



LAX

Los Angeles World Airports

**Los Angeles International Airport
Aircraft Design Group (ADG) VI
(ICAO Code F)
Operational Plan**

Original Date: 06/16/2014

Revision Date: 04/20/2020

Revision Number: 6.4

Los Angeles World Airports

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CORRECTIONS PAGE

Subject: Aircraft Design Group VI Operational Plan

Date: April 02, 2020

Version: 6.4

Cancellation – This version cancels LAX ADG VI Operational Plan 6.3, dated December 23, 2019.

Principal Changes

- Updated document to reflect correct designations for Taxiways and Taxilanes
- Updated LAX Ops Plan Map to reflect correct designations for Taxiways and Taxilanes
- Updated document to reflect ADG VI parking at Midfield Satellite concourse (MSC)
- Updated LAX Ops Plan Map to reflect MSC parking and new Taxilane M

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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 involved 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, 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 the 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 operations 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, Jeff Mort at jmort@lawa.org or (424) 646 - 7489.

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AIRCRAFT OPERATIONAL COORDINATION

To ensure compliance with the FAA-approved MOSs and to minimize potential impacts to 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 Taxiway F
- All vehicles over 14 feet high are restricted from operating on LAX’s VSRs, with the exception of 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 the VSRs other than VSR A will require coordination and/or an escort by Airport Operations to ensure the vehicles do not conflict with ADG VI operations.
- All communications between Airport Operations and flight crews of ADG VI aircraft will go 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 14CFR 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 need to be returned to 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 in to a gate the aircraft must be towed in the remaining distance.
- The use of a towbarless tractor is recommended for all A380 movements.

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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 of Runway 06L/24R are Taxiways V, AA, and BB 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 to all ADG VI aircraft
- Approved exits are Taxiways V, Z, AA, BB, 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 type aircraft
- Runway 07L/25R is available for taxi to all ADG VI aircraft
- Approved exits are Taxiways F, B2, G, B8, J, L, and Q
- Runway 07L/25R is not available for any other 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 circumstances:
 - During Over-Ocean operations when Runway 07R/25L is closed
 - When there are no aircraft on Taxiway B, Taxiway H is available for ADG V and smaller aircraft
 - 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 to all ADG VI aircraft
- Approved exits are Taxiways F, G, A4, 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)

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TAXIWAYS AND TAXILANES

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

Taxilane D

- Taxilane D restricted East of Taxilane K.

Taxiway B

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

Taxiway H

- Taxiway H between Taxiway L and B17.

Taxiway K

- ADG VI aircraft on Taxiway K are prohibited from making westbound turns on Taxiways C due to jetblast hazards.

Taxiway E17

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

Taxiway B17

- Taxiway B17 unavailable between Runway 07L/25R and Taxiway H.



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RAMP/GATE OPERATIONS

ADG VI TBIT GATES and MSC

Gate 130

- Gate 130 is striped for both ADG VI (130) aircraft and ADG V (130A) aircraft with separate lead-in lines.
- The gate is equipped with a self-docking system and has three boarding bridges. Two for lower deck operations and a third for upper deck operations.

Gate 134

- Gate 134 is striped for both ADG VI (134) aircraft and ADG V (134A) aircraft with separate lead-in lines.
- The gate is equipped with a self-docking system and has three boarding bridges. Two for lower deck operations and a third for upper deck operations.

Gates 148, 150, 152, 154, 156

- These gates are equipped with a self-docking systems and each has three boarding bridges. Two for the lower deck operations and a third for upper deck operations.
- Gate 148 restricted due to construction

Gate 159

- Departing ADG VI aircraft shall push back from Gate 159 tail south on Taxilane C10 and pull forward abeam Gate 159 (facing west) on Taxilane C. Do not push back abeam Terminal 4 on Taxilane C.
- Gate 159 is equipped with a self-docking system and has three boarding bridges. Two for the lower deck operations and a third for upper deck operations.

