

18<sup>th</sup> May 2018

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

MAY 29'18 PHI 2:38

Ref: Your letter dated 25th April 2018 - Required Capabilities to fly RNP Procedures

Dear Kathryn,

I write on behalf of Mr Craig Kreeger, CEO of Virgin Atlantic Airways, in reply to the above letter from Denny Schneider, Chairman of the LAX / Community Noise Roundtable.

Firstly, I would like to state that Virgin Atlantic Airways are, where possible, committed to operating our aircraft in the most environmentally beneficial way possible, whilst adhering to the necessary safety requirements, standard aircraft operating procedures and published ATC procedures, at all the airports we operate to and from.

The reference letter makes a specific point regarding the ability of airlines to fly RNP procedures at LAX Airport and your request to the FAA to expedite deployment of the necessary capabilities to allow RNP procedures to be flown.

Virgin Atlantic Airways operates a modern fleet of aircraft with very capable on-board avionics equipment and in many cases we can fly published RNP procedures, depending on the specific requirements or levels of required navigation accuracy.

Depending on the procedure requirements, some additional pilot training may be required and this would need to be considered when evaluating the suitability of flying any new published procedures, including any at LAX.

We would normally support the availability of RNP procedures that have been published by the responsible organisation or Agency, in this case the FAA and for that reason we would be happy to be kept up to date with both the Airport's and the FAA's plans for the availability of RNP procedures at LAX, along with the future work of the LAX/Community Noise Roundtable.

Yours sincerely

**Geoff Clark** 

Head of Regulatory Affairs

T +44 1293 444904

E geoff.clark@fly.virgin.com

Virgin Atlantic Airways Limited