



April 16, 2018

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, Mexico

Re: Required capabilities to fly RNP procedures

Dear Mr. Alvarez:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage ABC Aerolineas SA de CV to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Alvarez
ABC Aerolíneas SA de CV
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Please address any correspondence to the LAX/Community Noise Roundtable, c/o Los Angeles World Airports, 1 World Way, P.O. Box 92216, Los Angeles, CA 90009-2216, Attention: Kathryn Pantoja.

Sincerely,

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Hete:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage ABX Air Inc to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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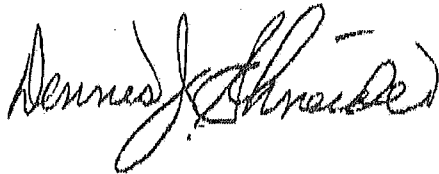
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ABX Air Inc
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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Kavanagh:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Aer Lingus to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Kavanagh
Aer Lingus
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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Moser:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Aerologic to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Moser
Aerologic
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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Labastida:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Aeromexpress to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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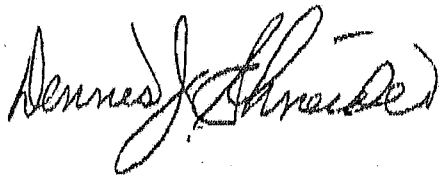
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Mr. Labastida
Aeromexpress
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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Rincón:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Avianca to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Rincón
Aviancia
April 16, 2018
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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Landero:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage AeroUnion to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Landero
AeroUnion
April 16, 2018
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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Cueto:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage MAS Air to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Cueto
MAS Air
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April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Labastida:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Aeromexico Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Aeromexico Airlines
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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Rovinescu:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Air Canada to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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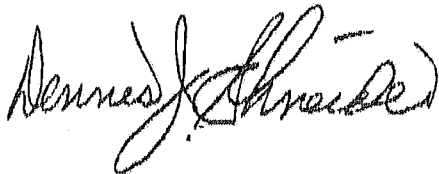
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Mr. Rovinescu
Air Canada
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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Jianjiang:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Air China to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Air China
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April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Luxon:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Air New Zealand to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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April 16, 2018
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Please address any correspondence to the LAX/Community Noise Roundtable, c/o Los Angeles World Airports, 1 World Way, P.O. Box 92216, Los Angeles, CA 90009-2216, Attention: Kathryn Pantoja.

Sincerely,

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Viljoen:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Fiji Airways to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Thank you for your consideration of our requests. We would be very interested in hearing your feedback on this matter and its potential impacts on the noise environment, either by letter or in a small group meeting with our Ad Hoc Committee, which focuses on technical issues related to the Metroplex.

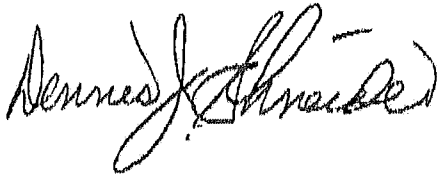
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Mr. Viljoen
Fiji Airways
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Monvoisin:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Air Tahiti Nui to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Monvoisin
Air Tahiti Nui
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Lazarev:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage AirBridgeCargo Airlines LLC to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Lazarev
AirBridgeCargo Airlines LLC
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Tilden:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Alaska Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Tilden
Alaska Airlines
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Ball:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Alitalia to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Ball
Alitalia
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

Mr. Yuji Hirako
Chief Executive Officer
All Nippon Airways
39th Floor, Shiodome City Center
1-5-2 Higashi-Shimbashi, Minato-ku
Tokyo, Japan 105-7140

