

17 April 2020

LAX Community Noise Round Table
C/o Los Angeles World Airports
Noise Management
1 World Way P.O Box 92216
Los Angeles CA 90009-2216
USA

Dear Sir/Madam

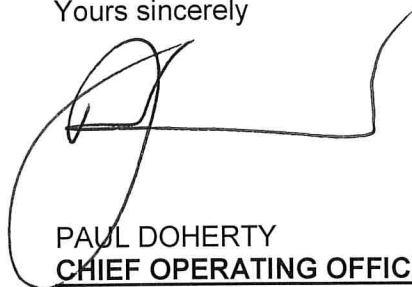
Fiji Airways would like to respond to your letter of the 24th of October 2019 which was received recently here in Fiji. The events of the last 3 months in regard to Covid19 have changed a lot of what as an Airline, is being done. Currently there are a few services left to operate into Los Angeles before the travel bans will make it unviable to continue operation. Fiji Airways aircraft arrive in the middle of the day outside the targeted hours stated in your letter of 12:00am to 06:30am.

As noted in your letter, Fiji Airways did receive and respond to your last letter in 2018. Since then there has been the acquisition of two A350 aircraft to service the Los Angeles Market and these now are the aircraft used on daily services. The A350 is substantially quieter (around 25%) than the previous A330 models used and this by itself should align with the Round Tables preferences.

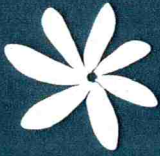
With the overflight requirements of any of the STAR approaches into LAX, Fiji Airways pilots are fully aware of the requirements and there has been no indication on internal Flight Data of any infringements in this regard. Training is now conducted in the Fiji Airways Aviation Academy which we reported to you in the last letter. This local training centre will allow quick responses to new procedures and methods of reducing noise at Los Angeles Airport.

Fiji Airways hopes that the responses above show the ongoing commitment to community co-operation and minimising our impact on the environment both, noise wise and in general.

Yours sincerely



PAUL DOHERTY
CHIEF OPERATING OFFICER



AIR TAHITI NUI

Direction Générale

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

PPTDGTN, 004/2020-SL
Papeete, January 30th, 2020

V/RE: Compliance with RNP procedures

Dear Mr. Schneider,

In answer to your referenced letter dated October 23, 2019, I would like to assure you that bringing noise relief whenever possible to affected communities in airports neighborhood is a high concern to our Company. This is one of the reasons that led Air Tahiti Nui to renew completely its fleet of aircraft last year. Actually, starting September 2019, we are operating a fleet of brand new B787 which hold a noise certificate compliant with ICAO, annex 16, volume.I, Chapter 4 requirements, a standard that is significantly improved compared to the one for our previous fleet of A340:

- Lateral/Full-power noise level of 92.4 EPNdB
- Flyover noise level of 88.1 EPNdB
- Approach noise level of 95.4 EPNdB

As per our Foreign Operations Specifications **C063** delivered by the U.S. Department of Transportation Federal Aviation Administration, ATN is fully capable, ready and **authorized to perform RNP procedures.**

Air Tahiti Nui is currently filing all its flight plans, inbound and outbound to LAX, **daytime** and **nighttime** using:

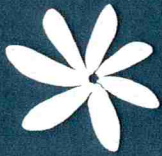
- RNAV SID's (departure)
- RNAV STAR's (Arrival)

Air Tahiti Nui is also capable and does perform, when authorized, RNAV (GNSS) approaches.

For the published altitudes restrictions over RNAV Arrivals, Air Tahiti Nui pilots are fully committed to comply with published altitudes restrictions when on the Arrivals.

Under radar vectors, and therefore not on the RNAV arrival, Air Tahiti Nui pilots have to comply with ATC instructions which may require lower altitudes than the published ones.

Furthermore, a reminder is provided to all our pilots as part of their recurrent training to be mindful of residential communities around LAX and whenever possible and feasible when flying near RNAV Arrivals waypoints to comply with published Altitudes.



AIR TAHITI NUI

Direction Générale

Would any further technical details be needed, please feel free to reach out to our EVP Operations, Mr Raymond Topin (rtopin@airtahitinui.pf).

Kind Regards,

Michel Monvoisin, Chairman

Date: 11/22/2019
Ref. №: 150-1410

To: Mr. Denny Schneider
Chairman, Los Angeles World Airport

JAN 2 '20 AM 10:27

Cc: Members of the Community Noise Roundtable

Dear Mr. Schneider,

In response to your letter dated 11.11.2019 addressed to General Director of Aeroflot Russian Airlines, Mr. V. G. Savelyev (our ref. № 13363) regarding aircraft compliance and pilot certification status in relation to RNP procedures, please be advised as follows:

Currently, B777 aircraft meets the requirements of RNP AR APPROACH, and aircraft's operational specs contain approval checkmarks on the execution of approaches to landing RNP AR APPROACH.

