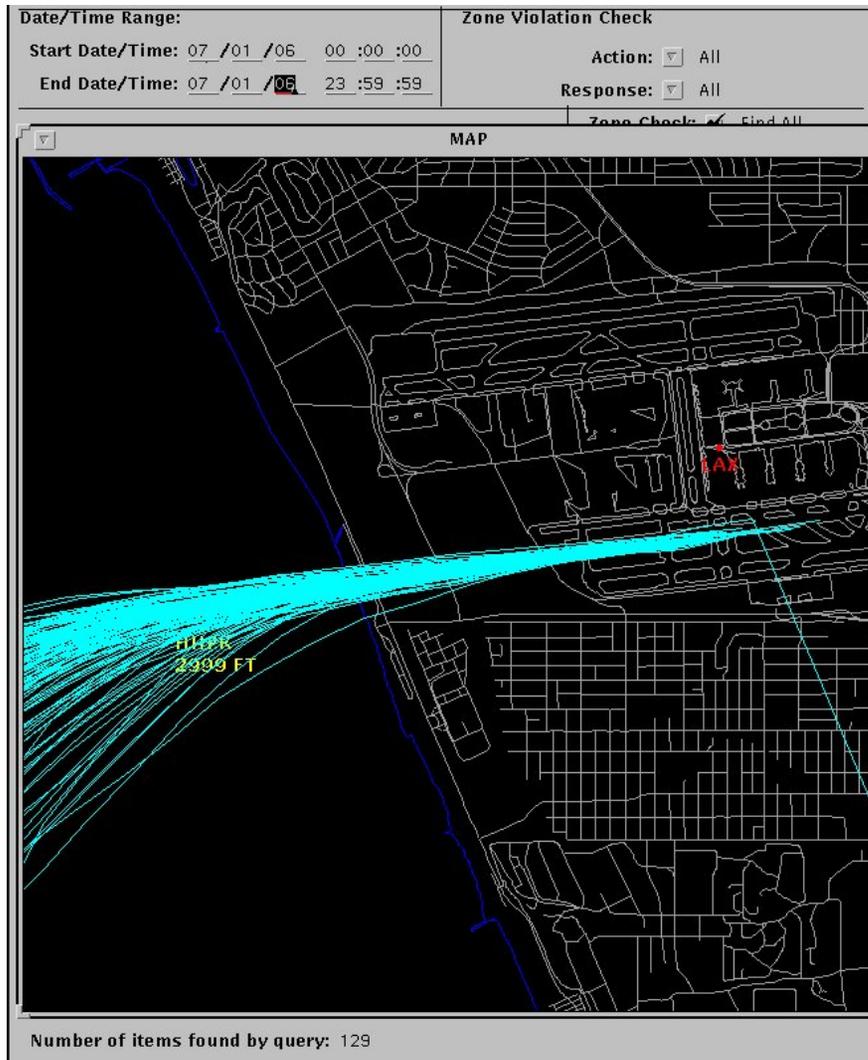
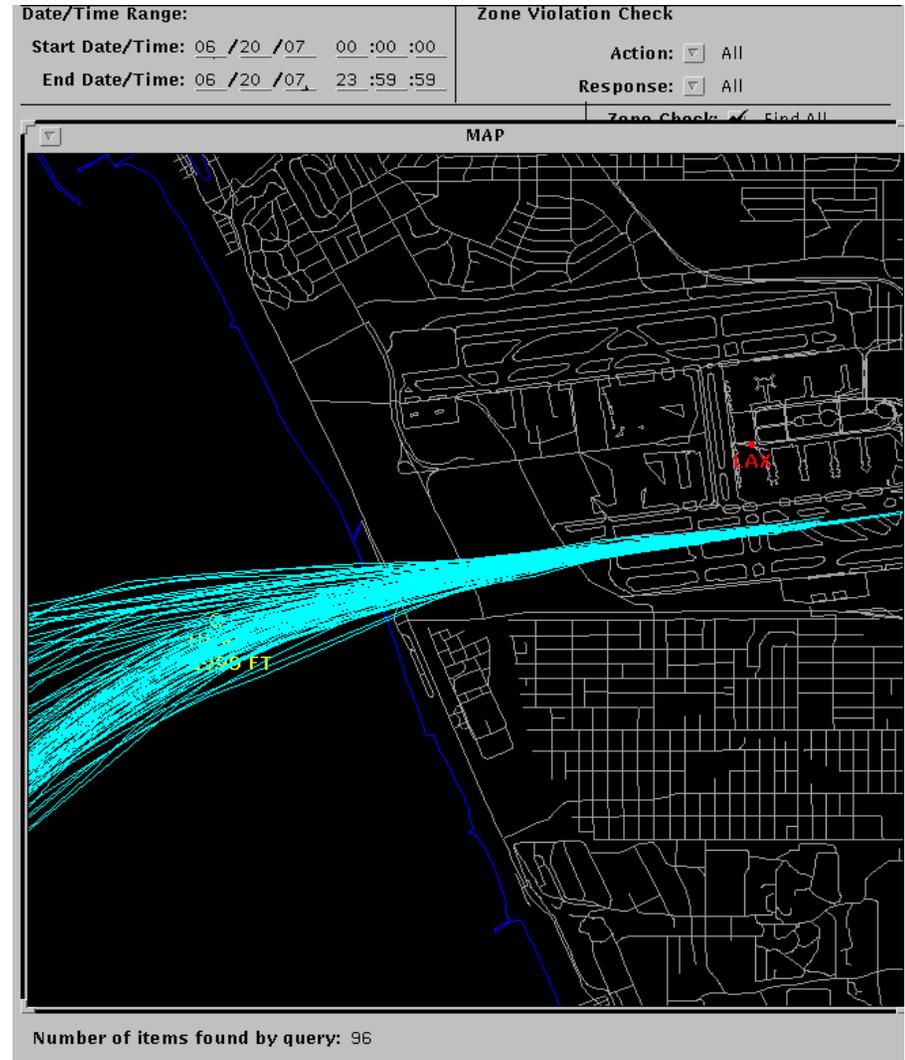