Re: Required capabilities to fly RNP procedures

Dear Mr. Hirako:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage All Nippon Airways to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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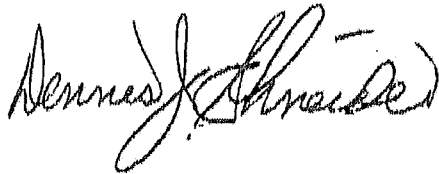
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Mr. Hirako
All Nippon Airways
April 16, 2018
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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Gallagher, Jr.:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Allegiant Air to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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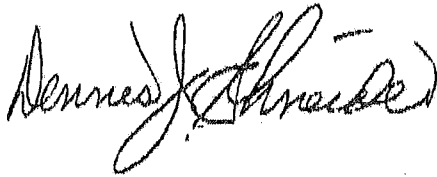
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Mr. Gallagher, Jr.
Allegiant Air
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Parker:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage American Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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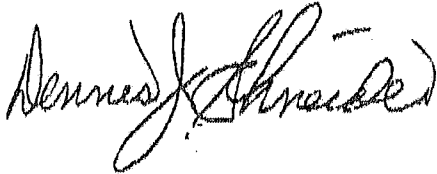
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Mr. Parker
American Airlines
April 16, 2018
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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Randow:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Ameriflight to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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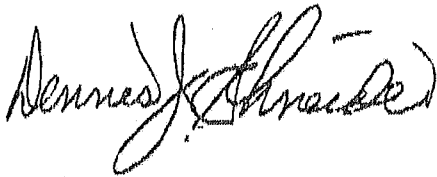
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Mr. Randow
Ameriflight
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Kim:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Asiana Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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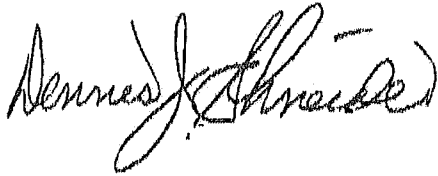
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Mr. Kim
Asiana Airlines
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Flynn:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Atlas Air Inc to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Flynn
Atlas Air Inc
April 16, 2018
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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Kratky:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Austrian Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

The Roundtable recently submitted a request to the FAA to expedite deployment of TSAS. Therefore, we would also like to encourage all airlines operating at LAX to ensure that the required RNP capabilities are in place, in order to take advantage of published RNP procedures once they are made available. The FAA states that RNP procedures have the potential to reduce noise for certain residential areas by minimizing the need for vectoring aircraft off published routes, thereby reducing overflights over some adjacent areas. Laying the groundwork for these capabilities now may allow communities to accrue potential noise reduction benefits sooner.

Thank you for your consideration of our requests. We would be very interested in hearing your feedback on this matter and its potential impacts on the noise environment, either by letter or in a small group meeting with our Ad Hoc Committee, which focuses on technical issues related to the Metroplex.

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Mr. Kratky
Austrian Airlines
April 16, 2018
Page 2

the majority of the Roundtable's membership and not the official position of the FAA, the City of Los Angeles, or LAWA.

Please address any correspondence to the LAX/Community Noise Roundtable, c/o Los Angeles World Airports, 1 World Way, P.O. Box 92216, Los Angeles, CA 90009-2216, Attention: Kathryn Pantoja.

Sincerely,

A handwritten signature in black ink, appearing to read "Denny Schneider". The signature is fluid and cursive, with a large, stylized "S" at the end.

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Simpson:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Boutique Air to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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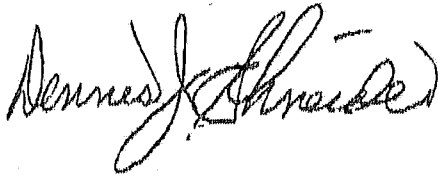
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Mr. Simpson
Boutique Air
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Cruz:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage British Airways to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Cruz
British Airways
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Forson:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Cargolux Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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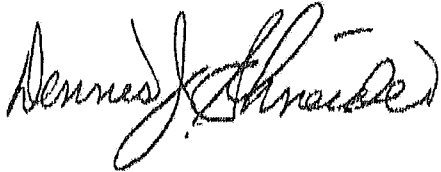
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Mr. Forson
Cargolux Airlines
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Hogg:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Cathay Pacific to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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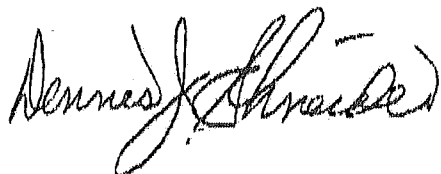
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Mr. Hogg
Cathay Pacific
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Nuan-Hsuan:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage China Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Nuan-Hsuan
China Airlines
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Yimin:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage China Cargo Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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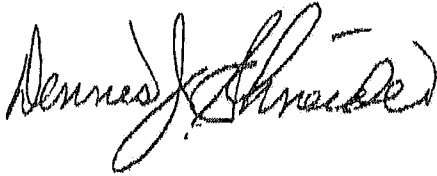
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Mr. Yimin
China Cargo Airlines
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Xulun:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage China Eastern Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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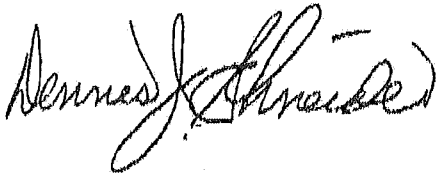
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Mr. Xulun
China Eastern Airlines
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Tan:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage China Southern Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Tan
China Southern Airlines
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Heilbron:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Copa Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Heilbron
Copa Airlines
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Leach:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Delta Connection to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Leach
Delta Connection
April 16, 2018
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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Beltranena:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Volaris Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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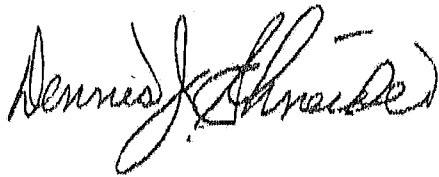
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Mr. Beltranena
Volaris Airlines
April 16, 2018
Page 2