A330 aircraft does not have official permission to perform this type of approach, but will be ready by the time certification is issued.

A350 aircraft, which Aeroflot plans to start using next year as part of its fleet, already meets RNP AR APPROACH requirements.

Pilots in charge of B-777 and A-350 aircraft have undergone extensive training and completed certification program titled "Training Course for Pilots On How to Perform RNP APCH/RNP AR APCH". They are well prepared to execute these procedures.

Sincerely,

I.V. Burykin
Director of the Flights Department

Prepared by: M.A. Semenov
Tel. +7495-500-6228



Публичное акционерное общество
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ОКПО 29063984, ОГРН 1027700092661
ИНН/КПП 7712040126/997650001

Председателю Международного
Аэропорта Лос-Анджелес
Г-ну ДЕННИ ШНАЙДЕР

Копия:
участникам Круглого стола по
вопросам шума в окрестностях
аэропорта.

22.11.2019 № 150-1410

На № _____ от _____

JAN 2 '20 AM 10:27

Уважаемый г-н Денни Шнайдер!

В ответ на письмо от 11.11.19. вх. №13363 из аэропорта Лос-Анджелес в адрес Генерального директора ПАО «Аэрофлот» г-на Савельева В.Г. «О соответствии воздушных судов и статуса сертификации пилотов в отношении процедур RNP», сообщая следующее.

В настоящий момент процедурам RNP AR APPROACH соответствуют воздушные суда типа B777, отметки о допуске в выполнении заходов на посадку RNP AR APPROACH присутствуют в операционных спецификациях этого типа ВС.

ВС A330 официального допуска к выполнению этого типа захода на посадку не имеют и будут готовы по получении сертификата типа.

ВС A350, который предполагается к эксплуатации в ПАО «Аэрофлот» в будущем году соответствует требованиям RNP AR APPROACH.

Пилоты ВС B-777 и A-350 прошли подготовку по программе «Подготовка пилотов к выполнению «RNP ARCH/RNP AR ARCH» и полностью готовы к выполнению этих процедур.

Директор департамента
производства полетов

с уважением

И.В. Бурыкин

000В-016654

Исп.: Семенов М.А.
Тел.: +7495-500-62-28

Office of the Group Chief Executive

مكتب الرئيس التنفيذي للمجموعة

GCEO/FO/0250/19E
10 November 2019

JAN 15 '20 PM 2:20

Mr. Denny Schneider

Chairman
LAX Community Noise Roundtable
C/o Los Angeles World Airports
1 World Way, P.O. Box 92216
Los Angeles, CA 90009-2216

After greetings,

Sub: Compliance with RNP Procedures

Thank you for your kind letter dated 24 October 2019. I want to express our full commitment to ensure to minimize the noise footprint from our aircraft arriving to Los Angeles International Airport (LAX). We are operating modern aircraft, which are all stage 4 noise approved and fulfil all international standards.

Qatar Airways aircraft and crews are certified and approved to perform RNP approaches into LAX. Very often, radar vectoring for the approach is best practice and in many cases, applied by ATC. For these cases, ATC is responsible for altitude assignments, which might differ from the RNAV vertical profile. We request that this matter is also addressed to ATC as well.

In the month of July 2019 Qatar Airways performed a total of 57 approaches to LAX. None of these were RNP, all of them were Cat 1 ILS approaches. We have confirmed that our Flight Management Computer (FMC) database is up to date and is providing a flight altitude of 6.000 feet and a speed of 210 Knots at waypoint DAHJR as depicted on the Chart for RNAV STAR HULL2, IRMMN2 and RYDRR2. In order to ensure compliance by our flight crew when crossing WPT DAHJR we have issued a Company NOTAM, highlighted it in our Operations manual part C, and have noted the requirement to fly the RNP STAR during night-time hours.

I would like to reiterate the commitment to support LAX Community Noise Roundtable in the efforts of reducing the noise footprint from arriving aircraft. We remain open to further feedback.