Holtz Departure Procedure Nearly a Year Later

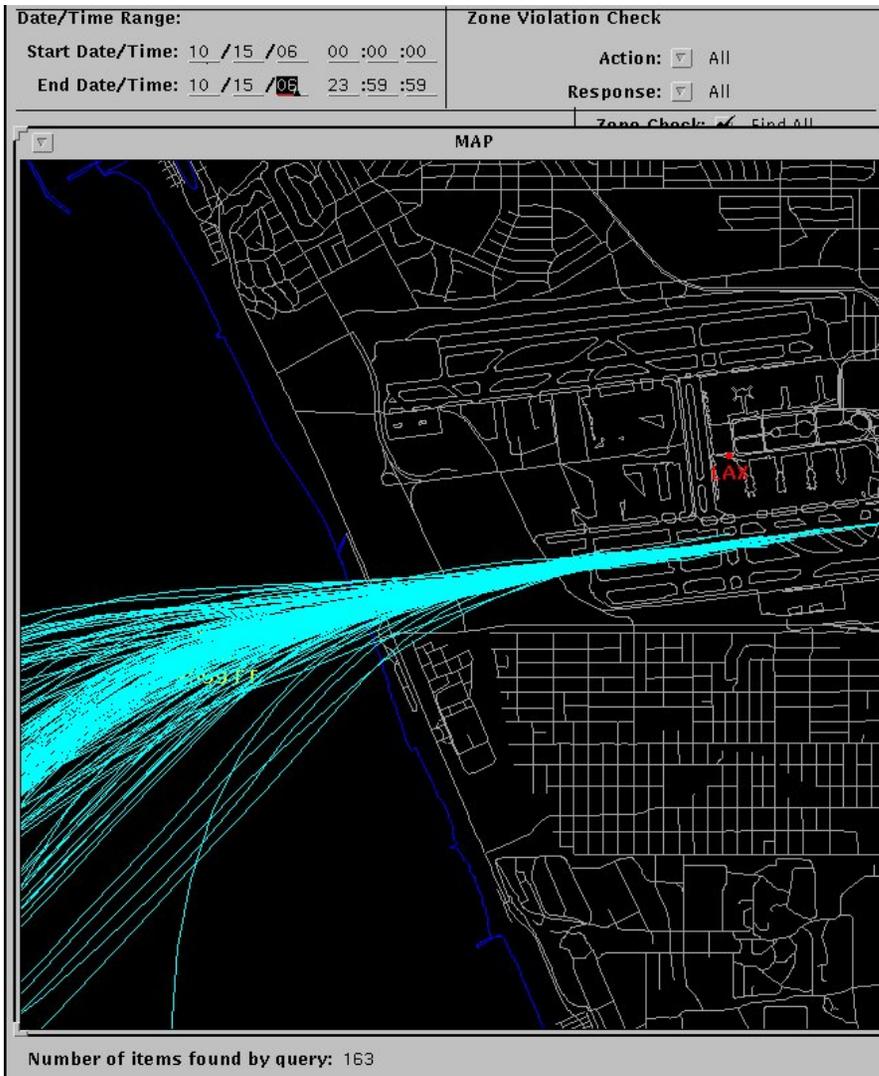


Flight Pattern prior to RNAV procedure adjustment in Aug 2006