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 brides, 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

*Operations Note: For push back operations from Gate 156 and Gate 159, it is recommended to use a towbarless pushback tractor. Pushback from these gates requires the aircraft to be pushed up an incline and then 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 on a conventional towbar.

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ADG VI WEST GATES

Gate 401

- Remain Over Night (RON) only. No passenger operations.
- 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.

Gate 405

- Remain Over Night (RON) only. No passenger operations.
- 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.

Gate 406B

- Arriving ADG VI aircraft must access gate from Taxilane E17, northbound. Aircraft must tow from Taxilane E15 to the gate.
- The gate is equipped with two lower deck boarding bridges. No access to the upper deck of ADG VI aircraft.

Gate 407B

- Arriving ADG VI aircraft must access gate from Taxilane E17 to Taxilane E16, northbound. Aircraft must tow from Taxilane E15 to the gate.
- The gate is equipped with two lower deck boarding bridges. No access to the upper deck of ADG VI aircraft.

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 on lower deck boarding bridge from the remote terminal at 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 remote terminal at Gate 416 and one lower deck boarding bridge from the remote terminal at Gate 414.

ADG VI SOUTH GATES (CARGO)

ICC

- Spots 7A and 8A will accommodate the B747-8F. No A388.
- When Spot 7A is used, Spot 6 and Spot 7 are closed for aircraft parking

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- When Spot 8A is used, Spot 7 and Spot 8 are closed for aircraft parking
- Tow in only

Korean Air Cargo

- KE spot 2 will accommodate the B747-8F. No A388.

Singapore

- SQ spot 1 will accommodate the B747-8F. No A388.

South Pads

- South Pad spot 2 will accommodate the B747-8F. No A388.

Imperial Terminal

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

ADG VI Maintenance

West Aircraft Maintenance Area

The West Aircraft Maintenance Area is located South of Taxilane E17 and West of Taxiway AA. The area is also equipped with an ADG VI rated blast fence.

