



04 August 2018

SEP 11 '18 AM 9:27

The Chairman
LAX Community Noise Roundtable
Los Angeles
USA

Dear Denny

RE: Required Capabilities to fly RNP procedures

Fiji Airways (FJ) has been operating for many years into Los Angeles (LAX) and understands the environmental concerns of the Community near this important piece of infrastructure. FJ is currently in a Fleet change program with older B737 NG aircraft moving over to B737 MAX aircraft and A330 aircraft, both of which operate into North American airspace with the A330 operating into LAX. These aircraft are RNP capable and FJ is keen to complete the training of all Flight Crew to fully utilize this aircraft capability.

To this end, FJ is currently investing many millions of dollars in a Simulator training centre in Fiji with two state of the art aircraft simulators to allow accelerated training of our Pilots on such technologies as RNP-AR and HUD equipment. This will allow us to accelerate the training and be in a position to comply with any requirements in this area the FAA would need should LAX commence utilizing this airspace structure.

Fiji Airways thanks you for your interest in this matter.

Yours Sincerely

A handwritten signature in blue ink, appearing to read "AViljoen".

Andre Viljoen
MANAGING DIRECTOR & CEO



Thai Airways International Public Company Limited
89 Vibhavadi Rangsit Road, Bangkok 10900, Thailand
Tel : 66 (0) 2545-1000, 66 (0) 2695-1000

DD/DO/ 116 /2018

June 29 , 2018

Mr. Denny Schneider, Chairman
Attention: Ms. Kathryn Pantoja
LAX/Community Noise Roundtable,
c/o Los Angeles World Airports,
1 World Way, P.O. Box 92216
Los Angeles, CA 90009-2216
USA.

Re: Required capabilities to fly RNP procedures

Dear Mr. Schneider,

Thank you very much for your letter regarding the problem of noise over the communities around Los Angeles Airport and our RNP capabilities. Even though we currently have only code-shared flights to the United States of America on flights operated by our partner airlines, we certainly want to keep our flight operations up-to-date with rules, regulations and local procedures at our destinations around the world including yours. We totally agree that it is also our responsibility to minimize the pollution created by our flight operations. This has been one of THAI's policies.

Currently, most of our aircraft and flight crew, especially for the medium and long range, are authorized to operate on RNP 1, RNP 4, RNAV 1/2, RNAV 5 and RNAV 10 routes, SID's and STAR's. We are capable of performing RNP LNAV/VNAV approach on STAR's and take-off on SID's that require RNAV 1 capability.

We do hope that we can resume our operations to destinations in the USA in the upcoming years.

Yours sincerely,

Usanee Sangsingkeo (Mrs.)
Executive Vice President Corporate Strategy and Sustainable Development
Acting President

30 May 2018

www.virginaustralia.com

Ms Kathryn Pantoja
LAX/Community Noise Roundtable
c/o Los Angeles World Airports
1 World Way
P.O. Box 92216
Los Angeles CA 90009-2216

Dear Ms Pantoja,

Virgin Australia is committed to utilising publicly available RNP AR procedures where possible.

This week we have received approval from our local regulator (CASA) to conduct RNP AR approaches with our B777 fleet which operates exclusively to LAX.

We have now commenced the process of obtaining approval from the FAA to add RNP AR approaches to our Part 129 Ops Spec.

Once we have approval from the FAA we will be able to conduct RNP AR approaches at LAX.

Yours Sincerely

A handwritten signature in black ink, appearing to read "S. Aggs".

Stuart Aggs
Director Group Flight Operations



18th May 2018

Ms. Kathryn Pantoja
LAX/ Community Noise Roundtable
c/o Los Angeles World Airports
1 World Way, P.O Box 92216
Los Angeles, CA 90009-2216
USA

MAY 29 '18 PM12:38

Ref: Your letter dated 25th April 2018 - Required Capabilities to fly RNP Procedures

Dear Kathryn,

I write on behalf of Mr Craig Kreeger, CEO of Virgin Atlantic Airways, in reply to the above letter from Denny Schneider, Chairman of the LAX / Community Noise Roundtable.

