October 24, 2019

Mr. Călin Rovinescu
Chief Executive Officer
Air Canada
7373 De La Côte-Vertu Blvd. West
Saint-Laurent, QC H4S 1Z3
Canada

Re: Compliance with RNP procedures

Dear Mr. Rovinescu:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Air Canada confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, Air Canada operated approximately 249 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 54% were above 6,000 ft. and 46% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Cai Jianjiang
General Manager
Air China
30 Tian Zhu Road
Tian Zhu Airport
Beijing, China 101312

Re: Compliance with RNP procedures

Dear Mr. Jianjiang:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Air China confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, Air China operated approximately 102 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 76% were above 6,000 ft. and 24% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Christopher Luxon
Chief Executive Officer
Air New Zealand
185 Fanshawe St
Auckland, 1010
New Zealand

Re: Compliance with RNP procedures

Dear Mr. Luxon:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Air New Zealand confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, Air New Zealand operated approximately 32 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 69% were above 6,000 ft. and 31% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Michel Monvoisin
Chief Executive Officer
Air Tahiti Nui
Immeuble Dexter - Pont de l'Est
Rue Gauguin, Papeete
BP 1673 98713 Papeete, Tahiti

Re: Compliance with RNP procedures

Dear Mr. Monvoisin:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Air Tahiti Nui confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, Air Tahiti Nui operated approximately 8 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 63% were above 6,000 ft. and 38% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Bradley Tilden
Chief Executive Officer
Alaska Airlines
P.O. Box 68900
Seattle, WA 98168

Re: Compliance with RNP procedures

Dear Mr. Tilden:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Alaska Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, Alaska Airlines operated approximately 1141 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 71% were above 6,000 ft. and 29% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Yuji Hirako
Chief Executive Officer
All Nippon Airways
39th Floor, Shiodome City Center
1-5-2 Higashi-Shimbashi, Minato-ku
Tokyo, Japan 105-714

Re: Compliance with RNP procedures

Dear Mr. Hirako:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that All Nippon Airways confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, All Nippon Airways operated approximately 93 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 59% were above 6,000 ft. and 41% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Maurice Gallagher, Jr.
Chief Executive Officer
Allegiant Air
1201 North Town Center Drive
Las Vegas, NV 89113

Re: Compliance with RNP procedures

Dear Mr. Gallagher, Jr.:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Allegiant Air confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, Allegiant Air operated approximately 87 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 69% were above 6,000 ft. and 31% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Doug Parker
Chief Executive Officer
American Airlines
4255 Amon Carter Boulevard
Fort Worth, TX 76155

Re: Compliance with RNP procedures

Dear Mr. Parker:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that American Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, American Airlines operated approximately 499 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 58% were above 6,000 ft. and 42% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Soo-Cheon Kim
Chief Executive Officer
Asiana Airlines
P.O. Box 98
No. 47 Osae-Dong
Gangseo-gu, Seoul
South Korea

Re: Compliance with RNP procedures

Dear Mr. Kim:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Asiana Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures

IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, Asiana Airlines operated approximately 62 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 76% were above 6,000 ft. and 24% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Álex Cruz
Chief Executive Officer
British Airways
P.O. Box 365, Waterside
Harmondsworth, West Drayton
United Kingdom UB7 0GB

Re: Compliance with RNP procedures

Dear Mr. Cruz:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that British Airways confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, British Airways operated approximately 7 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 71% were above 6,000 ft. and 29% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Rupert Hogg
Chief Executive Officer
Cathay Pacific
Cathay City,8 Scenic Road
Hong Kong International Airport
Lantau Island, Hong Kong

Re: Compliance with RNP procedures

Dear Mr. Hogg:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Cathay Pacific confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, Cathay Pacific operated approximately 98 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 68% were above 6,000 ft. and 32% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Ho Nuan-Hsuan
Chairman
China Airlines
No. 1, Hangzhan S. Rd,
Dayuan Dist, Taoyuan City, 33758
Taiwan