EQUIPMENT STAGING

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

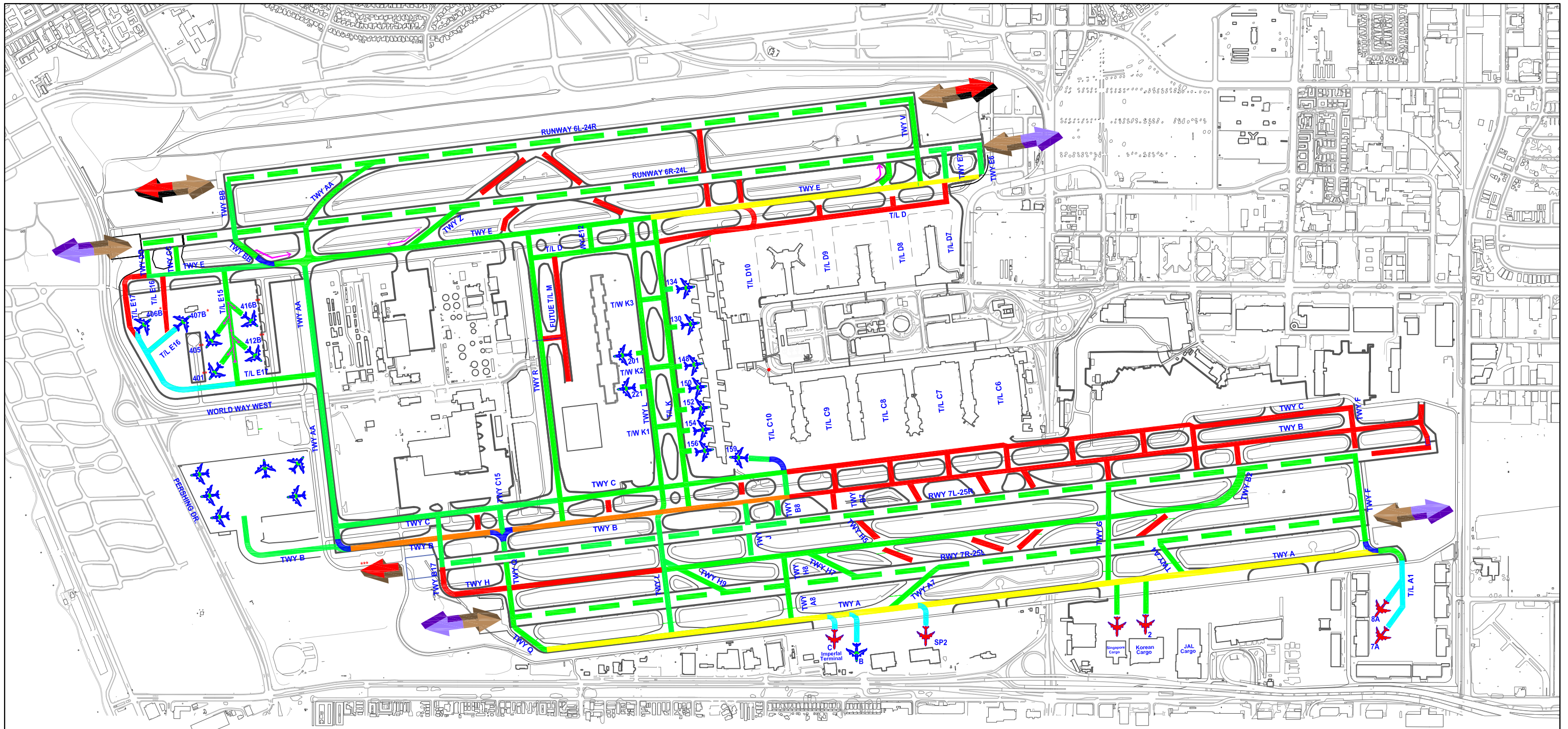
After each flight, all Ground Service Equipment (GSE) must be removed from the gate. LAX Airside Operations Superintendents will monitor equipment parking at ADG VI gates. Violators will be cited under the LAX Airfield SAFE program. Additionally, the GSE may be towed and impounded.

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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 manufacturers specification and be rated for use on ADG VI aircraft.
- If an airline is aware prior to arrival of an aircraft with an inoperative APU, communication to the ARCC should be made as soon as practical to limit being gated on Gate 156 or Gate 159. 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 backwards 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 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 and Gate 159



	DEPARTURE—B747-8 ONLY		B747-8 Cargo
	ARRIVAL—B747-8 AND A380		A380 & B747-8 Passenger
	DEPARTURE—B747-8 AND A380		
	PREFERRED TAXI ROUTE		
	TAXI ON RUNWAYS		
	JUDGEMENTAL OVERSTEER		
	TOW ONLY		
	RESTRICTED TAXI ROUTE (REQUIRES PRE-COORDINATION WITH LAWA OPS FOR SERVICE ROAD CLOSURES)		
	ADG VI OPERATION NOT AVAILABLE		
	LAWA OPS MONITOR REQUIRED		