the majority of the Roundtable's membership and not the official position of the FAA, the City of Los Angeles, or LAWA.

Please address any correspondence to the LAX/Community Noise Roundtable, c/o Los Angeles World Airports, 1 World Way, P.O. Box 92216, Los Angeles, CA 90009-2216, Attention: Kathryn Pantoja.

Sincerely,

A handwritten signature in black ink, appearing to read "Denny Schneider". The signature is fluid and cursive, with a large initial "D" and a stylized "S".

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Bastian:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Delta Air Lines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Bastian
Delta Air Lines
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Lukenbill:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Dynamic International Airways LLC to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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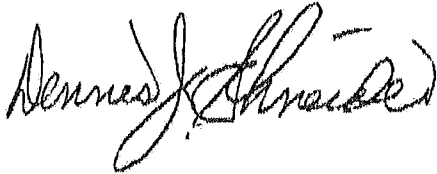
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Mr. Lukenbill
Dynamic International Airways LLC
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Maimon:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage El Al Israel Airlines Ltd to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Maimon
El Al Israel Airlines Ltd
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Saeed Al Maktoum:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Emirates Airline to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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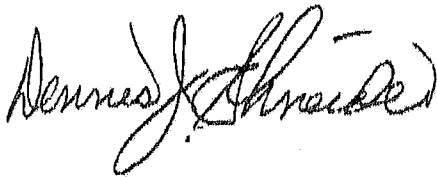
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Mr. Saeed Al Maktoum
Emirates Airline
April 16, 2018
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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Fábregas:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage American Eagle to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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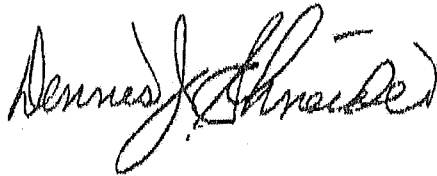
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Mr. Fábregas
American Eagle
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. GebreMariam:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Ethiopian Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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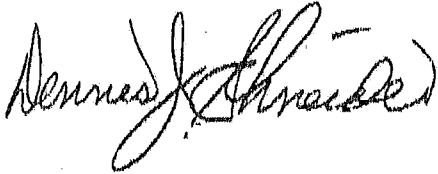
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Mr. GebreMariam
Ethiopian Airlines
April 16, 2018
Page 2

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Sincerely,

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Douglas:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Etihad Airways to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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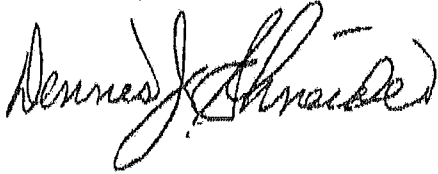
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Mr. Douglas
Etihad Airways
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Sun:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Eva Airways Corporation to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Sun
Eva Airways
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Smith:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Federal Express to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Smith
Federal Express
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Hilmarsson:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Air Atlanta Icelandic to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Hilmarsson
Air Atlanta Icelandic
April 16, 2018
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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Biffle:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Frontier Airlines Inc to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Thank you for your consideration of our requests. We would be very interested in hearing your feedback on this matter and its potential impacts on the noise environment, either by letter or in a small group meeting with our Ad Hoc Committee, which focuses on technical issues related to the Metroplex.

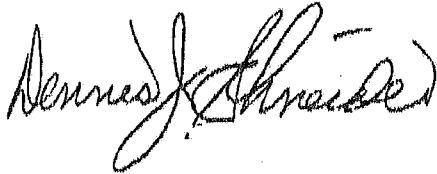
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Mr. Biffle
Frontier Airlines Inc
April 16, 2018
Page 2

the majority of the Roundtable's membership and not the official position of the FAA, the City of Los Angeles, or LAWA.