Re: Compliance with RNP procedures

Dear Mr. Nuan-Hsuan:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that China Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, China Airlines operated approximately 37 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 89% were above 6,000 ft. and 11% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Ma Xulun
Chief Executive Officer
China Eastern Airlines
2550 Hongqiao Road
Hongqiao International Airport
Shanghai, China 200335

Re: Compliance with RNP procedures

Dear Mr. Xulun:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that China Eastern Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, China Eastern Airlines operated approximately 75 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 71% were above 6,000 ft. and 29% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Wan Geng Tan
Chief Executive Officer
China Southern Airlines
278 Airport Rd
Guangzhou, Guangdong 510410
China

Re: Compliance with RNP procedures

Dear Mr. Tan:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that China Southern Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, China Southern Airlines operated approximately 66 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 86% were above 6,000 ft. and 14% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Richard Leach
Chief Executive Officer
Compass Airlines
7500 Airline Drive, Ste. 130
Minneapolis, MN 55450

Re: Compliance with RNP procedures

Dear Mr. Leach:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Compass Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, Compass Airlines operated approximately 1255 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 75% were above 6,000 ft. and 25% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Edward Bastian
Chief Executive Officer
Delta Air Lines
1030 Delta Blvd
Atlanta, GA 30320

Re: Compliance with RNP procedures

Dear Mr. Bastian:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Delta Air Lines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, Delta Air Lines operated approximately 959 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 60% were above 6,000 ft. and 40% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. HH Sheikh Ahmed Bin Saeed Al Maktoum
Chief Executive Officer
Emirates
PO Box 686
Dubai, United Arab Emirates

Re: Compliance with RNP procedures

Dear Mr. Saeed Al Maktoum:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Emirates confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, Emirates operated approximately 25 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 72% were above 6,000 ft. and 28% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Tony Douglas
Chief Executive Officer
Etihad Airways
PO Box 35566, New Airport Road
Abu Dhabi, United Arab Emirates

Re: Compliance with RNP procedures

Dear Mr. Douglas:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Etihad Airways confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, Etihad Airways operated approximately 16 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 88% were above 6,000 ft. and 13% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Clay Sun
President
Eva Airways
376 Hsin-nan Road, Section 1
Luchu
Taoyuan Hsien, Taiwan 338

Re: Compliance with RNP procedures

Dear Mr. Sun:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Eva Airways confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, Eva Airways operated approximately 77 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 77% were above 6,000 ft. and 23% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Frederick Smith
Chief Executive Officer
Federal Express
3680 Hacks Cross Road
Building H, 3rd Floor
Memphis, TN 38125

Re: Compliance with RNP procedures

Dear Mr. Smith:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Federal Express confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, Federal Express operated approximately 25 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 92% were above 6,000 ft. and 8% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Mika Vihvilainen
Chief Executive Officer
Finnair
P.O. Box 15
Tietotie 11A, Helsinki-Vantaa Airport
Helsinki, Finland 01053

Re: Compliance with RNP procedures

Dear Mr. Vihvilainen:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Finnair confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, Finnair operated approximately 5 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 80% were above 6,000 ft. and 20% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Ming Chen
Chairman
Hainan Airlines
HNA PLAZA, No.7 Guoxing Road
Haikou City, Hainan 570206
China

Re: Compliance with RNP procedures

Dear Mr. Chen:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Hainan Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, Hainan Airlines operated approximately 40 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 80% were above 6,000 ft. and 20% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Mark Dunkerley
Chief Executive Officer
Hawaiian Airlines
3375 Koapaka Street, Suite G350
Honolulu, HI 96819

Re: Compliance with RNP procedures

Dear Mr. Dunkerley:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Hawaiian Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, Hawaiian Airlines operated approximately 113 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 41% were above 6,000 ft. and 59% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Zhang Kui
President
Hong Kong Airlines
9th Floor, One Citygate, 20 Tat Tung Road
Tung Chung Lantau, Hong Kong

Re: Compliance with RNP procedures

Dear Mr. Kui:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Hong Kong Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, Hong Kong Airlines operated approximately 31 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 84% were above 6,000 ft. and 16% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Gary Beck
President & CEO
Horizon Air
19521 International Boulevard
SeaTac, WA 98188