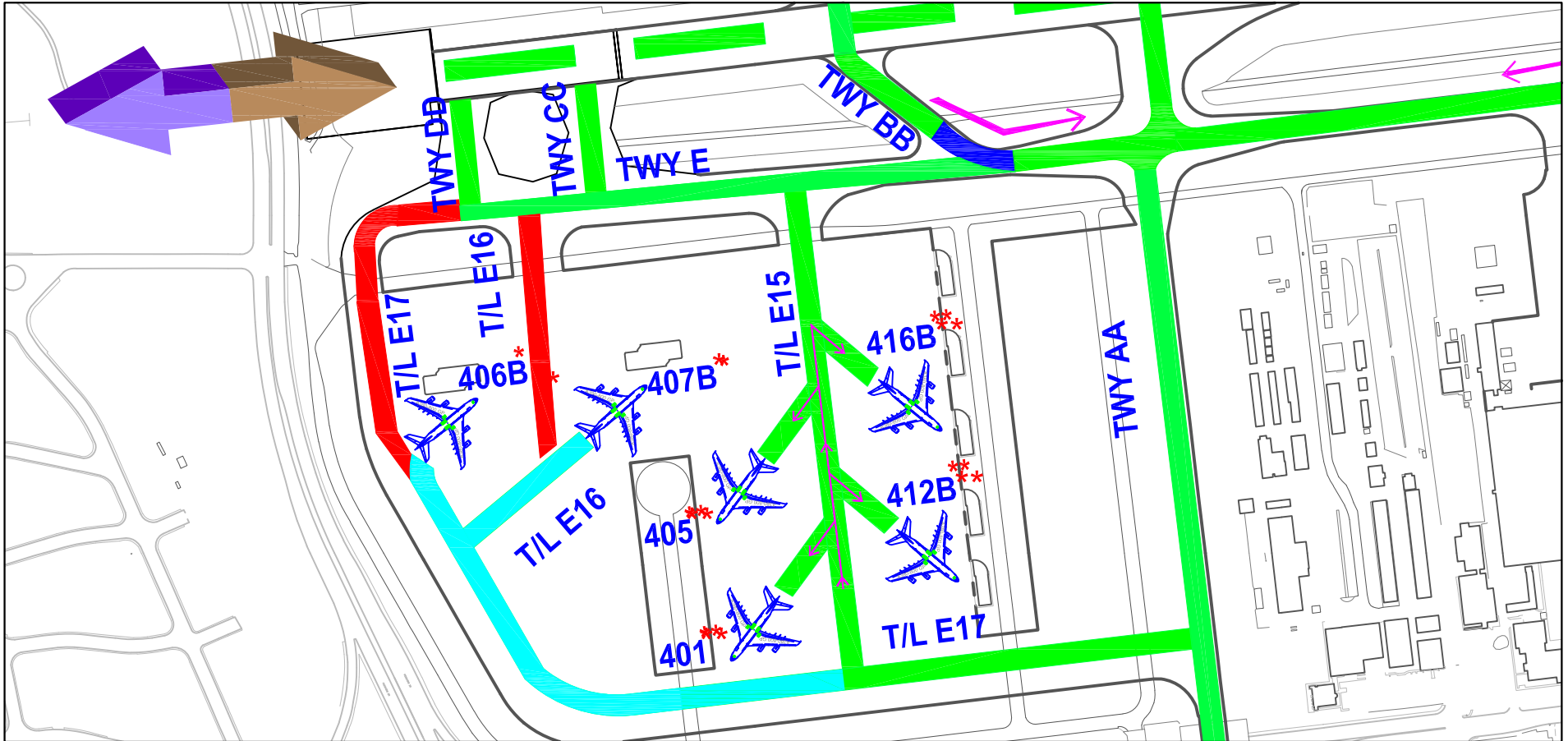
*	Push back tall north pull forward short of T/L E15 for disconnect
**	Taxi approved via southbound E15 Tow only via northbound T/L E15
***	Runway 25R is available for B747-8 departures from intersection F between 0100 - 0600 local, when Runway 25L is closed. Twy B restricted for all aircraft Twy H restricted to ADG V or lower



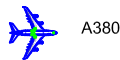
NOT TO SCALE

ADG VI OPERATION PLAN

ADG VI West Gate Operational Plan



 TAXI ROUTE



A380

 TOW ONLY

 ADG VI OPERATION NOT AVAILABLE
MAXIMUM TAXI SPEED = 17 MPH

* *Push back tail north pull forward short of T/L E15 for disconnect*

** *Taxi approved via southbound E15
Tow only via northbound T/L E15*



NOT TO SCALE

Dated: 10-29-2019
Prepared by: LAWA Planning & Development Group