



December 3, 2010

Ms. Pat Anderson, Support Manager  
Federal Aviation Administration  
So Cal TRACON  
9175 Kearny Villa Rd.  
San Diego, CA 92126-7099

Re: JEDDD ONE RNAV Departure Procedure

Dear Ms. Anderson:

The LAX/Community Noise Roundtable (Roundtable) is an organization that consists of several participating governmental entities, elected officials, community groups, the airlines, the Federal Aviation Administration (FAA), and Los Angeles World Airports (LAWA). These parties work together to identify noise issues affecting communities surrounding Los Angeles International Airport (LAX) and to seek feasible solutions to reduce noise over those affected communities.

One of the long-standing noise issues that the Roundtable is working to resolve is noise impacts from aircraft flying over the Palos Verdes Peninsula. The Roundtable recognizes that the FAA has successfully rerouted most of the aircraft away from the Peninsula and would like to applaud those actions. To continue this success, we are anxiously awaiting the implementation of the new RNAV departure procedure called the JEDDD ONE. This procedure will essentially reroute turboprops that are already on the offshore route further away from the Peninsula, which will provide additional noise relief for the residents of that area.

We understand that the FAA published the JEDDD ONE in April 2008 and needed to test the procedure before implementing it. Since early 2009, LAWA staff has regularly contacted your office to obtain updates on this procedure and each time staff was given a new target date for implementation. To date, the FAA has not implemented this new procedure.

We would like to take this opportunity to express our strong support for this procedure and to urge you to implement the JEDDD ONE in an expeditious manner. As this procedure will not reroute all aircraft flying over the Peninsula, the Roundtable is also requesting that the FAA continue to examine all possibilities to move the remaining turboprop aircraft that are currently flying over the Peninsula to offshore routes.

Thank you for your consideration of this request. Please address your reply to the LAX/Community Noise Roundtable, c/o Los Angeles World Airports, 1 World Way, P.O.

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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 "S".

Denny Schneider, Chairman  
LAX/Community Noise Roundtable

cc: Walter White, FAA  
Bill Withycombe, FAA  
Roundtable Members



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Western-Pacific Region  
Southern California TRACON

9175 Kearny Villa Road  
San Diego, CA 92126

January 28, 2011

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

Dear Mr. Schneider:

Thank you for your letter dated December 3, 2010, concerning the JEDDD ONE RNAV (JEDDD) departure procedure. You support this departure procedure and urge the Federal Aviation Administration (FAA) to expedite implementation.

The primary mission of the FAA is to provide a safe, orderly, and expeditious flow of air traffic. It is a continuing challenge for the FAA to provide the necessary support to the nation's airspace system and ensure the consideration of impacts on the community.

As you mentioned, the JEDDD procedure was published in April 2008. The JEDDD procedure was specifically designed for use by turbo prop aircraft departing Los Angeles International Airport (LAX) during a west operational configuration. Subsequent validation flights were conducted and revealed that in practical use the JEDDD did not perform as expected. There is currently no plan to utilize the JEDDD procedure as it is currently constructed.

The Southern California Terminal Radar Approach Control is exploring additional options which will ensure and achieve appropriate separation between the large turbo jet aircraft assigned the HOLTZ NINE and the LAX turbo prop departures. Options under consideration are a redesign of the JEDDD procedure, or the design of an entirely new RNAV turbo prop departure procedure, possibly requiring minimal controller intervention off shore south and west of the Palos Verdes peninsula.

The FAA remains committed to the design and successful implementation of RNAV procedures at LAX and the surrounding airports. These procedures will continue providing tangible benefits to the flying public and the surrounding communities through increased navigational accuracy and a reduction in emissions.

We appreciate this opportunity to answer your inquiry. If you have any questions, please feel free to contact me at (858) 537-5801.

Regards,

A handwritten signature in black ink, appearing to read "Charles A. Ullmann". The signature is written in a cursive style with a large, prominent initial "C".

Charles A. Ullmann  
Air Traffic Manager  
Southern California District