Re: Compliance with RNP procedures

Dear Mr. Beck:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Horizon Air confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, Horizon Air operated approximately 123 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 66% were above 6,000 ft. and 34% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Yoshiharu Ueki
Chairman
Japan Airlines
4-11, Higashi-shinagawa 2-chome
Shingawa-ku,Tokyo, Japan 140-8605

Re: Compliance with RNP procedures

Dear Mr. Ueki:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Japan Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, Japan Airlines operated approximately 62 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 61% were above 6,000 ft. and 39% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Conrad Kalitta
Chief Executive Officer
Kalitta Air LLC
818 Willow Run Airport
Ypsilanti, MI 48198

Re: Compliance with RNP procedures

Dear Mr. Kalitta:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Kalitta Air LLC confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, Kalitta Air LLC operated approximately 11 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 64% were above 6,000 ft. and 36% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Pieter Elbers
Chief Executive Officer
KLM Royal Dutch Airlines
P.O. Box 7700
1117 ZL Schiphol
The Netherlands

Re: Compliance with RNP procedures

Dear Mr. Elbers:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that KLM Royal Dutch Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures

IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, KLM Royal Dutch Airlines operated approximately 11 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 82% were above 6,000 ft. and 18% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Yang Ho Cho
Chief Executive Officer
Korean Airlines
260 Haneul-gil, Gangseo-gu
Seoul, South Korea 07505

Re: Compliance with RNP procedures

Dear Mr. Cho:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Korean Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, Korean Airlines operated approximately 63 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 76% were above 6,000 ft. and 24% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Carsten Spohr
Chief Executive Officer
Lufthansa German Airlines
Von-Gablenz-Straße 2-6
Koln Nordrhein
Westfalen, Germany 50679

Re: Compliance with RNP procedures

Dear Mr. Spohr:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Lufthansa German Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures

IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, Lufthansa German Airlines operated approximately 23 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 57% were above 6,000 ft. and 43% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Jude Bricker
Chief Executive Officer
Sun Country Airlines
1300 Corporate Center Curve
Eagan, MN 55121

Re: Compliance with RNP procedures

Dear Mr. Bricker:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Sun Country Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, Sun Country Airlines operated approximately 27 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 70% were above 6,000 ft. and 30% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Bjørn Kjos
Chief Executive Officer
Norwegian Air Shuttle ASA
Snarøyveien 36
P.O. Box 115
NO-1330 Fornebu, Norway

Re: Compliance with RNP procedures

Dear Mr. Kjos:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Norwegian Air Shuttle ASA confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, Norwegian Air Shuttle ASA operated approximately 11 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 91% were above 6,000 ft. and 9% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Lucio Tan
Chief Executive Officer
Philippine Airlines
PNB Financial Center
Pres. Diosdado Macapagal Ave, CCP Complex
Pasay City, Metro Manila
Philippines 1307

Re: Compliance with RNP procedures

Dear Mr. Tan:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Philippine Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures

IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, Philippine Airlines operated approximately 69 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. William Flynn
Chief Executive Officer
Polar Air Cargo
2000 Westchester Avenue
Purchase, NY 10577

Re: Compliance with RNP procedures

Dear Mr. Flynn:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Polar Air Cargo confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, Polar Air Cargo operated approximately 7 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 71% were above 6,000 ft. and 29% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Alan Joyce
Chief Executive Officer
Qantas Airlines
Building A, Level 5
10 Bourke Road
Mascot, NSW, Australia 2020

Re: Compliance with RNP procedures

Dear Mr. Joyce:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Qantas Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, Qantas Airlines operated approximately 54 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 72% were above 6,000 ft. and 28% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Akbar Al Baker
Chief Executive Officer
Qatar Airways
Qatar Airways Tower 1
Airport Road
Doha, Qatar

Re: Compliance with RNP procedures

Dear Mr. Al Baker:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Qatar Airways confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, Qatar Airways operated approximately 23 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 74% were above 6,000 ft. and 26% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Rickard Gustafson
Chief Executive Officer
Scandinavian Airlines
SAS Head Office
Frösundaviks Allé 1
195 87 Stockholm
Sweden

Re: Compliance with RNP procedures

Dear Mr. Gustafson:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Scandinavian Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures

IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, Scandinavian Airlines operated approximately 11 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 91% were above 6,000 ft. and 9% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Li Haiying
President
Sichuan Airlines
Shuangliu International Airport
Chengdu, Sichuan 610202
China

Re: Compliance with RNP procedures

Dear Mr. Haiying:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Sichuan Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, Sichuan Airlines operated approximately 27 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 93% were above 6,000 ft. and 7% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Goh Choon Phong
Chief Executive Officer
Singapore Airlines
Singapore Airlines Ltd.
Airline House
25 Airline Road
Singapore, Singapore 819829

Re: Compliance with RNP procedures

Dear Mr. Phong:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Singapore Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures

IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, Singapore Airlines operated approximately 76 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 89% were above 6,000 ft. and 11% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Russell Childs
Chief Executive Officer
Skywest Airlines
444 S. River Road
St. George, UT 84790

Re: Compliance with RNP procedures

Dear Mr. Childs:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Skywest Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, Skywest Airlines operated approximately 1567 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 53% were above 6,000 ft. and 47% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Franck Terner
Chief Executive Officer
Air France
45 rue de Paris
Roissy-CDG Cedex, France 95747

Re: Compliance with RNP procedures

Dear Mr. Terner:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Air France confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, Air France operated approximately 7 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 57% were above 6,000 ft. and 43% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Gary Kelly
Chief Executive Officer
Southwest Airlines
2702 Love Field Drive
Dallas, TX 75080

Re: Compliance with RNP procedures

Dear Mr. Kelly:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Southwest Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, Southwest Airlines operated approximately 1301 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 72% were above 6,000 ft. and 28% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Robert Fornaro
Chief Executive Officer
Spirit Airlines Inc
2800 Executive Way
Miramar, FL 33025

Re: Compliance with RNP procedures

Dear Mr. Fornaro:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Spirit Airlines Inc confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, Spirit Airlines Inc operated approximately 60 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 57% were above 6,000 ft. and 43% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Bilal Ekşi
Chief Executive Officer
Turkish Airlines Inc.
Turkis Airlines General Management Building
Yeslikoy, İstanbul, Turkey 34149

Re: Compliance with RNP procedures

Dear Mr. Ekşi:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Turkish Airlines Inc. confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, Turkish Airlines Inc. operated approximately 10 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 80% were above 6,000 ft. and 20% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Oscar Munoz
Chief Executive Officer
United Air Lines Inc
233 S Wacker Dr
Chicago, IL 60606

Re: Compliance with RNP procedures

Dear Mr. Munoz:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that United Air Lines Inc confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, United Air Lines Inc operated approximately 683 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 78% were above 6,000 ft. and 22% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Craig Kreeger
Chief Executive Officer
Virgin Atlantic
The VHQ, Fleming Way
Crawley, West Sussex, RH10 9LX
United Kingdom

Re: Compliance with RNP procedures

Dear Mr. Kreeger:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Virgin Atlantic confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, Virgin Atlantic operated approximately 7 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 57% were above 6,000 ft. and 43% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. John Borghetti
Chief Executive Officer
Virgin Australia International Airlines PTY
56 Edmondstone Road
Bowen Hills, QLD, Australia 4006

Re: Compliance with RNP procedures

Dear Mr. Borghetti:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Virgin Australia International Airlines PTY confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, Virgin Australia International Airlines PTY operated approximately 31 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 55% were above 6,000 ft. and 45% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Gregg Saretsky
Chief Executive Officer
Westjet
22 Aerial Place NE
Calgary, AB T2E 3J1
Canada

Re: Compliance with RNP procedures

Dear Mr. Saretsky:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Westjet confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, Westjet operated approximately 140 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 72% were above 6,000 ft. and 28% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Che Shanglun
Chief Executive Officer
Xiamen Airlines
22 Dailiao Road
Xiamen, China 361006
, 361006