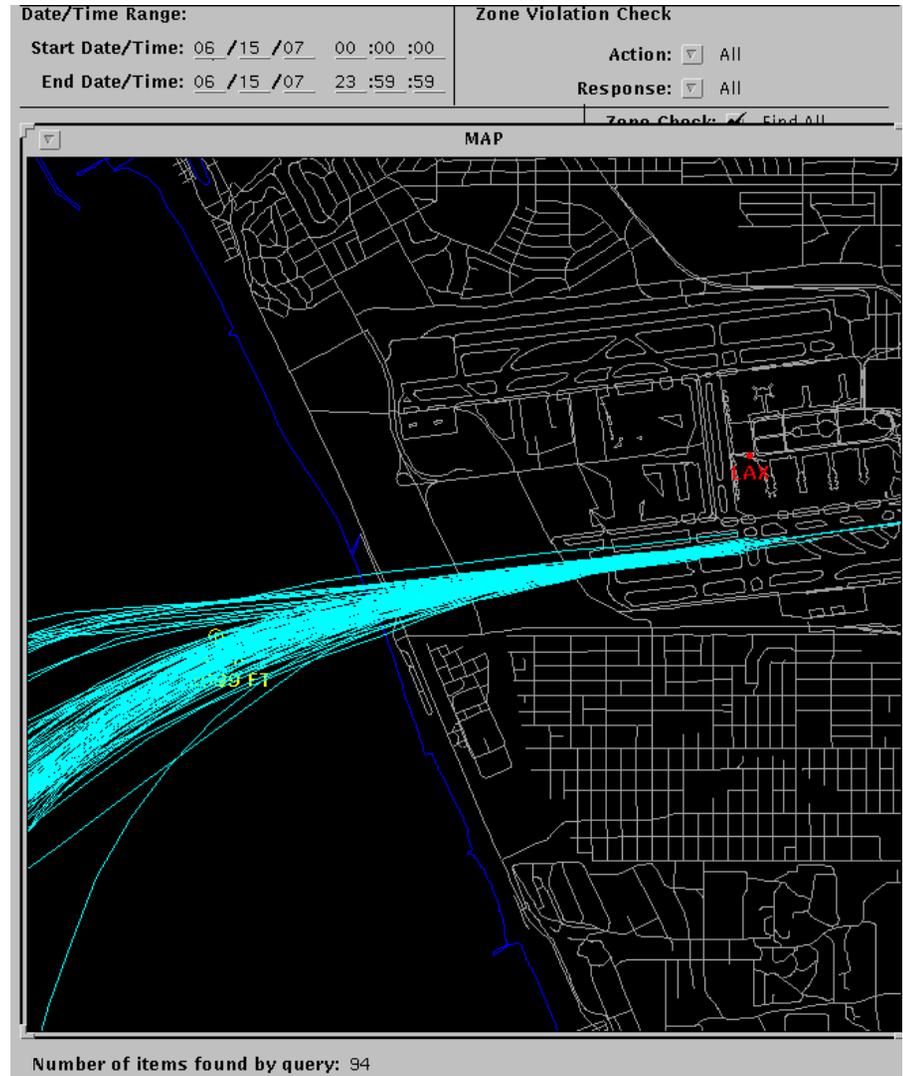


Flight Pattern on June 2007 after RNAV procedure adjustment

Eight Month Comparison between 10/2006 and 6/2007



