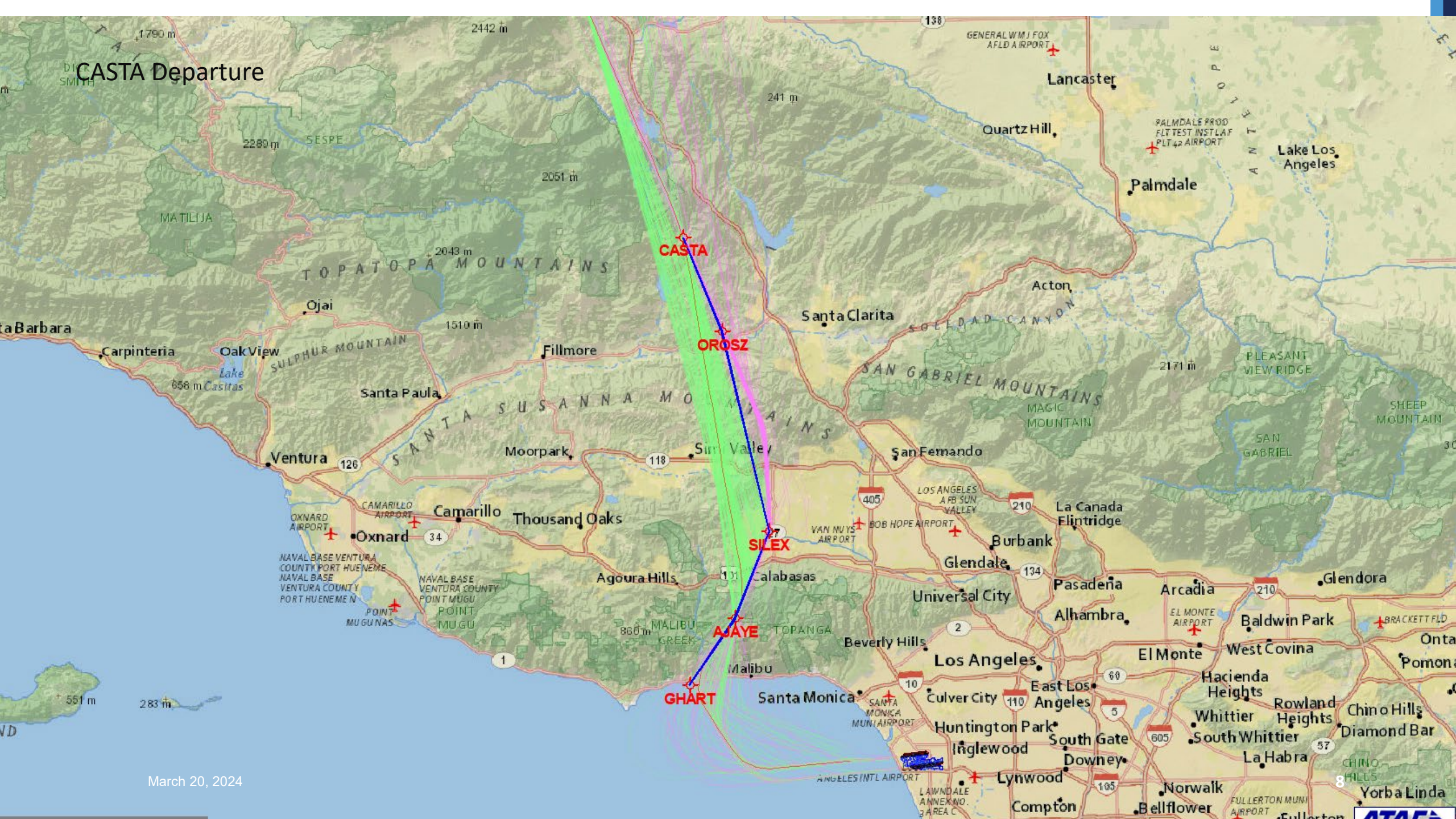
# LADYJ Proposal with VNY/BUR flight tracks



# CASTA Departure



# CASTA Departure



March 20, 2024



# Request to Increase Altitude at LADYJ Waypoint

ATC advised that the LADYJ altitude restrictions must remain at 8,000 feet MSL due to overhead crossing arrivals to LAX. These arrivals descend to cross BAYST at 9,000 feet MSL.

Increasing the altitude at BAYST to allow a higher altitude at LADYJ would conflict with a stated goal of the Metroplex project—to improve descent profiles on arrival procedures to ensure a stable approach. Increasing the altitude at BAYST would negatively impact that goal. Additionally, increasing the altitude at BAYST would necessitate changes to all LAX RNAV (RNP) approach procedures.

Higher altitude at BAYST would also conflict with LGB departure traffic.



# Conclusions

- Increasing the altitude at LADYJ is not feasible due to the overhead traffic on the IRNMN, HUULL, and RYDRR procedures. Increasing the altitudes on the overhead STARs is not supportable.
- Rerouting departure aircraft to the east of RUGBY over SILEX and TWINE is not a viable solution as aircraft would likely be vectored to where the current SID places the aircraft. This is due to BUR and VNY departure aircraft, and the need to keep LAX departures west of that traffic.
- Rerouting aircraft over GHART instead of MLIBU is not feasible due to separation issues with other northbound LAX departure aircraft.