



MAY 15 '18 4:12:28

May 8, 2018

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

Dear Chairman Schneider:

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

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

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

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

Thank you for your letter.

Sincerely,

A handwritten signature in black ink, appearing to read "Gary Beck", written over a light blue background.

Gary Beck
President & CEO
Horizon Air