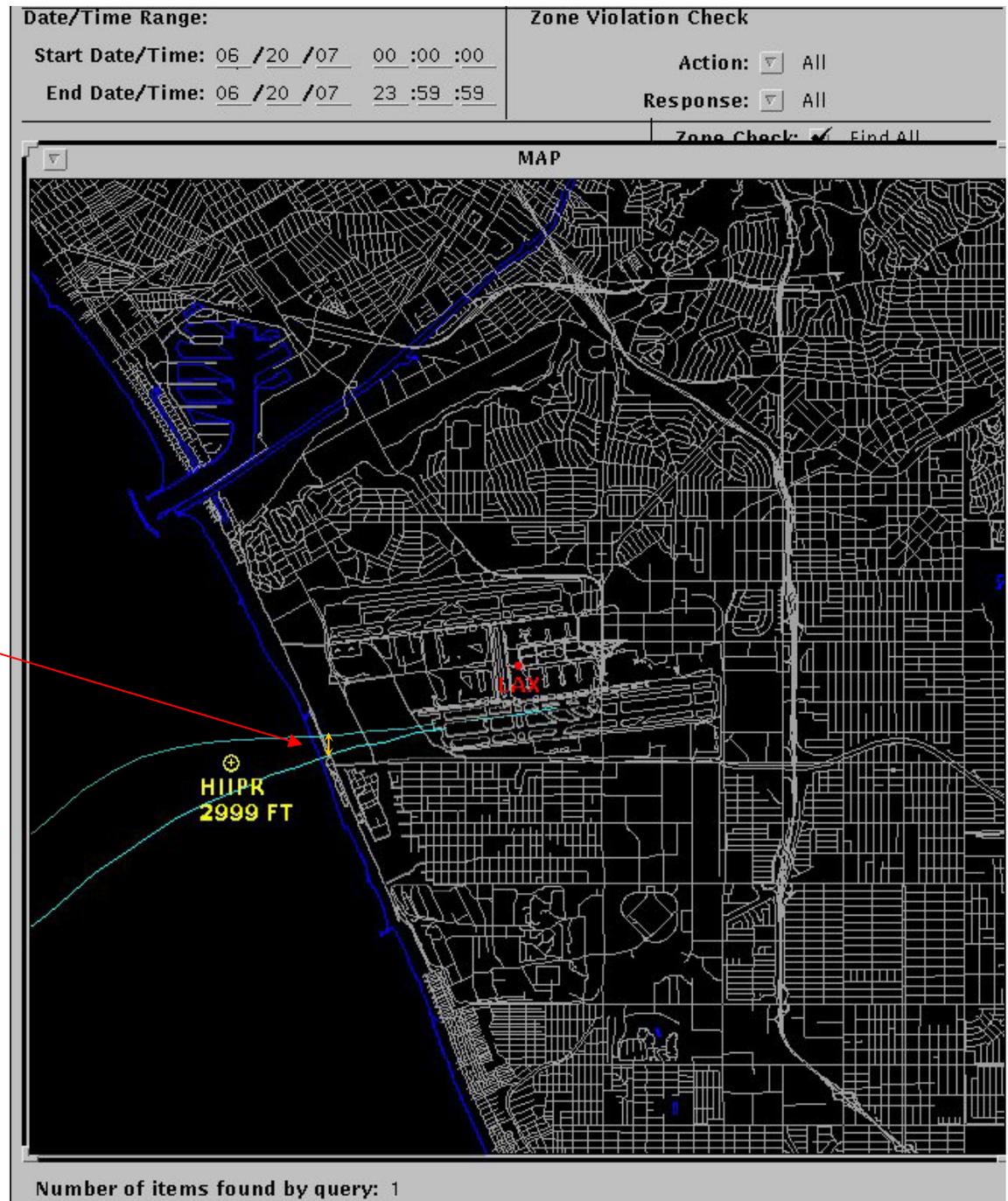
October 15, 2006



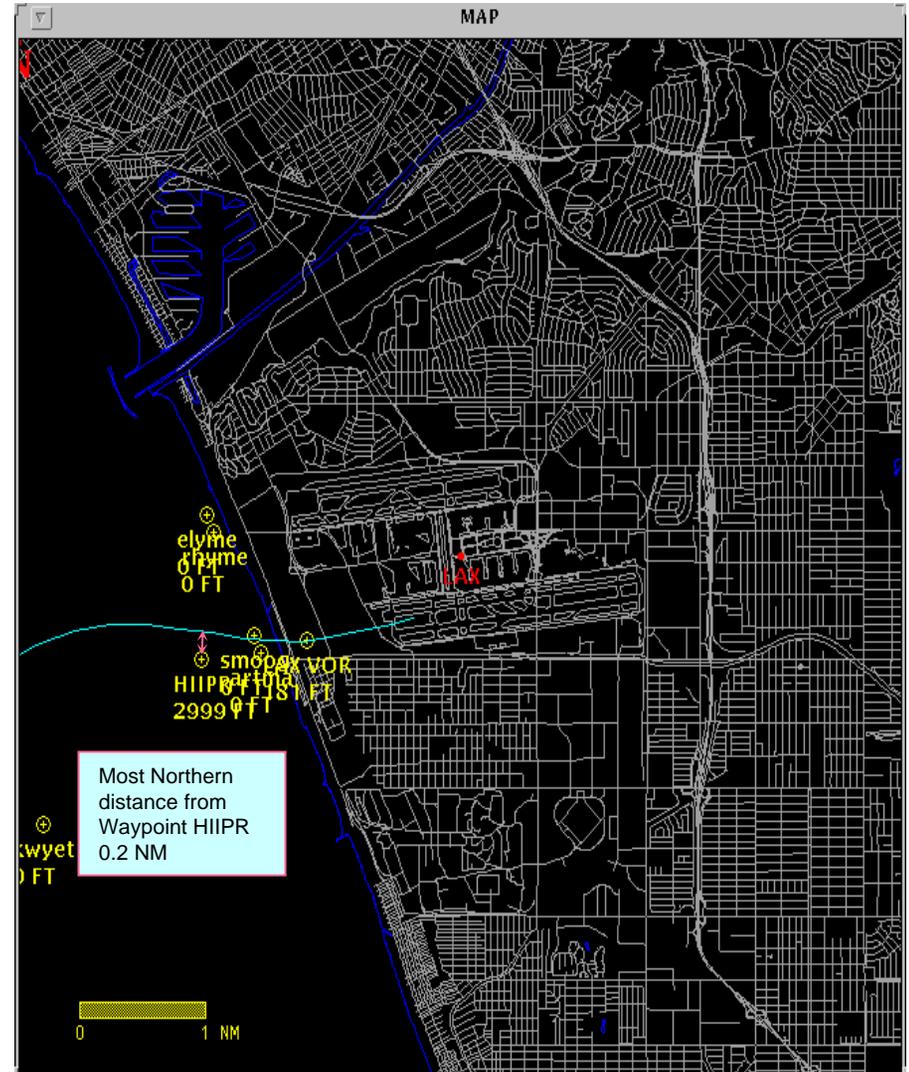
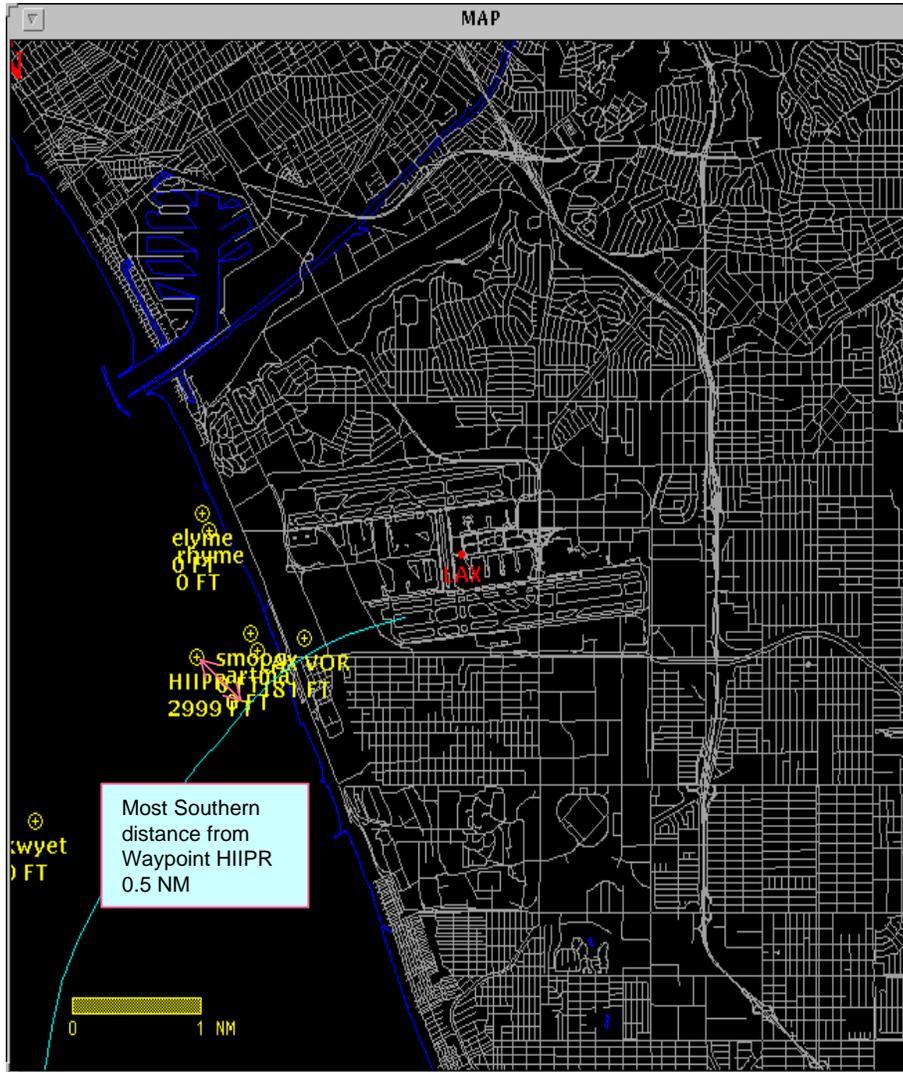
June 15, 2007