Re: Compliance with RNP procedures

Dear Mr. Shanglun:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Xiamen Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, Xiamen Airlines operated approximately 27 arrival flights in July 2019 that flew near or over the DAHJR waypoint using these published procedures, visual approach procedures, or following FAA vectoring instructions. Of these arrival flights, 89% were above 6,000 ft. and 11% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Jose Luis Garza Alvarez
Chief Executive Officer
ABC Aerolineas SA de CV
Ignacio Longares No 102 Lote 2
Man Parque Industrial Exportec
50200 Toluca, México

Re: Compliance with RNP procedures

Dear Mr. Garza Alvarez:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that ABC Aerolineas SA de CV confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Joseph Hete
Chief Executive Officer
ABX Air Inc
145 Hunter Drive
Wilmington, OH 45177

Re: Compliance with RNP procedures

Dear Mr. Hete:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that ABX Air Inc confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Stephen Kavanagh
Chief Executive Officer
Aer Lingus
Head Office Building
Dublin Airport
Dublin, Lenster Dublin 4
Ireland

Re: Compliance with RNP procedures

Dear Mr. Kavanagh:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Aer Lingus confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures

IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Josef Moser
Managing Director
Aerologic
Industriestrasse 70
04435 Schkeuditz
Germany

Re: Compliance with RNP procedures

Dear Mr. Moser:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Aerologic confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Andres Conesa Labastida
Chief Executive Officer
Aeromexpress
Paseo de la Reforma 243
Col. Renacimiento, Cuauhtémoc
06500 Ciudad de México, CDMX
México

Re: Compliance with RNP procedures

Dear Mr. Conesa Labastida:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Aeromexpress confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures

IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Luis Ramos Landero
LAX Gateway Manager
AeroUnion
5625 W Imperial Highway
Los Angeles, CA 90045

Re: Compliance with RNP procedures

Dear Mr. Ramos Landero:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that AeroUnion confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Enrique Cueto
Chief Executive Officer
MAS Air
Avenida Presidente
Riesco 5711, 20th floor
Santiago, Chile

Re: Compliance with RNP procedures

Dear Mr. Cueto:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that MAS Air confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Andres Conesa Labastida
Chief Executive Officer
Aeromexico Airlines
Paseo de la Reforma 243
Col. Renacimiento, Cuauhtémoc
06500 Ciudad de México, CDMX
México

Re: Compliance with RNP procedures

Dear Mr. Conesa Labastida:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Aeromexico Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures

IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Hernán Rincón
Chief Executive Officer
Aviancia
Calle 26, Bogotá, Colombia

Re: Compliance with RNP procedures

Dear Mr. Rincón:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Aviancia confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these

published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Marco Rigotti
Chief Executive Officer
Air Italy
Aeroporto Costa Smeralda, Centro Direzionale
Olbia, Sardinia, Italy 07026

Re: Compliance with RNP procedures

Dear Mr. Rigotti:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Air Italy confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. André Viljoen
Chief Executive Officer
Fiji Airways
Maintenance & Administration Centre
Private Mail Bag, Nadi Airport
Fiji

Re: Compliance with RNP procedures

Dear Mr. Viljoen:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Fiji Airways confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Jim O'Grady
President
Air Transport International
145 Hunter Drive
Wilmington, OH 0

Re: Compliance with RNP procedures

Dear Mr. O'Grady:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Air Transport International confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Sergey Lazarev
Chief Executive Officer
AirBridgeCargo Airlines LLC
Building 3, 28B, Mezhdunarodnoe Road,
Business center “Skypoint”,
Moscow, Russian Federation 141411

Re: Compliance with RNP procedures

Dear Mr. Lazarev:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that AirBridgeCargo Airlines LLC confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Cramer Ball
Chief Executive Officer
Alitalia
Via Alberto Nassetti SNC
Fiumicino, Laz. 00054
Italy

Re: Compliance with RNP procedures

Dear Mr. Ball:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Alitalia confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Brian Randow
Chief Executive Officer
Ameriflight
1515 West 20th Street
DFW Airport, TX 75261

Re: Compliance with RNP procedures

Dear Mr. Randow:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Ameriflight confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. William Flynn
Chief Executive Officer
Atlas Air Inc
2000 Westchester Avenue
Purchase, NY 10577