Please address any correspondence to the LAX/Community Noise Roundtable, c/o Los Angeles World Airports, 1 World Way, P.O. Box 92216, Los Angeles, CA 90009-2216, Attention: Kathryn Pantoja.

Sincerely,

A handwritten signature in black ink, appearing to read "Denny Schneider". The signature is fluid and cursive, with the first name "Denny" and last name "Schneider" clearly distinguishable.

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Voss:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Great Lakes Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Voss
Great Lakes Airlines
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Church:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Gulf & Caribbean Cargo to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Church
Gulf & Caribbean Cargo
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Chen:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Hainan Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Chen
Hainan Airlines
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Dunkerley:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Hawaiian Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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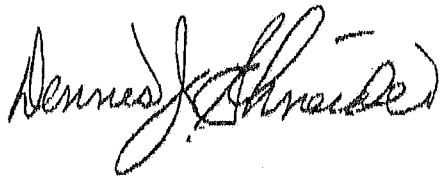
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Mr. Dunkerley
Hawaiian Airlines
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Beck:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Horizon Air to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Beck
Horizon Air
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Esteban:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Iberia Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Esteban
Iberia Airlines
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Church:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage IFL Group Inc to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Church
IFL Group Inc
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Ueki:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Japan Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Ueki
Japan Airlines
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Hayes:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage JetBlue Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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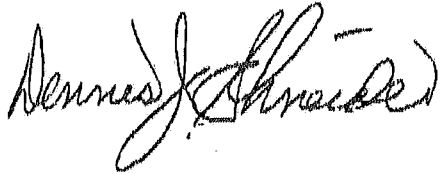
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Mr. Hayes
JetBlue Airlines
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Savelyev:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Aeroflot-Russian Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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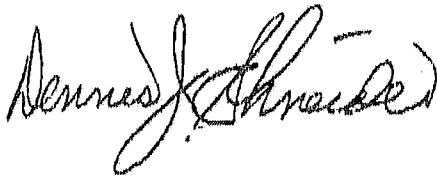
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Mr. Savelyev
Aeroflot-Russian Airlines
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Kalitta:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Kalitta Air LLC to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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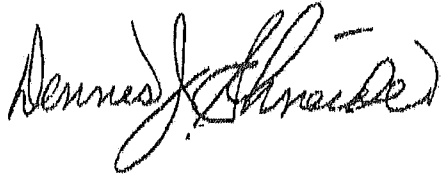
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Mr. Kalitta
Kalitta Air LLC
April 16, 2018
Page 2

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Please address any correspondence to the LAX/Community Noise Roundtable, c/o Los Angeles World Airports, 1 World Way, P.O. Box 92216, Los Angeles, CA 90009-2216, Attention: Kathryn Pantoja.

Sincerely,

A handwritten signature in black ink, appearing to read "Denny Schneider". The signature is fluid and cursive, with a large initial "D" and a stylized "S".

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Elbers:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage KLM Royal Dutch Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Elbers
KLM Royal Dutch Airlines
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Cho:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Korean Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Cho
Korean Airlines
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

Mr. Enrique Cueto
Chief Executive Officer
LATAM Airlines Group, SA
Amerigo Vespuccio 901, Comuna de Renca
Santiago, Chile 8660360

Re: Required capabilities to fly RNP procedures

Dear Mr. Cueto:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage LATAM Airlines Group to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Cueto
LATAM Airlines Group S A
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Rincón:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage LACSA to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Rincón
LACSA
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Garnadt:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Lufthansa German Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Garnadt
Lufthansa German Airlines
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Ornstein:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Mesa Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Ornstein
Mesa Airlines
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Bricker:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Sun Country Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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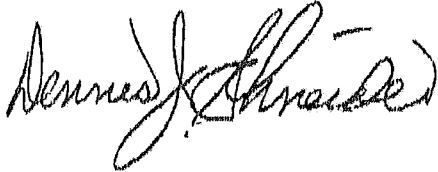
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Mr. Bricker
Sun Country Airlines
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Hansen:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Mokulele Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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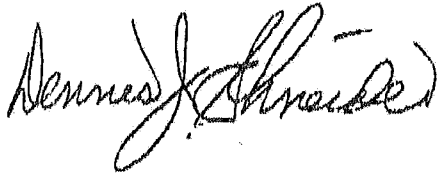
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Mr. Hansen
Mokulele Airlines
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Burgess:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage National Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Burgess
National Airlines
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Sakamoto:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage NCA to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Sakamoto
Nippon Cargo Airlines
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Kjos:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Norwegian Air Shuttle ASA to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Kjos
Norwegian Air Shuttle ASA
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Tan:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Philippine Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