Best regards,

Yours sincerely,

Akbar Al Baker
Group Chief Executive



Общество с ограниченной ответственностью
«Авиакомпания ЭйрБриджКарго»
Адрес:
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МОСКВА, РОССИЯ, 141411

"AirBridgeCargo Airlines" LLC
Address:
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MOSCOW, RUSSIA, 141411

TEL.: #7 (495) 7862613
FAX: #7 (495) 7556581
www.airbridgecargo.com

19.11.2019 № УОХ-АВС-02931

На № _____ от _____

Mr. Denny Schneider,
Chairman
LAX/Community Noise Roundtable

Roundtable Members

DEC 24 '19 PM 2:5

Compliance with RNP procedures

Dear Mr. Schneider,

With reference to your letter of October 24, 2019 we are happy to share the information regarding Airline capability to fly RNP procedures.

All of AirBridgeCargo Airlines airplanes have RNP 4, RNP 1 and RNP-APCH (LNAV/VNAV) capabilities in Operations Specifications. All flight crew members operating to KLAX are approved for PBN operations in accordance with OpSpecs.

In regard to Roundtable requests we will issue an Info To Pilots describing the need to fly published RNP procedures and comply with altitude constraints unless otherwise directed by ATC.

Please do not hesitate to get in touch with me if you would like to receive further information.

Sincerely yours,

Director Flight Operations

Maxim Sinitsyn

Cpt. Roman Pravdyukov
ext. 1531

Southwest Airlines Co.
Craig Drew
Senior Vice President
Air Operations
2195 Research Row Drive
Dallas, TX 75235
(469) 603-5233



December 17, 2019

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

Dear Mr. Schneider:

Thank you for your recent note to our offices. I appreciate this opportunity to respond to your comments on behalf of Gary Kelly and Southwest Airlines.

DEC 24 '19 PM 1:42

Southwest prides itself on being widely recognized as an industry leader in efforts to minimize environmental impact in local communities, and we strive to be a **“good neighbor”** in every community we serve. Our modern fleet of Boeing 737 aircraft is among the quietest in the sky, and we continuously upgrade and update our fleet with new technologies as they become available.

In that capacity, Southwest has made significant investments to certify our aircraft and pilots to use Required Navigation Performance (RNP) procedures. Southwest is 100% capable of using RNP approaches when instructed to do so by air traffic control (ATC) facilities, and we encourage our pilots to utilize those approaches as a method of reducing noise within our destination network.

As you might know, the Federal Aviation Administration (FAA) provides routing guidance and specific instruction to all aircraft that move within regulated airspaces, utilizing published procedures that guide controllers in ATC facilities. All pilots are required to comply with FAA instructions. Please know that Southwest Airlines operates all flights in accordance with FAA procedures and protocols designed, first and foremost, in the interest of Safety. Accordingly, it is not only our requirement but in the best interest of the traveling public to follow those procedures and protocols.

Again, thank you for sharing your concerns with us.

Sincerely,

A handwritten signature in black ink that reads "Craig Drew". The signature is written in a cursive, flowing style.

Craig Drew
Sr. Vice President – Air Operations



Royal Dutch Airlines

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

Classification

Telephone 020-3043041
Our reference SPL/OA.19.36
Our date 20 December 2019

Subject: Compliance with RNP procedures

Dear Mr. Schneider,

Hereby I would like to respond to your letter dated 24th of October 2019 concerning compliance with RNP procedures at KLAX International Airport.

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

KLM does not operate during night time at LAX airport. Despite of that KLM plans and uses RNP procedures at LAX on a regular basis.

With regards to the minimum altitude of 6000` at DAHJR, we will issue an additional instruction to emphasize the importance of this requirement. Our crews do their utmost to adhere to the published flight procedures, where in some cases deviation may occur due to weather or ATC reasons.

Please find enclosed an analysis KLM conducted to determine the amount of deviations at waypoint DAHJR.

* Currently KLM serves KLAX with a B747. Our B747 does not have the RNP (AR) capability, but does have RNP capability. Our B777 is RNP (AR) capable.

I am looking forward to a constructive dialogue in the future and trust you find this feedback useful.