Re: Compliance with RNP procedures

Dear Mr. Flynn:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Atlas Air Inc confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Kay Kratky
Chief Executive Officer
Austrian Airlines
Office Park 2, P.O. Box 100
Vienna International Airport
Vienna, Austria 1300

Re: Compliance with RNP procedures

Dear Mr. Kratky:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Austrian Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Shawn Simpson
President
Boutique Air
221 Pine Street Suite 2
San Francisco, CA 94104

Re: Compliance with RNP procedures

Dear Mr. Simpson:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Boutique Air confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Richard Forson
Chief Executive Officer
Cargolux Airlines
Luxembourg Airport
L-2990 Luxembourg

Re: Compliance with RNP procedures

Dear Mr. Forson:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Cargolux Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Zhu Yimin
President
China Cargo Airlines
199 Konggang 6 Road
Shanghai, 200335
China

Re: Compliance with RNP procedures

Dear Mr. Yimin:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that China Cargo Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Pedro Heilbron
Chief Executive Officer
Copa Airlines
P.O. Box 0816-06819
Boulevard Costa del Este, Complejo Business Park
Panama, Panama

Re: Compliance with RNP procedures

Dear Mr. Heilbron:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Copa Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Enrique Beltranena
Chief Executive Officer
Volaris
Av. Antonio Dovali Jaime 70, Piso 13, Torre B
Colonia Zedec Santa Fe, Del. Alvaro Obregon
Mexico, DF, Mexico 01210

Re: Compliance with RNP procedures

Dear Mr. Beltranena:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Volaris confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Gregg Lukenbill
Chief Executive Officer
Dynamic International Airways LLC
4310 Regency Dr. Suite 100
High Point, NC 27265

Re: Compliance with RNP procedures

Dear Mr. Lukenbill:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Dynamic International Airways LLC confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. David Maimon
Chief Executive Officer
El Al Israel Airlines Ltd
100 Wall Street, 4th Floor
New York, NY 10005

Re: Compliance with RNP procedures

Dear Mr. Maimon:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that El Al Israel Airlines Ltd confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Pedro Fábregas
Chief Executive Officer
American Eagle
4301 Regent Boulevard
Irving, TX 75063

Re: Compliance with RNP procedures

Dear Mr. Fábregas:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that American Eagle confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Tewolde GebreMariam
Chief Executive Officer
Ethiopian Airlines
Airport Enterprise Building
Addis Ababa, Ethiopia

Re: Compliance with RNP procedures

Dear Mr. GebreMariam:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Ethiopian Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Hannes Hilmarsson
Chief Executive Officer
Air Atlanta Icelandic
Hlíðasmári 3
Kópavogur, Iceland 201

Re: Compliance with RNP procedures

Dear Mr. Hilmarsson:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Air Atlanta Icelandic confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Barry Biffle
Chief Executive Officer
Frontier Airlines Inc
Frontier Center One
7001 Tower Road
Denver, CO 80249

Re: Compliance with RNP procedures

Dear Mr. Biffle:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Frontier Airlines Inc confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Douglas Voss
Chief Executive Officer
Great Lakes Airlines
1022 Airport Parkway
Cheyenne, WY 82001

Re: Compliance with RNP procedures

Dear Mr. Voss:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Great Lakes Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Michael Church
President
Gulf & Caribbean Cargo
6860 South Service Drive
Waterford, MI 48327

Re: Compliance with RNP procedures

Dear Mr. Church:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Gulf & Caribbean Cargo confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Luis F. Esteban
Chief Executive Officer
Iberia Airlines
C/O:The Boeing Company
4709 139th Avenue
South East Bellevue, WA 98006

Re: Compliance with RNP procedures

Dear Mr. Esteban:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Iberia Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Michael Church
President
IFL Group Inc
6860 South Service Drive
Waterford, MI 48327

Re: Compliance with RNP procedures

Dear Mr. Church:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that IFL Group Inc confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Robin Hayes
Chief Executive Officer
JetBlue Airlines
27-01 Queens Plaza North
Long Island City, NY 11101

Re: Compliance with RNP procedures

Dear Mr. Hayes:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that JetBlue Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Vitaly Savelyev
Chief Executive Officer
Aeroflot-Russian Airlines
10 Arbat Ul.
Moscow, Russian Federation 119002