The Roundtable recently submitted a request to the FAA to expedite deployment of TSAS. Therefore, we would also like to encourage all airlines operating at LAX to ensure that the required RNP capabilities are in place, in order to take advantage of published RNP procedures once they are made available. The FAA states that RNP procedures have the potential to reduce noise for certain residential areas by minimizing the need for vectoring aircraft off published routes, thereby reducing overflights over some adjacent areas. Laying the groundwork for these capabilities now may allow communities to accrue potential noise reduction benefits sooner.

Thank you for your consideration of our requests. We would be very interested in hearing your feedback on this matter and its potential impacts on the noise environment, either by letter or in a small group meeting with our Ad Hoc Committee, which focuses on technical issues related to the Metroplex.

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Mr. Tan
Philippine Airlines
April 16, 2018
Page 2

affected communities when possible. The position stated in this letter is the opinion of the majority of the Roundtable's membership and not the official position of the FAA, the City of Los Angeles, or LAWA.

Please address any correspondence to the LAX/Community Noise Roundtable, c/o Los Angeles World Airports, 1 World Way, P.O. Box 92216, Los Angeles, CA 90009-2216, Attention: Kathryn Pantoja.

Sincerely,

A handwritten signature in black ink, appearing to read "Denny Schneider". The signature is fluid and cursive, with the first name "Denny" and last name "Schneider" clearly distinguishable.

Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Flynn:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Polar Air Cargo to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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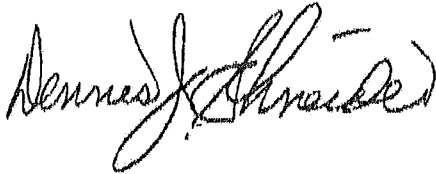
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Mr. Flynn
Polar Air Cargo
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Milczarski:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage LOT Polish Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Milczarski
LOT Polish Airlines
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Joyce:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Qantas Airways to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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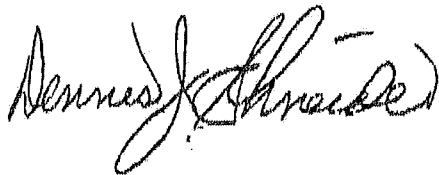
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Mr. Joyce
Qantas Airways
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Baker:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Qatar Airways to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Baker
Qatar Airways
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Albrecht:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Saudi Arabian Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Albrecht
Saudi Arabian Airlines
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Gustafson:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Scandinavian Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Gustafson
Scandinavian Airlines
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

Mr. Goh Choon Phong
Chief Executive Officer
Singapore Airlines
P.O. Box 501
Airline House
25 Airline Road
Singapore, Singapore 819829

Re: Required capabilities to fly RNP procedures

Dear Mr. Phong:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Singapore Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Phong
Singapore Airlines
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

Mr. Lan Xinguo
Chairman & President
Sichuan Airlines
Shuangliu International Airport
Chengdu, Sichuan 610202
China

Re: Required capabilities to fly RNP procedures

Dear Mr. Xinguo:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Sichuan Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Xinguo
Sichuan Airlines
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Childs:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Skywest Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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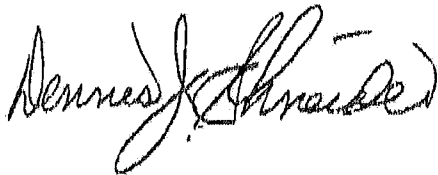
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Mr. Childs
Skywest Airlines
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Turner:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Air France to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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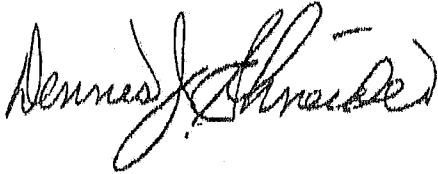
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Mr. Turner
Air France
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Dietrich:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Southern Air Inc to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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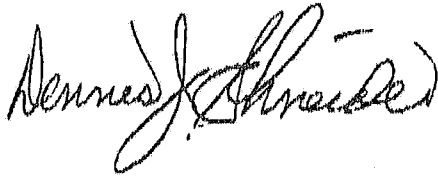
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Mr. Dietrich
Southern Air Inc
April 16, 2018
Page 2

the majority of the Roundtable's membership and not the official position of the FAA, the City of Los Angeles, or LAWA.