Firstly, I would like to state that Virgin Atlantic Airways are, where possible, committed to operating our aircraft in the most environmentally beneficial way possible, whilst adhering to the necessary safety requirements, standard aircraft operating procedures and published ATC procedures, at all the airports we operate to and from.

The reference letter makes a specific point regarding the ability of airlines to fly RNP procedures at LAX Airport and your request to the FAA to expedite deployment of the necessary capabilities to allow RNP procedures to be flown.

Virgin Atlantic Airways operates a modern fleet of aircraft with very capable on-board avionics equipment and in many cases we can fly published RNP procedures, depending on the specific requirements or levels of required navigation accuracy.

Depending on the procedure requirements, some additional pilot training may be required and this would need to be considered when evaluating the suitability of flying any new published procedures, including any at LAX.

We would normally support the availability of RNP procedures that have been published by the responsible organisation or Agency, in this case the FAA and for that reason we would be happy to be kept up to date with both the Airport's and the FAA's plans for the availability of RNP procedures at LAX, along with the future work of the LAX/Community Noise Roundtable.

Yours sincerely

A handwritten signature in blue ink, appearing to read "Geoff Clark".

Geoff Clark

Head of Regulatory Affairs

T +44 1293 444904

E geoff.clark@fly.virgin.com

Virgin Atlantic Airways Limited

Ron Abegglen
Political Affairs & Environment



Swiss International Air Lines Ltd.
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LAX/ Community Noise Roundtable
c/o Los Angeles World Airports
Kathryn Pantoja
1 World Way
P.O. Box 92216
Los Angeles, CA 90009-2216
United States of America

MAY 30 '18 PM 3:37

Zurich Airport, 17 May 2018

Required capabilities to fly RNP procedures

Dear Mrs. Pantoja,

Our CEO, Mr. Thomas Kluehr, requested me to look into the matter you presented in your letter of 16 April 2018.

On our daily flight from Zurich to Los Angeles, SWISS exclusively operates Boeing 777-300 ER aircraft. All machines in our fleet are certified and capable to fly RNP procedures. Moreover, our flight crews are thoroughly trained to fly those procedures and use them already today, if requested.

I hope that we have fully answered your request. Should you have any further requests, please do not hesitate to reach out to me.

Kind regards

Swiss International Air Lines Ltd.

A handwritten signature in blue ink, appearing to read "Ron Abegglen", written over a horizontal line.

Ron Abegglen
MLaw, Senior Manager
Political Affairs & Environment

GCEO/LAX/096/18E
17 May 2018

MAY 24 '18 PM 1:46

Mr. Denny Schneider
Chairman
LAX/Community Noise Roundtable
c/o Los Angeles World Airports
PO Box 92216
Los Angeles, CA 90009-2216

After greetings,

Sub: Qatar Airways' use of Required Navigation Procedures (RNP)

Thank you for your letter of April 16, 2018 concerning your organization's effort to encourage carriers to develop Required Navigation Procedures (RNP) capabilities, in the hope that these procedures may be deployed at the Los Angeles International Airport (LAX) as soon as the FAA deploys the tools required to do so.

Let me start by noting that Qatar Airways operates only a single daily flight from Doha to Los Angeles. Setting aside the fact that our noise impact at LAX is de minimis, I am proud to say that Qatar Airways has amongst the youngest fleets in the industry, with an average aircraft age of 5.9 years. Our fleet is perhaps the most technologically advanced (and quietest) in the industry.

Qatar Airways also is an industry leader in supporting sustainability in the aviation sector. We have embraced the use of technology and adopted best practices throughout our entire network to enhance our operational and environmental performance. I am attaching for your information our Sustainability Report: 2016 – 2017, concerning our ongoing (and ambitious) sustainability initiatives.

For your information, we have been using RNP at certain key airports for several years. While I am unable to comment on the progress of the FAA in adopting this technology and implementing it at Los Angeles, I note that my carrier has traditionally been well ahead of the curve in leveraging technological advances to improve operational safety and efficiency, and will monitor future developments at LAX with interest.

