



July 18, 2007

Ms. Gina Marie Lindsey
Executive Director
Los Angeles World Airports
1 World Way, P.O. Box 92216
Los Angeles, CA 90009-2216

Dear Ms. Lindsey

First, I would like to congratulate you on your appointment as Executive Director of LAWA. The LAX/Community Noise Roundtable (Roundtable) looks forward to working with you in reducing the noise impacts of LAX aircraft operations on our member communities.

I am writing this letter regarding a serious noise disturbance issue to the residents of the City of El Segundo due to aircraft departures from LAX using Runway 25L. These departures are especially disturbing during noise sensitive early morning hours. Numerous 25L departures are from cargo operators, such as FedEx, who are assigned that runway by the FAA to avoid having aircraft cross two active runways to depart on Runway 25R.

FAA Tower personnel have brought to our attention that there is a potential solution to this problem. During the relocation of Runway 25L, LAWA recommissioned end-around taxiway CC to allow aircraft operating out of LAX's south complex to avoid the construction and depart from 25R. After reopening Runway 25L, Taxiway CC was decommissioned and the FAA re-installed the Runway 25L Cat III lighting system. In doing so the FAA placed two sets of the system's light poles on the former taxiway's pavement, and two sets adjacent to the taxiway.

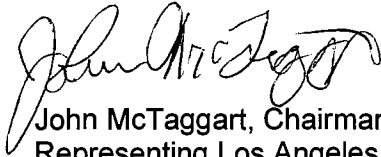
Staff of LAWA's Noise Management and LAX Airfield Operations Divisions have evaluated the placement of the Cat III lighting system on decommissioned Taxiway CC, and are of the opinion that there may be a solution that could be relatively inexpensive to implement. It would involve relocating the centerline of Taxiway CC approximately 20 ft. and the installation of a system that could be activated by the FAA Tower, which would lower four sets of lights (two on the taxiway and two adjacent to the taxiway for a total of 12 or 13 lighting poles) when LAX is not in Cat II or III conditions. This would provide necessary wing and engine clearance for the aircraft to use Taxiway CC to depart 25R without crossing active runways. When the Cat III lighting system is needed, the FAA Tower personnel would be able to raise the lights from the Tower to their operable condition and restrict use of Taxiway CC.

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The membership of the Roundtable are requesting that LAWA join with the FAA and conduct a feasibility study to determine if implementation of this would be possible. The Roundtable also requests that, if the feasibility study shows it is possible, LAWA to urge the FAA to implement the system and provide funding if needed. This would provide much-needed noise relief to the residents of El Segundo during these early morning noise sensitive hours.

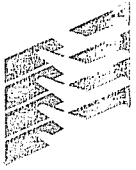
Thank you for your consideration of this request. Please address any reply to me c/o Robert Holden, LAWA Noise Management Division, 1 World Way, PO Box 92216, Los Angeles, CA 90009-2216.

Sincerely,



John McTaggart, Chairman
Representing Los Angeles County Fourth District Supervisor Don Knabe

cc. W. Withycombe, FAA
Sherry Avery, FAA Tower Chief
Michael Digirolamo, LAWA
Jens Rivera, LAX Airport Manager
Ray Jack, LAX Airfield Operations
Roundtable Members



Los Angeles World Airports

August 27, 2007

Mr. John McTaggart, Chairman
LAX Community Noise Roundtable
c/o Robert Holden
Los Angeles World Airports
Noise Management Division
1 World Way
Los Angeles, CA 90009-2216

LAX

Subject: Feasibility Study - Recommission of Taxiway CC

Ontario

Dear Mr. McTaggart:

Van Nuys

Palmdale

City of Los Angeles

Antonio R. Villaraigosa
Mayor

Board of Airport
Commissioners

Alan I. Rothenberg
President

Valeria C. Velasco
Vice President

Joseph A. Aredas
Michael A. Lawson
Sylvia Patsaouras
Fernando M. Torres-Gil
Walter Zifkin

Gina Marie Lindsey
Executive Director

This letter is in response to the suggestion made by the LAX Community Roundtable (Roundtable) to conduct a feasibility study to determine if Taxiway CC could be recommissioned if a system was developed that would enable several of the CAT III approach lights for Runway 25L to be lowered and raised as necessary to allow passage of aircraft on the taxiway. Your suggestion proposes that the CAT III approach lights currently located on decommissioned Taxiway CC be lowered during good weather conditions and raised during times of inclement weather. If the taxiway were to be recommissioned, this would allow aircraft to use Taxiway CC as a taxi route Runway 25R weather permitting.

This suggestion is worthy of consideration because general aviation and cargo aircraft, whose facilities are located on the southernmost boundary of the airport, are sometimes assigned by the Federal Aviation Administration Air Traffic Control (ATC) to depart from Runway 25L. Unfortunately, the use of the outer runway for departures can result in additional aircraft noise in El Segundo.

As you are aware, Los Angeles World Airports (LAWA) encourages ATC to assign the innermost runways for departures in an effort to reduce the noise impact on the surrounding communities. This voluntary program is commonly referred to as Preferential Runway Use Procedures. While the majority of aircraft depart from the inner runways, ATC sometimes assigns general aviation and cargo aircraft to depart from Runway 25L for safety considerations so that these aircraft do not have to taxi across an active runway while enroute to Runway 25R.

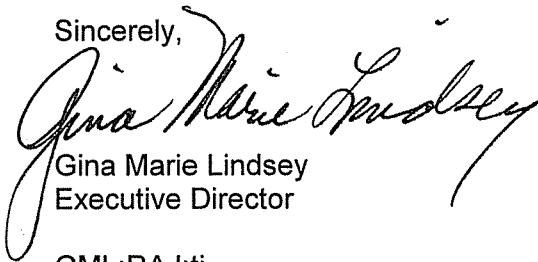
LAWA is committed to improving safety on the airfield and actively promotes various noise abatement programs to reduce the impact of aircraft noise on the surrounding communities. It is possible that the Roundtable's suggestion could enhance safety while also reducing aircraft noise on the south airfield complex. As a result, I have directed that a working group evaluate the proposed enhancement to determine if it is technically and operationally feasible. Mr. Roger Johnson, Deputy Executive Director – Environmental Services, will oversee the

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progress of the working group. Afterwards, I will report back to the Roundtable with the findings.

On a personal note, I am very pleased with the efforts that the Roundtable has made in working with LAWA to mitigate aircraft noise in the surrounding communities. The members of the Roundtable should feel proud of the positive contribution that they have had on our community. Your continued cooperation and dedication to reducing the noise impacts of aircraft operations at LAX is greatly appreciated.

Sincerely,

A handwritten signature in cursive script that reads "Gina Marie Lindsey". The signature is written in black ink and is positioned to the right of the word "Sincerely,".

Gina Marie Lindsey
Executive Director

GML:RAJ:ti