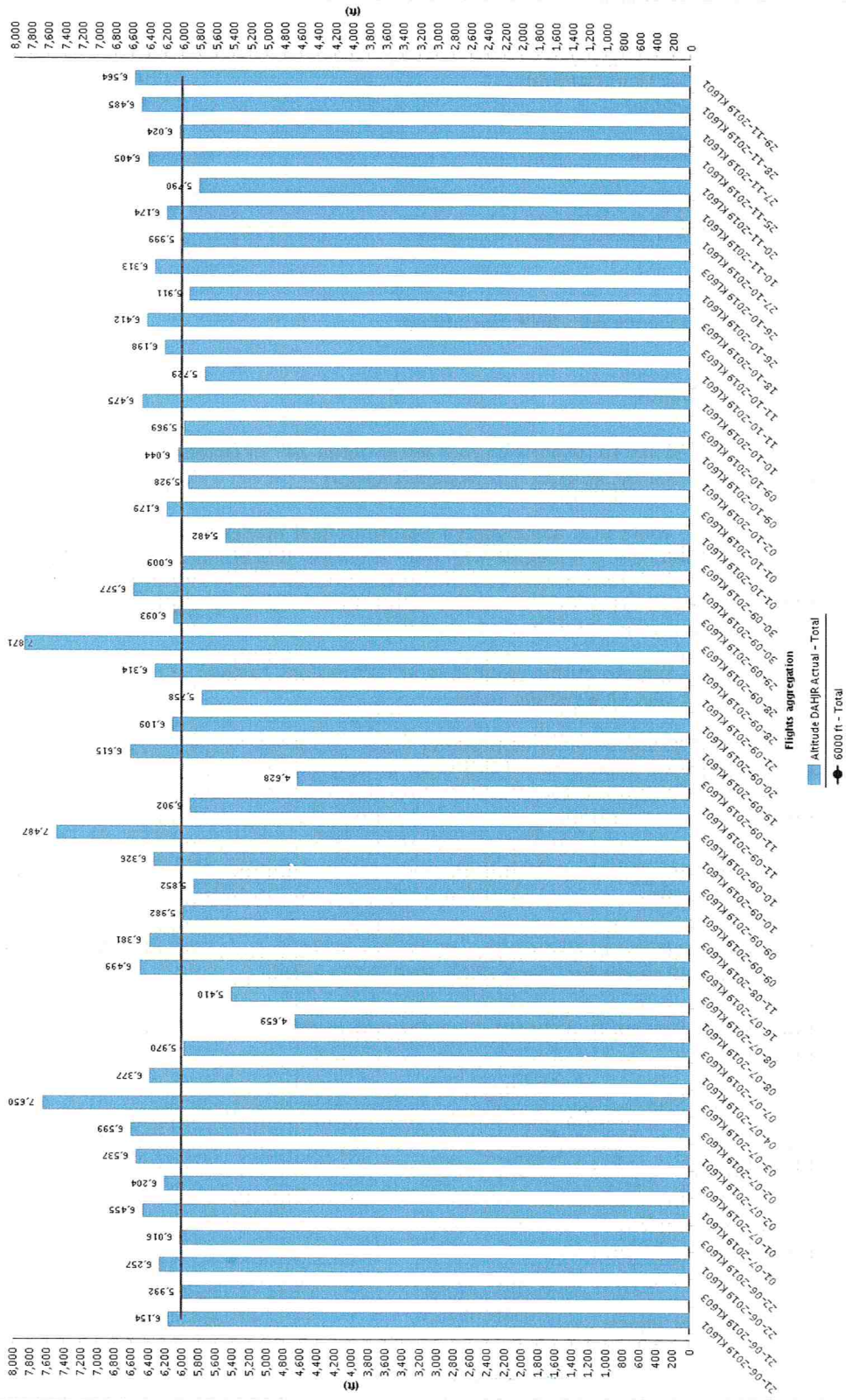
Kind regards,

Vincent van Hooff
EVP Flight Operations

Cc: Mr. P.J.Th. Elbers



Royal Dutch Airlines



Thomas Frick
Accountable Manager SWISS



Swiss International Air Lines Ltd.
P.O. Box ZRHS/O/FRTH
CH-8058 Zurich Airport
Tel. +41 44 564 42 00
thomas.kluehr@swiss.com

020519 4454

Zurich Airport, November 21, 2019

Compliance with RNP procedures

Dear Mr. Schneider

We thank you for your letter to our CEO Mr. Thomas Klüehr, dated November 4, 2019. Being the Accountable Manager of our company, I allow myself to reply to your letter.

Our pilots flying to Los Angeles International Airport make use of the RNP procedures, whenever they are assigned with the respective arrival procedure. All our pilots are in possession of the required RNP certification and all our aircraft have the capability and certification to fly RNP approaches. We therefore require our pilots to follow these noise sensitive routes and its corresponding minimum altitudes.

In order to ensure that our pilots adhere to the specifics at DAHJR, we will reinforce in our pilot's documentation, that the (at) 6'000 ft. shall be adhered to at this waypoint.

We hope that we improve our track record in your future analysis and would appreciate a feedback from your side.

Sincerely yours,

Swiss International Air Lines Ltd.

A handwritten signature in blue ink, appearing to read "T. Frick", with a long, sweeping underline.

Thomas Frick
Accountable Manager