Best regards,

Yours sincerely,



Akbar Al Baker
Group Chief Executive

Encl.: Qatar Airways Group Sustainability Report: 2016 – 2017.





MAY 15 '18 4:12:28

May 8, 2018

Chairman Denny Schneider
LAX/Community Noise Roundtable
c/o Los Angeles World Airports
1 World Way
P.O. Box 92216
Los Angeles, CA 90009-2216
Attn: Kathryn Pantoja

Dear Chairman Schneider:

I am writing in response to your April 16, 2018 letter on behalf of the LAX/Community Noise Roundtable regarding adoption of the Required Navigation Performance (RNP) capabilities at Horizon Air. As President & CEO of Horizon Air, I am proud to serve LAX as the regional partner of Alaska Airlines.

Horizon Air, is a wholly owned subsidiary of Alaska Air Group. Our mainline partner, Alaska Airlines pioneered the use of Required Navigation Performance (RNP) in the early 1990s. We agree that arrival and departure procedures using RNP design have benefits that are many fold, including noise abatement, fewer carbon emissions, and operational efficiencies. Horizon Air is steadily working towards full equipage of our aircraft for RNP capabilities and expects to meet this goal in the near future.

Terminal Sequencing and Spacing (TSAS) is an important management tool for air traffic controllers and something that Alaska Air Group has encouraged the Federal Aviation Administration (FAA) to roll out at key airports. We agree that deploying TSAS is a key component of successful equipage across the industry, particularly at large high-traffic airports, like LAX.

Valuable investments in our sustainability efforts have helped us drive down costs and increase the efficiency of our operations, which in turn have allowed us to keep innovating for the industry, expanding into new markets, creating jobs, and always finding new and better ways to serve our customers.

Thank you for your letter.

Sincerely,

A handwritten signature in black ink, appearing to read "Gary Beck".

Gary Beck
President & CEO
Horizon Air

Mr. Denny Schneider
Chairman
LAX/Community Noise Roundtable
1 World Way, P.O. Box 92216
Los Angeles, CA 90009-2216

08th May 2018

Dear Mr. Schneider

It is our great honor to have your letter concerning the noise reduction around Los Angeles International Airport (LAX). As the leading carrier in Taiwan, we are definitely committed to protect the environment and conserving natural resources while at the same time pursuing corporate growth.

We fully understand the potential benefit that RNP procedures bring to LAX environment. We will take a deeper look into your suggestion and discuss with the CAA and FAA for the further authorization process.

Sincerely yours,



HO, Nuan-Hsuan
Chairman
China Airlines



Royal Dutch Airlines

MAY 23 '18 PM 12:14

LAX/Community Noise Roundtable
c/o Los Angeles World Airports
Att: Kathryn Pantoja
1 World Way
PO Box 92216
LOS ANGELES, CA 90009-2216
UNITED STATES OF AMERICA

Telephone 020-3043041
Our reference SPL/OA.18.16
Our date May 7th, 2018

■ Required capabilities to fly RNP procedures

Dear Mr. Schneider,

Hereby I would like to respond to your letter dated April 16, 2018 concerning required capabilities to fly RNP procedures at LAX International Airport.

Last couple of years KLM has invested heavily in fleet modernization. Our complete intercontinental fleet is equipped with high standard avionics including RNAV and RNP capabilities*. Our crews are trained and certified to fly RNAV and RNP procedures. KLM implemented the use of RNAV and RNP procedures in its flight operations and will take advantage of it when published and available.

Presently we are incidentally offered RNAV or RNP procedures by LAX-ATC. Please be assured that KLM is ready to benefit more from RNAV and RNP procedures at LAX.

I trust you find this feedback useful. If you have any further questions you can contact Mr. Rocco Heesters, our Airports & Routes Developer for the America's (Rocco.Heesters@klm.com).

Kind regards,
KLM Flight Operations



Bart de Vries
Executive Vice President

* Currently KLM serves LAX with a B747 and B777. Our B747s do not have RNP (AR) capabilities, but do have RNP capabilities. Our B777s are RNP (AR) capable.

Cc
Dhr P. Elbers AMS/DA