



February 13, 2008

Mr. Robert A. Sturgell, Acting Administrator
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

Dear Mr. Sturgell:

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 Southern California Task Force. The Roundtable is intended to reduce and mitigate adverse aircraft noise impacts that the users of LAX create 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.

I would like to take this opportunity to thank you for all the efforts by FAA staff to alleviate the serious noise disturbances to the City of El Segundo created by aircraft departing LAX from the airport's south runways last year.

I would also like to take this opportunity to thank and commend Mr. Walter White, Airspace and Procedures Support Manager of Southern California TRACON, for his hard work and efforts in revising the three RNAV (Area Navigation) departure procedures at LAX. The revisions to the three existing RNAV procedures (HOLTZ NINE, KARVR THREE, and OSHNN THREE) that were published on December 20, 2007, were revised and published in record time to help provide noise relief to the residents of El Segundo.

During the Roundtable's meeting on January 9, 2008, Mr. White also presented information on a new RNAV departure procedure for turboprops. The turboprop departure RNAV, known as the JEDDD, is scheduled to be published in mid-2008 and should move almost all turboprop aircraft offshore from the Palos Verdes Peninsula and provide much needed noise relief to those residents. The Roundtable wholeheartedly supports implementation of the JEDDD RNAV.

Also during the January 9th meeting, Mr. White informed the Roundtable of a new Continuous Descent Arrival (CDA) procedure, also referred to as a Flight Idle Descent procedure that was made operational at LAX. This arrival procedure, known as the RIIVR ONE arrival, was also published and implemented on December 20, 2007. The Roundtable thanks the FAA for establishing the RIIVR ONE arrival procedure and supports the creation of additional CDA's for LAX and other airports in the Los Angeles

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region. These procedures have been shown to reduce noise to people affected by airport's arrival operations, and have also been shown to reduce the emission of air pollutants from aircraft using a CDA. The reduction of air pollutants is also important to the residents of the entire Los Angeles air basin.

In closing, the members of the Roundtable appreciate the ongoing support of the FAA in its ongoing efforts. To reply to this letter please address correspondence to me c/o LAX/Community Noise Roundtable, P.O. Box 92216, Los Angeles, CA 90009-2216, Attn. Robert Holden.

Sincerely,



John McTaggart, Chairman

Representing Los Angeles County Fourth District Supervisor Don Knabe

cc: W. Withycombe, FAA
L. O'Brien, FAA
S. Avery, FAA
G.M. Lindsey, LAWA
Roundtable members