



Bob's

May 1, 2007

Senator Barbara Boxer  
112 Hart Senate Office Building  
Washington, D.C., 20510

Dear Senator Boxer:

The Los Angeles International Airport/Community Noise Roundtable (Roundtable) was formed in 2000 as a follow-up to the work of the Federal Aviation Administration's (FAA) Southern California Task Force. The Roundtable is composed of several participating government entities, elected officials, community groups, the FAA, and Los Angeles World Airports (LAWA). The Roundtable provides a non-adversarial forum to deliberate aviation noise issues that impact communities around LAX. The position adopted by the Roundtable, as stated in this correspondence, is not the official position of the City of Los Angeles or Los Angeles World Airports. The Roundtable is a voluntary and independent body and this position is the opinion of the majority of the membership.

The membership of the Roundtable submits this letter in support of the FAA Reauthorization Bill, currently being considered in Congress. It is the experience of the communities adjacent to LAX reveal that the most important contributions to noise reduction in the past twenty years has been the introduction of Stage 3 aircraft, the retirement of the louder Stage 2 aircraft, and FAA-funded noise mitigation programs. The Roundtable believes that it is important that federal noise policy continues to be supportive of local noise concerns and mitigation efforts.

It is the Roundtable's opinion that the Airport Noise and Capacity Act of 1990 (ANCA) has addressed, but has not solved, the aircraft noise problems in our communities. Because ANCA has effectively removed local noise abatement options from airport proprietors, local communities impacted by aircraft noise are basically left with sound insulation and land acquisition programs as the remaining local initiatives to address noise impacts, even though the use of the 65 CNEL/DNL Noise contour as an eligibility criteria is contrary to our local experience.

We have found that sound insulation offers some relief in the most heavily impacted residential areas and support your efforts to continue funding in the Reauthorization Bill.

However, these efforts alone will not achieve the necessary mitigation of noise in the future. The opportunity to apply yet another round of improved technology in the reduction of noise impacts in local communities is seen by the Roundtable members as an essential element in the ability to provide airport capacity for the projected growth in aviation activity.

It is important to the Roundtable members that the mitigation of aircraft noise be a paramount consideration. Aircraft noise currently adversely affects the daily lives of hundreds of thousands of people residing and working in the vicinity of LAX and

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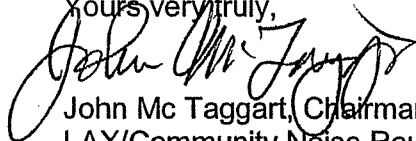
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Thank you for your consideration of this request. Please address your reply to me c/o LAX/Community Noise Roundtable, P.O. Box 92216, Los Angeles, CA 90009-2216, Attn. Robert Holden.

Yours very truly,



John Mc Taggart, Chairman  
LAX/Community Noise Roundtable

cc: House Transportation and Infrastructure Committee  
Senate Commerce, Science and Transportation Committee  
Roundtable Members  
Mr. Mark Church, Chairman, San Francisco International Airport/Community  
Roundtable  
Arlene Mulder, Chair, Chicago O'Hare Noise Commission



Bob's

May 1, 2007

Senator Dianne Feinstein  
331 Hart Senate Office Building  
Washington, D.C., 20510

Dear Senator Feinstein:

The Los Angeles International Airport/Community Noise Roundtable (Roundtable) was formed in 2000 as a follow-up to the work of the Federal Aviation Administration's (FAA) Southern California Task Force. The Roundtable is composed of several participating government entities, elected officials, community groups, the FAA, and Los Angeles World Airports (LAWA). The Roundtable provides a non-adversarial forum to deliberate aviation noise issues that impact communities around LAX. The position adopted by the Roundtable, as stated in this correspondence, is not the official position of the City of Los Angeles or Los Angeles World Airports. The Roundtable is a voluntary and independent body and this position is the opinion of the majority of the membership.

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Yours very truly,

A handwritten signature in black ink, appearing to read "John Mc Taggart". The signature is written in a cursive, flowing style with a large initial "J".

John Mc Taggart, Chairman  
LAX/Community Noise Roundtable

cc: House Transportation and Infrastructure Committee  
Senate Commerce, Science and Transportation Committee  
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Mr. Mark Church, Chairman, San Francisco International Airport/Community  
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Arlene Mulder, Chair, Chicago O'Hare Noise Commission



Book's

May 1, 2007

Congresswoman Maxine Waters  
2344 Rayburn House Office Building  
Washington, D.C., 20515

Dear Congresswoman Waters:

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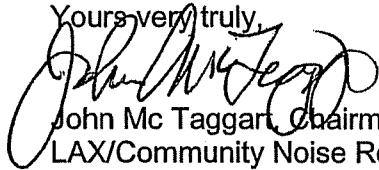
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Arlene Mulder, Chair, Chicago O'Hare Noise Commission



Boha's

May 1, 2007

Congresswoman Jane Harman  
2400 Rayburn House Office Building  
Washington, D.C., 20515

Dear Congresswoman Harman:

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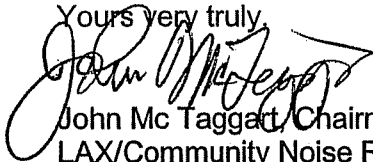
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Bob's

May 1, 2007

Congresswoman Dianne Watson  
125 Cannon House Office Building  
Washington, D.C., 20515-0533

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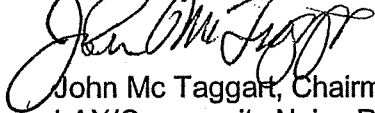
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