Re: Compliance with RNP procedures

Dear Mr. Savelyev:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Aeroflot-Russian Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Ronald J. Guerra
President
KaiserAir
P.O. Box 2626, Airport Station
8735 Earhart Road
Oakland, CA 0

Re: Compliance with RNP procedures

Dear Mr. Guerra:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that KaiserAir confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Enrique Cueto
Chief Executive Officer
LATAM Airlines Group S A
Americo Vespucio 901, Comuna de Renca
Santiago, Chile 8660360

Re: Compliance with RNP procedures

Dear Mr. Cueto:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that LATAM Airlines Group S A confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Hernán Rincón
Chief Executive Officer
LACSA
Calle 26, Bogotá, Colombia

Re: Compliance with RNP procedures

Dear Mr. Rincón:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that LACSA confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these

published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Jonathan Ornstein
Chief Executive Officer
Mesa Airlines
410 N 44th St., Suite 700
Phoenix, AZ 85008

Re: Compliance with RNP procedures

Dear Mr. Ornstein:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Mesa Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Ron Hansen
Chief Executive Officer
Mokulele Airlines
P.O. Box 4409
Kailua-Kona, HI 96745

Re: Compliance with RNP procedures

Dear Mr. Hansen:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Mokulele Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Mark Burgess
Chief Executive Officer
National Airlines
5955 T.G. Lee Boulevard, Suite 500
Orlando, FL 32827

Re: Compliance with RNP procedures

Dear Mr. Burgess:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that National Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Fukashi Sakamoto
Chief Executive Officer
NCA
NCA Line Maintenance Hangar
Narita International Airport
Narita-shi, Chiba
Japan 282-0011

Re: Compliance with RNP procedures

Dear Mr. Sakamoto:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that NCA confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures

IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Rafał Milczarski
Chief Executive Officer
LOT Polish Airlines
Ul. 17 Stycznia 43
Warsaw, Poland 02-146

Re: Compliance with RNP procedures

Dear Mr. Milczarski:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that LOT Polish Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Jaan Albrecht
Chief Executive Officer
Saudi Arabian Airlines
P.O. Box 620
Jeddah, 21231
Saudi Arabia

Re: Compliance with RNP procedures

Dear Mr. Albrecht:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Saudi Arabian Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. John Dietrich
Chief Executive Officer
Southern Air Inc
7310 Turfway Road
Suite 400
Florence, KY 41042

Re: Compliance with RNP procedures

Dear Mr. Dietrich:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Southern Air Inc confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Thomas Klühr
Chief Executive Officer
Swiss International Air Lines
Malzgasse 15
Basel, Switzerland 4002

Re: Compliance with RNP procedures

Dear Mr. Klühr:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Swiss International Air Lines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Charamporn Jotikasthira
Chief Executive Officer
Thai Airways International Ltd
P.O. Box 1075
89 Vibhavadi Rangsit Super Road
Bangkok , Thailand 10900

Re: Compliance with RNP procedures

Dear Mr. Jotikasthira:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Thai Airways International Ltd confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures

IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Christoph Debus
Chief Executive Officer
Thomas Cook Airlines
Hanger 1, Western Maintenance Area
Runger Lane, Manchester Airport
Manchester, United Kingdom M90 5FL

Re: Compliance with RNP procedures

Dear Mr. Debus:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Thomas Cook Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. David Abney
Chief Executive Officer
United Parcel Service, Co.
55 Glenlake Parkway
Atlanta, GA 30328

Re: Compliance with RNP procedures

Dear Mr. Abney:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that United Parcel Service, Co. confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Mitch Noble
Chief Operating Officer
USA Jet Airlines
2068 E. Street
Belleville, MI 48111

Re: Compliance with RNP procedures

Dear Mr. Noble:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that USA Jet Airlines confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Jim Neff
Chief Executive Officer
Western Global Airlines LLC
9260 Estero Park Commons Blvd
Suite 200
Estero, FL 33928

Re: Compliance with RNP procedures

Dear Mr. Neff:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that Western Global Airlines LLC confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Skúli Mogensen
Chief Executive Officer
WOW Air
Bríetartún 13
105 Reykjavík, Iceland

Re: Compliance with RNP procedures

Dear Mr. Mogensen:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that WOW Air confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World

Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.