Track distance comparison:

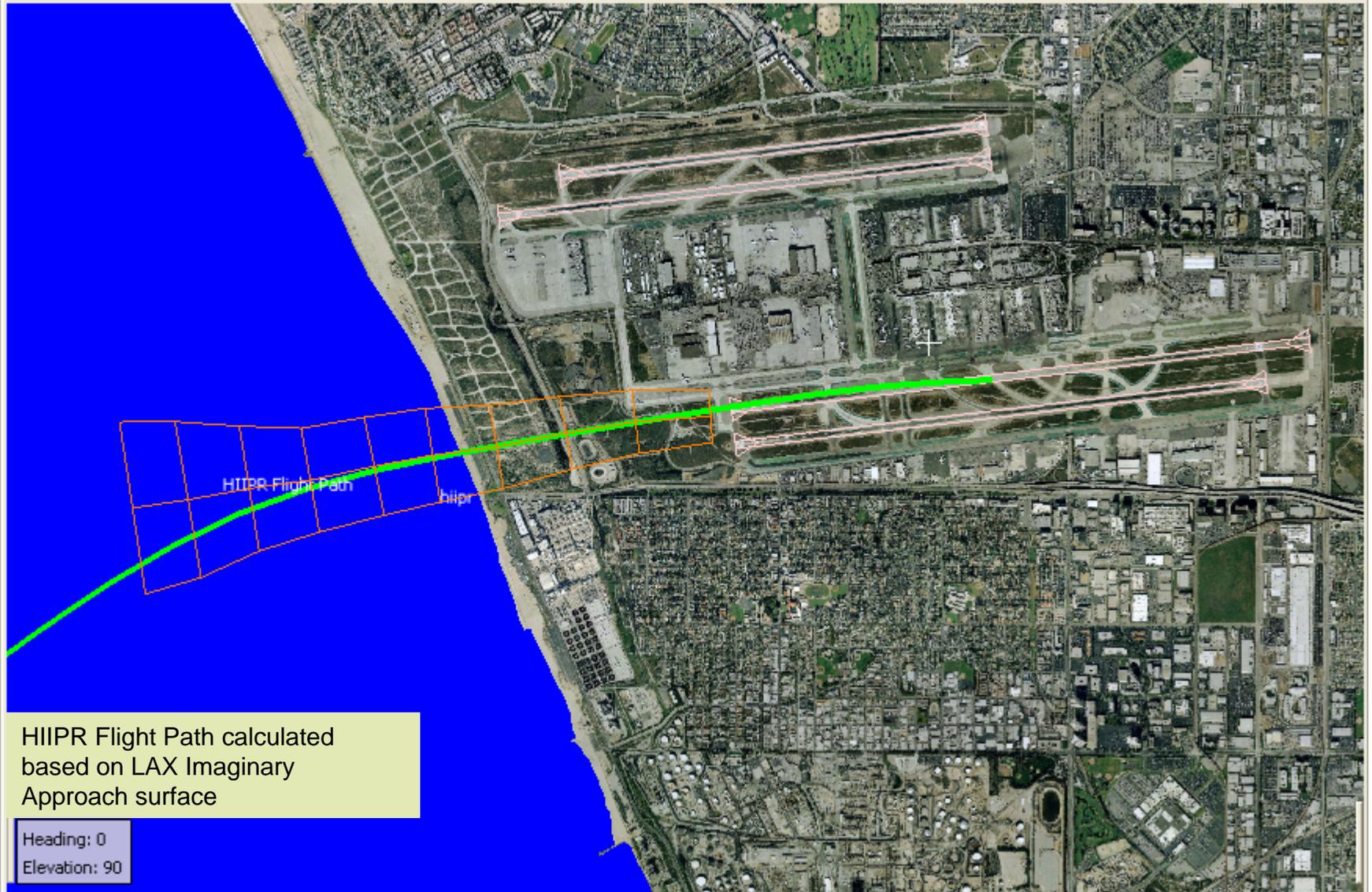
Gap between tracks show a closer distance to the community of approximately 900' from North to South at the shoreline.



