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AIR TRANSPORT ASSOCIATION

January 13, 2006

Ms. Sara Hassert
Landrum & Brown, Inc.
8755 W. Higgins Road
Suite 850
Chicago, Il 60631

RE: *Draft Supplemental Environmental Assessment (DSEA) to the proposed Four Corner Post Plan at LAS*

Dear Ms. Hassert:

The Air Transport Association of America, Inc. ("ATA") is the principal trade and service organization of the U.S. scheduled airline industry. ATA members include ABX Air, Inc.; Alaska Airlines; Aloha Airlines; America West Airlines; American Airlines; ASTAR Air Cargo; ATA Airlines; Atlas Air; Continental Airlines; Delta Air Lines; Evergreen International Airlines; FedEx Corp.; Hawaiian Airlines; JetBlue Airways; Midwest Airlines; Northwest Airlines; Southwest Airlines; United Airlines; UPS Airlines; and US Airways; associate members are: Aeromexico; Air Canada; Air Jamaica; and Mexicana. On behalf of its members, ATA submits the following comments on the Draft Supplemental Environmental Assessment (DSEA) for the proposed modification to the Four Corner Post Plan at Las Vegas McCarran International Airport, Las Vegas, Nevada.

ATA member carriers strongly support the proposed right turn (OVETO/MEAD) procedure from Runway 25 at Las Vegas McCarran International Airport (LAS). The proposed adjustment of the Four Corner-Plan to modify the STAAV RNAV SID to accommodate eastbound departures from Runway 25 has safety, environmental and efficiency benefits.

S1-1

Safety at LAS would be increased by having aircraft fly divergent headings after takeoff rather than having every flight fly the same headings. Placing fewer aircraft in the same airspace is inherently safer. In addition, because flights turning right could make an unrestricted climb, aircraft would more quickly be clear of local terrain obstructions and other local traffic.

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As discussed in the DSEA, the proposed right turn procedure would have environmental benefits by reducing the noise footprint on the communities southwest of the airport, reducing the overall noise footprint (due to the unrestricted climb capability), and enabling a more precise departure footprint using advanced computer navigation equipment. In addition, the proposed procedure would reduce fuel consumption and emissions by reducing the amount of time aircraft are in idle or taxi mode while waiting to be cleared for departure. S1-1

Airport efficiency would be improved because the LAS FAA Air Traffic Control Facility would be able to utilize multiple departure headings. Flights to the northeast would fly a path approximately 30 miles shorter than under current procedures, saving the traveling and shipping public time while requiring less fuel for aircraft. S1-2

Based on the cumulative safety, environmental and efficiency benefits of this proposal, ATA on behalf of its members urges FAA to approve the proposed modification.

Sincerely,

Paul J. McGraw

Paul J. McGraw
Managing Director, Airspace Management