



October 3, 2002

Mr. Geoff Dixon, Chief Executive Officer
Qantas Airlines
Qantas Centre
203 Coward Street
Mascot, Sydney, NSW
Australia, 2020

Dear Mr. Dixon:

On behalf of the members of the Los Angeles International Airport/Community Noise Roundtable, I want to thank you for Qantas Airways' (your airline's) appearance at our September 11, 2002 meeting. I would also like to thank your company's representative, Captain David Oliver, for his presentation to the members of the Roundtable and public that were present at the meeting.

The appearance was in response to Los Angeles World Airports Acting Executive Director, Mr. Paul Green's, July 19, 2002 letter to you on the Roundtable's behalf requesting your assistance in addressing this serious noise problem. As noted in Mr. Green's letter, significant noise impacts on the communities surrounding Los Angeles International Airport (LAX) are caused by the few easterly departures during the time when the LAX Over-Ocean Operations preferential runway use procedure is in effect.

Captain Oliver's presentation, together with the presentations made by the other four airlines present that night, provided us with a better understanding of how the combination of aircraft type, stage length, payload, LAX's layout, other airport's curfews and slotting arrangements, and meteorological conditions are interrelated, and how they effect the dispatching of flights. We also are now aware that creative approaches to addressing this noise problem can be effective in eliminating easterly departures during the noise-sensitive hours of LAX's Over-Ocean Operations.

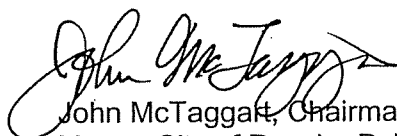
We hope that Captain Oliver will relate to you and your company's management and pilots the serious noise impacts caused by these easterly departures upon tens of thousands of people residing in communities around LAX. We also hope that he will share with you the actions proposed or taken by China Airlines and Northwest Airlines to eliminate these easterly departures. The members of the Roundtable are requesting that your airline take similar measures that would remove Qantas Airways aircraft from these non-conforming operations.

Mr. Geoff Dixon
October 3, 2002
Page 2

The meet-and-confer opportunity offered by the Roundtable provides a means to take advantage of the expertise available within the airline industry, the FAA, airport staff and the public, and to do so in a non-adversarial forum. We look forward to continued participation by your airline with the Roundtable's membership as we address other LAX noise-related issues.

Again, thank you for allowing Captain Oliver to attend the Roundtable meeting. The members of the Roundtable look forward to hearing from you on Qantas Airway's proposed actions to reduce these noise impacts from your operations at LAX.

Yours very truly,



John McTaggart, Chairman
Mayor, City of Rancho Palos Verdes

cc: Roundtable Members
Lydia H. Kennard, LAWA
Paul L. Green, LAWA



October 3, 2002

Mr. Richard H. Anderson, Chief Executive Officer
Northwest Airlines
5101 Northwest Dr.
St. Paul, MN 55111-3034

Dear Mr. Anderson:

On behalf of the members of the Los Angeles International Airport/Community Noise Roundtable, I want to thank you for Northwest Airlines' (your airline's) appearance at our September 11, 2002 meeting. I would also like to thank your company's representative, Captain Greg Braden, for his timely and especially responsive presentation to the members of the Roundtable and public that were present at the meeting.

The appearance was in response to Los Angeles World Airports Acting Executive Director, Mr. Paul Green's, July 19, 2002 letter to you on the Roundtable's behalf requesting your assistance in addressing this serious late-night noise problem. As noted in Mr. Green's letter, significant noise impacts on the communities surrounding LAX are caused by a few easterly departures during the time when the LAX Over-Ocean Operations preferential runway use procedure is in effect.

Captain Braden's presentation and his response to questions from Roundtable members and the public made it evident that Northwest Airlines has recognized the problem and is taking corrective action in response to the concerns of the communities. In doing so, it is clear that your company has a keen awareness of the noise impacts due to your airline's east departures that have disturbed tens of thousands of people residing near LAX.

The meet-and-confer opportunity offered by the Roundtable provides a way to take advantage of the expertise available within the airline industry, the FAA, airport staff and the public, and to do so in a non-adversarial forum. We look forward to continued participation by your airline with the Roundtable's membership as we address other LAX noise-related issues.