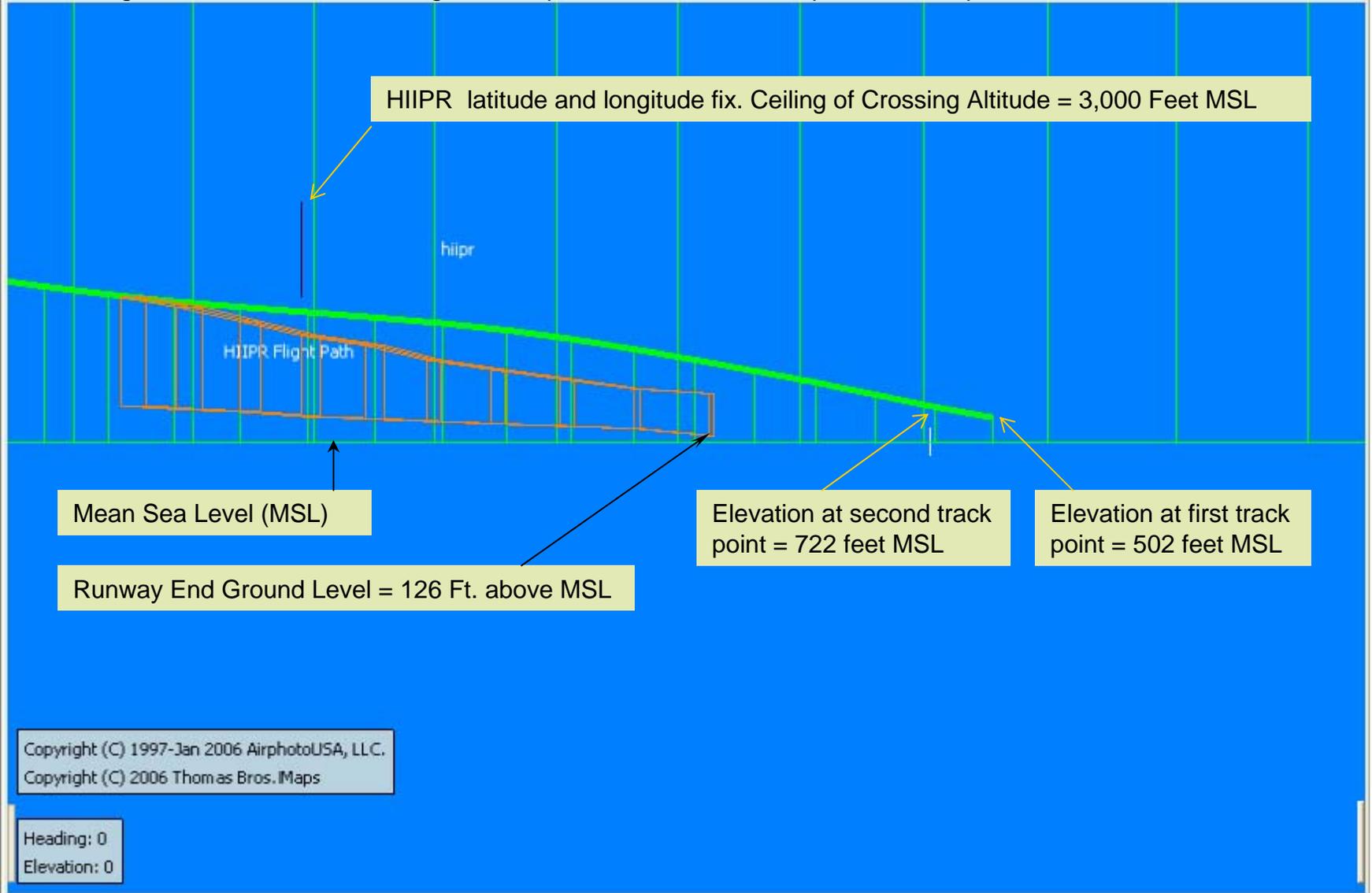
Tracks for April 25, 2007 furthest from Waypoint HIIPR