Please address any correspondence to the LAX/Community Noise Roundtable, c/o Los Angeles World Airports, 1 World Way, P.O. Box 92216, Los Angeles, CA 90009-2216, Attention: Kathryn Pantoja.

Sincerely,

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Kelly:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Southwest Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Kelly
Southwest Airlines
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Fornaro:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Spirit Airlines Inc to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Fornaro
Spirit Airlines Inc
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Klüehr:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Swiss International Air Lines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Klüehr
Swiss International Air Lines
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

Mr. Siwakiat Jayema
President
Thai Airways International Ltd
P.O. Box 1075
89 Vibhavadi Rangsit Super Highway
Bangkok, Thailand 10900

Re: Required capabilities to fly RNP procedures

Dear Mr. Jayema:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Thai Airways International Ltd to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Jayema
Thai Airways International Ltd
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Debus:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Thomas Cook Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Debus
Thomas Cook Airlines
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

Mr. Bilal Ekşi
Chief Executive Officer
Turkish Airlines Inc.
Turkish Airlines General Management Building
Ataturk Airport
Yeslikoy, Istanbul, Turkey 34149

Re: Required capabilities to fly RNP procedures

Dear Mr. Ekşi:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Turkish Airlines Inc. to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Ekşi
Turkish Airlines Inc.
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Munoz:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage United Air Lines Inc to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Munoz
United Air Lines Inc
April 16, 2018
Page 2

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Sincerely,

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Abney:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage United Parcel Service, Co. to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Abney
United Parcel Service, Co.
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Noble:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage USA Jet Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Noble
USA Jet Airlines
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Kreeger:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Virgin Atlantic to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Kreeger
Virgin Atlantic
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Borghetti:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Virgin Australia International Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Borghetti
Virgin Australia International Airlines
April 16, 2018
Page 2

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

Mr. Edward Sims
President and CEO
WestJet Airlines Ltd.
22 Aerial Place NE
Calgary, AB T2E 3J1
Canada

Re: Required capabilities to fly RNP procedures

Dear Mr. Sims:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Westjet Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Sims
Westjet Airlines
April 16, 2018
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the majority of the Roundtable's membership and not the official position of the FAA, the City of Los Angeles, or LAWA.

Please address any correspondence to the LAX/Community Noise Roundtable, c/o Los Angeles World Airports, 1 World Way, P.O. Box 92216, Los Angeles, CA 90009-2216, Attention: Kathryn Pantoja.

Sincerely,

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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Neff:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Western Global Airlines LLC to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Neff
Western Global Airlines LLC
April 16, 2018
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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Mogensen:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage WOW Air to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Mogensen
WOW Air
April 16, 2018
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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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: Required capabilities to fly RNP procedures

Dear Mr. Magnin:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage XL Airways France to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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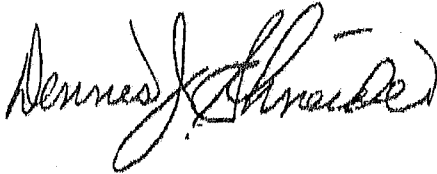
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Mr. Magnin
XL Airways France
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Denny Schneider, Chairman
LAX/Community Noise Roundtable

cc: Roundtable Members



April 16, 2018

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

Re: Required capabilities to fly RNP procedures

Dear Mr. Shanglun:

On behalf of the LAX/Community Noise Roundtable (Roundtable), I am writing to encourage Xiamen Airlines to take necessary steps to develop Required Navigation Performance (RNP) capabilities which may, according to the FAA, provide potential noise reduction benefits to some communities. We are told that most commercial airlines operating today have not yet embraced RNP procedures due to lack of certain avionics requirements and specific pilot certifications. In addition, the Federal Aviation Administration (FAA) must first deploy an air traffic management tool known as the Terminal Sequencing and Spacing (TSAS) tool to help controllers manage spacing between aircraft that use RNP procedures. As these required components of RNP have not yet been implemented, the RNP procedures at Los Angeles International Airport (LAX) have not been generally utilized to date.

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Mr. Shanglun
Xiamen Airlines
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Denny Schneider, Chairman
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