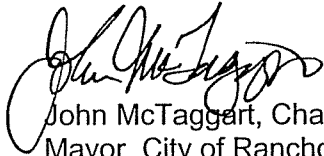
Mr. Richard H. Anderson

October 3, 2002

Page 2

Again, thank you for Northwest Airlines' efforts to reduce the noise impacts from your operations at LAX.

Yours very truly,

A handwritten signature in black ink, appearing to read "John McTaggart". The signature is fluid and cursive, with a large initial "J" and "M".

John McTaggart, Chairman
Mayor, City of Rancho Palos Verdes

cc: Roundtable Members
Lydia H. Kennard, LAWA
Paul L. Green, LAWA
Capt. Greg Braden, Northwest Airlines



October 3, 2002

Mr. Yang Ho Cho, Chief Executive Officer
Korean Airlines
7F, KAL Operations Center
1370 Gonghang-Dong, Kangso-Ku
Seoul, Korea

Dear Mr. Cho:

On behalf of the members of the Los Angeles International Airport/Community Noise Roundtable, I want to thank you for Korean Airlines' (your airline's) appearance at our September 11, 2002 meeting. I would also like to thank your company's representative, Ms. Phoebe Im, for her presentation to the members of the Roundtable and public that were present at the meeting.

The appearance was in response to Los Angeles World Airports Acting Executive Director, Mr. Paul Green's, July 19, 2002 letter to you on the Roundtable's behalf requesting your assistance in addressing this serious noise problem. As noted in Mr. Green's letter, significant noise impacts on the communities surrounding Los Angeles International Airport (LAX) are caused by the few easterly departures during the time when the LAX Over-Ocean Operations preferential runway use procedure is in effect.

Ms. Im's presentation, together with the presentations made by the other four airlines present that night, provided us with a better understanding of how the combination of aircraft type, stage length, payload, the airport's layout and meteorological conditions are interrelated, and how they effect the dispatching of flights. We also are now aware that creative approaches to addressing this noise problem can be effective in eliminating easterly departures during the noise-sensitive hours of LAX's Over-Ocean Operations.

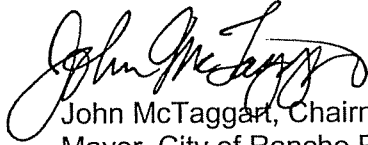
We hope that Ms. Im will relate to you and your company's management and pilots the serious noise impacts caused by these easterly departures upon tens of thousands of people residing in communities around LAX. We also hope that he will share with you the actions proposed or taken by China Airlines and Northwest Airlines to eliminate these easterly departures. The members of the Roundtable are requesting that your airline take similar measures that would remove Korean Airlines' aircraft from these non-conforming operations.

Mr. Yang Ho Cho
October 3, 2002
Page 2

The meet-and-confer opportunity offered by the Roundtable provides a means to take advantage of the expertise available within the airline industry, the FAA, airport staff and the public, and to do so in a non-adversarial forum. We look forward to continued participation by your airline with the Roundtable's membership as we address other LAX noise-related issues.

Again, thank you for allowing Ms. Im to attend the Roundtable meeting. The members of the Roundtable look forward to hearing from you on Korean Airlines' proposed actions to reduce these noise impacts from your operations at LAX.

Yours very truly,



John McTaggart, Chairman
Mayor, City of Rancho Palos Verdes

cc: Roundtable Members
Lydia H. Kennard, LAWA
Paul L. Green, LAWA



October 3, 2002

Ms Kitty Ruoh-Chi Yen, President
EVA Airways Corp.
16th Floor, 376 Hsin-nan Rd. Sec. 1 Luchu
Taoyuan Hsien, Taiwan, R.O.C.

Dear Ms Yen:

On behalf of the members of the Los Angeles International Airport/Community Noise Roundtable, I want to thank you for EVA Airways' (your airline's) appearance at our September 11, 2002 meeting. I would also like to thank your company's representative, Captain Andy Lim, for his presentation to the members of the Roundtable and public that were present at the meeting.