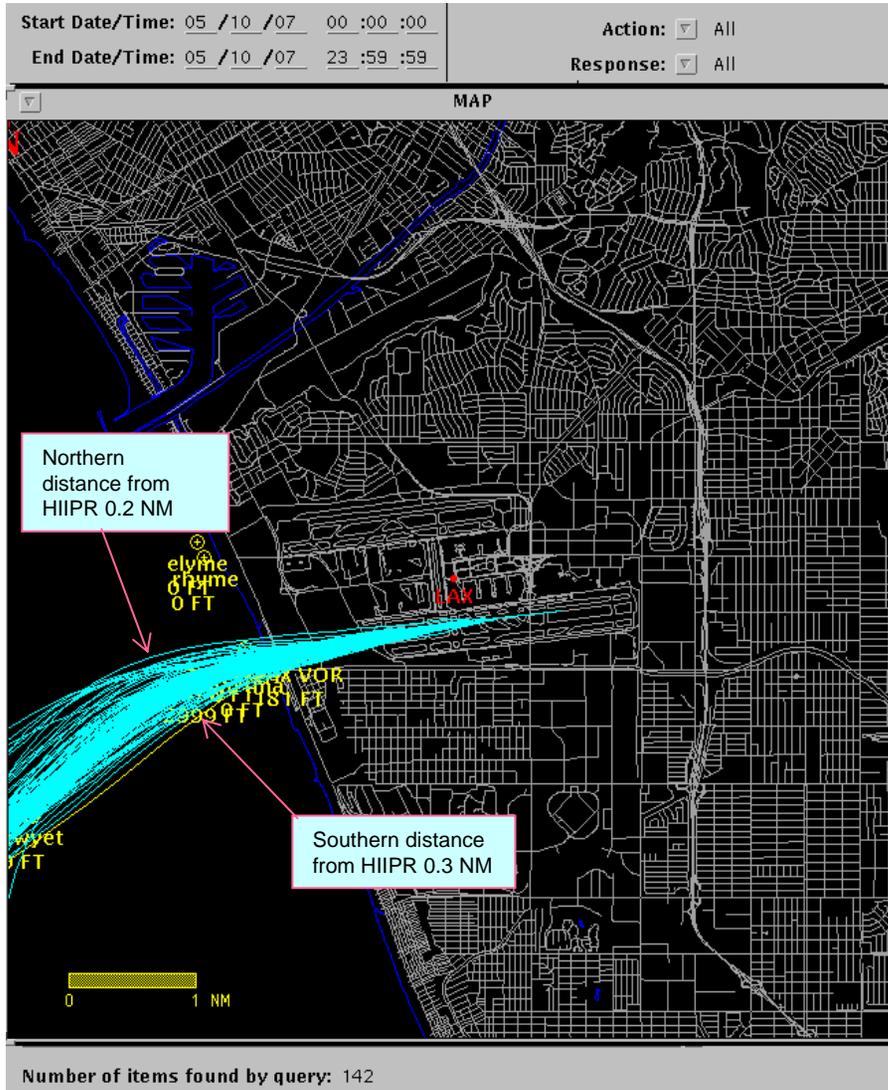
FedEx flight FDX3654 A306 following Holtz Departure Procedure from previous Comparison on 4/25



