



September 7, 2006

Ms. Marion C. Blakey, Administrator
Federal Aviation Administration
800 Independence Avenue, S.W.,
Washington, D.C., 20590

Dear Ms Blakey:

The Los Angeles International Airport (LAX)/Community Noise Roundtable (Roundtable) was created by Los Angeles World Airports (LAWA) in September 2000 as a follow-up to the Federal Aviation Administration's (FAA) Southern California Task Force. The Roundtable is intended to reduce and mitigate adverse aircraft noise impacts that the users of LAX produce on surrounding communities. Membership of the Roundtable consists of state and local elected officials and staff, representatives of congressional offices, members of recognized community groups, the FAA, the airlines, and LAWA Management. This forum provides a mechanism that attempts to ensure cooperation between LAX and local impacted communities in achieving noise impact reduction to those communities wherever possible.

The purpose of this letter is to add our support to your efforts in developing procedures implementing Controlled Descent Approaches (CDA) at airports in the United States. The research work previously done at Louisville International Airport, and is currently underway at San Francisco International Airport by NASA and Boeing Aircraft, is of interest to the Roundtable because of its potential for noise reduction in communities under the approach paths. The members of the Roundtable are interested in having similar research on CDA's conducted at LAX.

We appreciate the FAA's involvement in the evaluation of CDA's and encourage the early implementation of these procedures in the Los Angeles basin airspace. We believe that the noise reduction benefits possible from CDA procedures would be significant in mitigating several of our noise impact issues, and improving the lives of people affected by the noise from aircraft arrivals to LAX.

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Thank you very much for your consideration of this request. Please address your reply to the LAX/Community Noise Roundtable, c/o Los Angeles World Airports, Noise Management Division, 1 World Way, P.O. Box 92216, Los Angeles, CA 90009-2216, attn. Robert Holden.

Yours very truly,



John Mc Taggart, Chairman

LAX/Community Noise Roundtable
Representing Los Angeles County Fourth District Supervisor Don Knabe

cc: Honorable Senator Dianne Feinstein
Honorable Senator Barbara Boxer
Honorable Congressman Dana Rhorabacher
Honorable Congresswoman Jane Harman
House Transportation and Infrastructure Committee
Senate Commerce, Science and Transportation Committee
Honorable Congresswoman Maxine Waters
Roundtable Members
City of Monterey Park
G. Park, RPV
W. Withycombe, FAA
Mr. Mark Church, Chairman, San Francisco International Airport/Community
Roundtable
Arlene Mulder, Chair, Chicago O'Hare Noise Commission



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

Western-Pacific Region
Office of the Regional Administrator

P. O. Box 92007
Los Angeles, CA 90009-2007

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Mr. John McTaggart, Chairman
LAX/Community Noise Roundtable
1 World Way
Los Angeles, CA 92216

Dear Mr. McTaggart:

Administrator Marion Blakey has asked me to respond to your letter of September 7, 2006, regarding your interest and support of Continuous Descent Arrival (CDA) procedures in the Los Angeles Basin airspace.

Thank you for your on-going efforts working with the Federal Aviation Administration (FAA) to develop safe and efficient solutions that improve the quality of life for the communities surrounding the Los Angeles International Airport (LAX). The LAX/Community Noise Roundtable has a valuable role in supporting open communications, information sharing and problem solving.

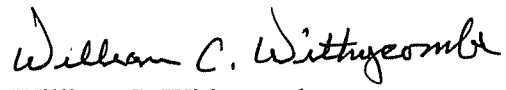
Continuous Descent Arrival is one concept being studied by the FAA to meet capacity demands in an environmentally sound manner. A pilot CDA demonstration project in Louisville, Kentucky, shows CDA has promise in reducing emissions and noise impacts. Louisville and similar projects elsewhere also demonstrate that additional research is needed before CDA procedures become viable for public use. One critical issue involves airspace designs and the interaction of adjacent air traffic procedures and traffic flows. As you can imagine, complex airspace and procedural changes require extensive evaluation of operational and environmental impacts.

Research on CDA is already proving valuable in the design of advanced Area Navigation (RNAV) procedures for Los Angeles International Airport. Several procedures using an optimized vertical flight profile have been implemented or are under study. These types of procedures help to reduce emissions and noise impact, and can be safely integrated into the current air traffic system. While a true idle-descent CDA procedure may not prove viable, we will continue to optimize profiles where possible.

The redesign of the airspace in the Los Angeles Basin metropolitan area is one of the initiatives identified in the FAA's Flight Plan. As funding allows, the FAA will pursue airspace redesign for the Los Angeles Basin and implement optimized vertical profiles or idle-descent procedures if possible. Part of that project will include exploring options to improve efficiency and reduce environmental impacts on communities, including the city of Monterey Park.

Thank you again for your support and interest of the LAX/Community Noise Roundtable. If you have any questions about this matter, please contact John Clancy, Director of Terminal Operations, Western Service Area, at (425) 227-2521.

Sincerely,

A handwritten signature in black ink that reads "William C. Withycombe". The signature is written in a cursive style with a large initial 'W'.

William C. Withycombe
Regional Administrator