October 24, 2019

Mr. Laurent Magnin
Chief Executive Officer
XL Airways France
Bâtiment Mars Continental Square II 3 Place de Berlin
95727 Roissy Charles de Gaulle cedex
France

Re: Compliance with RNP procedures

Dear Mr. Magnin:

The use of Required Navigation Performance (RNP) arrival procedures at Los Angeles International Airport (LAX) has the potential to provide noise relief for certain communities since these procedures can help aircraft maintain altitude requirements for certain waypoints and fly the prescribed routes as intended. The RNP procedures at LAX were published in 2017 under the FAA SoCal Metroplex Project. However, these RNP procedures have only been in use in a very limited capacity as the required components of RNP, such as aircraft equipage, pilot certification, and the Terminal Sequencing and Spacing (TSAS) tool, have not been fully materialized and/or deployed.

The LAX/Community Noise Roundtable[1] (Roundtable) sent a letter in April 2018 encouraging all airlines operating at LAX to take the necessary steps to develop RNP capabilities in order to utilize these published RNP procedures which would provide noise benefits to many communities. We are writing to follow up with you to find out the progress of how this technology is being incorporated into your company fleet mix and the status of obtaining pilot certifications to be fully capable to fly RNP procedures. To that end, we request that XL Airways France confirm its readiness to use RNPs or provide us with its plan and schedule of completing the deployment of such technology and the pilot certification process. This information will be helpful for us to determine the readiness of all airlines operating at LAX to fly such procedures.

Secondly, if your company currently has the capability to utilize RNP procedures in full or limited capacity, we would encourage you to emphasize the need to fly the published RNPs at LAX especially during nighttime hours between 12 AM and 6:30 AM. Flying the established procedures at night would provide a noise reduction benefit for residential communities in the new flight paths. As more aircraft become equipped and more pilots certified to fly RNP approaches, the usage of RNPs will improve over time and can occur during daytime hours as well, when flight activity is higher. In the meantime, we encourage airlines to start using RNPs during nighttime hours when possible.

Lastly, in an effort to maintain aircraft altitude requirements prior to the full deployment of RNP procedures, we would request that your company adhere to the minimum altitude requirements for specific waypoints along the north downwind leg of the published RNAV arrival procedures IRNMN, HUULL, and RYDRR. The DAHJR waypoint on these procedures, for example, has a

minimum altitude of 6,000 ft. MSL. According to the dataset provided by Los Angeles World Airports, approximately 9,910 flights flew near or over the DAHJR waypoint following these published procedures, visual approach procedures, or FAA vectoring instructions in July 2019. Of these arrival flights, 67% were above 6,000 ft. and 33% below 6,000 ft. at DAHJR. The Roundtable has been working cooperatively with the FAA in an effort to improve compliance with these altitude requirements. However, since aircraft operations involve not only the FAA air traffic controllers but also the pilot-in-command of their respective aircraft, the Roundtable is asking that airlines consider abiding by these altitude requirements unless otherwise directed by the FAA to fly a different altitude and/or heading for air traffic coordination and separation purposes.

Thank you for your consideration of our requests. The Roundtable members believe that these requests are well-intended and that support from the airlines is crucial to bring meaningful noise relief to the affected communities at LAX. RNP procedures have the potential to further reduce noise from aircraft operations and laying the groundwork now for these capabilities will allow communities to accrue potential noise reduction benefits sooner. We look forward to your response to learn more about your company standing on equipping aircraft with RNP technology, certifying pilots to fly RNP procedures, and your willingness to start flying RNP approaches at LAX during nighttime hours and follow altitude restrictions for the published procedures referenced above.

Sincerely,

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members

[1]The Roundtable is a voluntary and independent body with membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the FAA, and LAWA that work together to identify noise issues that affect communities near LAX and to seek feasible solutions to reduce noise over those affected communities. The position stated in this letter is the opinion of the majority of the membership and is not the official position of the FAA, the City of Los Angeles, or LAWA.