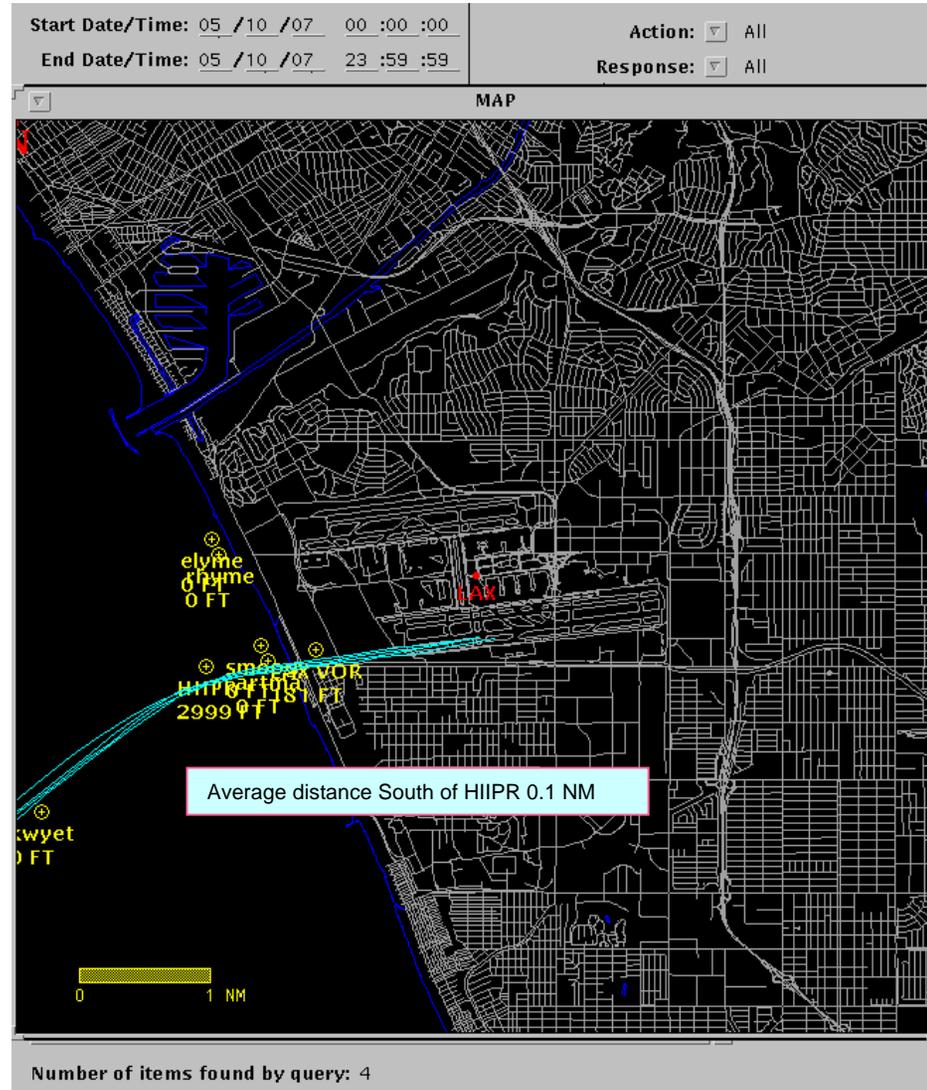
FedEx flight FDX3654 A306 following Holtz Departure Procedure from previous Comparison on 4/25



Data Comparison on May 10, 2007



Runway 25R



Runway 25L

STANDARD INSTRUMENT DEPARTURES USING RADAR VECTORS TO JOIN RNAV ROUTES

U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL AVIATION ADMINISTRATION

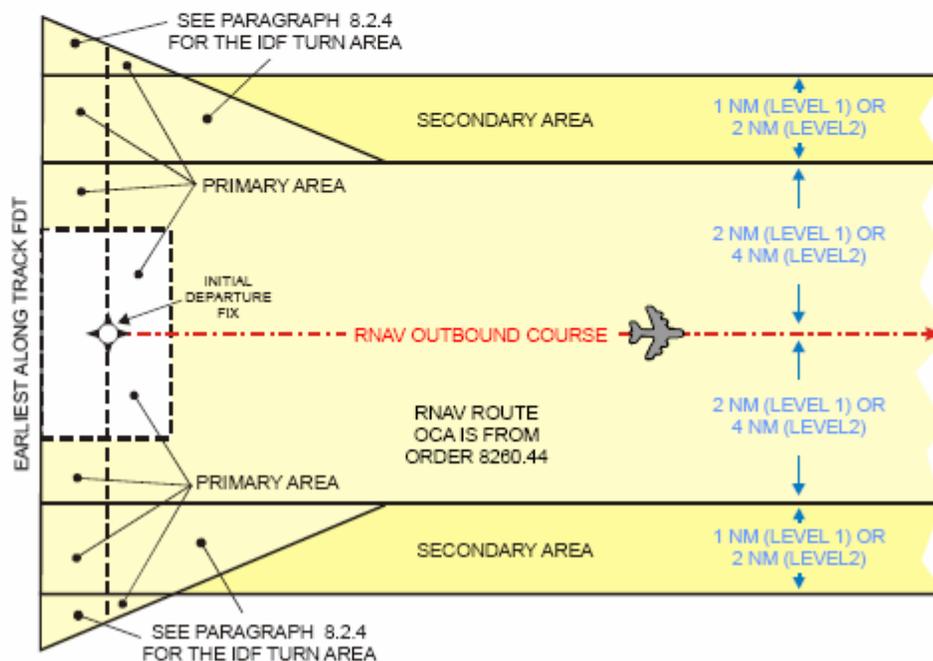
7/25/05

ORDER # 8260.53

9.2 AREA.

Apply level 2 (RNP 2.0) route width, as described in Order 8260.44, to the RNAV route segment of the SID. Exception: You may use level 1 (RNP 1.0) criteria, within 30 NM of the departure airport, if the conditions and limitations stated in Orders 8260.44 and 8260.46 are met. If level 1 criteria are used, the area width beyond 30 NM is the same as level 2 primary and secondary area widths. Additional area for the IDF turn area must be considered in the obstacle evaluation of the RNAV route as indicated in paragraph 8.2.4 (see figure 24).

Figure 24. Area for First Segment of RNAV Route



Airway Access based on a 1NM width using information obtained from F.A.A. order #8260.53 dated July 25, 2005