The appearance was in response to Los Angeles World Airports Acting Executive Director, Mr. Paul Green's, July 19, 2002 letter to you on the Roundtable's behalf requesting your assistance in addressing this serious noise problem. As noted in Mr. Green's letter, significant noise impacts on the communities surrounding Los Angeles International Airport (LAX) are caused by the few easterly departures during the time when the LAX Over-Ocean Operations preferential runway use procedure is in effect.

Captain Lim's presentation, together with the presentations made by the other four airlines present that night, provided us with a better understanding of how the combination of aircraft type, stage length, payload, the airport's layout and meteorological conditions are interrelated, and how they effect the dispatching of flights. We also are now aware that creative approaches to addressing this noise problem can be effective in eliminating easterly departures during the noise-sensitive hours of LAX's Over-Ocean Operations.

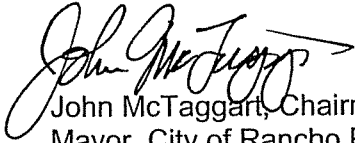
We hope that Captain Lim will relate to you and your company's management and pilots the serious noise impacts caused by these easterly departures upon tens of thousands of people residing in communities around LAX. We also hope that he will share with you the actions proposed or taken by China Airlines and Northwest Airlines to eliminate these easterly departures. The members of the Roundtable are requesting that your airline take similar measures that would remove EVA Airways aircraft from these non-conforming operations.

Ms Kitty Ruoh-Chi Yen
October 3, 2002
Page 2

The meet-and-confer opportunity offered by the Roundtable provides a means to take advantage of the expertise available within the airline industry, the FAA, airport staff and the public, and to do so in a non-adversarial forum. We look forward to continued participation by your airline with the Roundtable's membership as we address other LAX noise-related issues.

Again, thank you for allowing Captain Lim to attend the Roundtable meeting. The members of the Roundtable look forward to hearing from you on EVA Airway's proposed actions to reduce these noise impacts from your operations at LAX.

Yours very truly,

A handwritten signature in black ink, appearing to read "John McTaggart", with a long horizontal flourish extending to the right.

John McTaggart, Chairman
Mayor, City of Rancho Palos Verdes

cc: Roundtable Members
Lydia H. Kennard, LAWA
Paul L. Green, LAWA



October 3, 2002

Mr. Phillip Wei, President
China Airlines
131 Section 3 Nanking East Road
Taipei, Taiwan, ROC

Dear Mr. Wei:

On behalf of the members of the Los Angeles International Airport/Community Noise Roundtable, I want to thank you for China Airlines' (your airline's) appearance at our September 11, 2002 meeting. I would also like to thank your company's representative, Captain Lee Kane, for his timely and especially responsive presentation to the members of the Roundtable and public that were present at the meeting.

The appearance was in response to Los Angeles World Airports Acting Executive Director, Mr. Paul Green's, July 19, 2002 letter to you on the Roundtable's behalf requesting your assistance in addressing this serious late-night noise problem. As noted in Mr. Green's letter, significant noise impacts on the communities surrounding LAX are caused by a few easterly departures during the time when the LAX Over-Ocean Operations preferential runway use procedure is in effect.

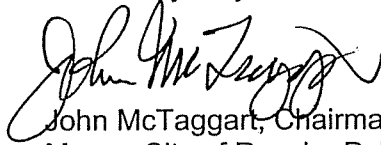
Captain Kane's presentation and his response to questions from Roundtable members and the public made it evident that China Airlines has recognized the problem and is taking corrective action in response to the concerns of the communities. In doing so, it is clear that your company has a keen awareness of the noise impacts due to your airline's east departures that have disturbed tens of thousands of people residing near LAX.

The meet-and-confer opportunity offered by the Roundtable provides a way to take advantage of the expertise available within the airline industry, the FAA, airport staff and the public, and to do so in a non-adversarial forum. We look forward to continued participation by your airline with the Roundtable's membership as we address other LAX noise-related issues.

Mr. Philip Wei
October 3, 2002
Page 2

Again, thank you for China Airlines' efforts to reduce the noise impacts from your operations at LAX.

Yours very truly,

A handwritten signature in black ink, appearing to read "John McTaggart". The signature is fluid and cursive, with the first name "John" being particularly prominent.

John McTaggart, Chairman
Mayor, City of Rancho Palos Verdes

cc: Roundtable Members
Lydia H. Kennard, LAWA
Paul L. Green, LAWA