



February 13, 2008

William J. Logue  
Executive Vice President, Operations and Systems Support  
Federal Express Corp.  
P.O. Box 727  
Memphis, TN 38194

Dear Mr. Logue:

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 Roundtable has recently been informed that FedEx is planning to replace its remaining fleet of Boeing 727-200 aircraft with quieter Boeing 757-200 aircraft during the next eight years. The membership of the Roundtable would like to express our full support for this plan and encourage Fed Ex to expedite the process of replacing the B727-200 with the quieter aircraft as the B727-200 is one of the loudest aircraft remaining in the commercial airlines fleet.

According to LAWA records, FedEx's B727-200 operations at LAX, averaged from 600 to 1300 annual operations during the four-year period from 2003 to 2006 with a downward trend starting in 2004. By eliminating this aircraft from your company fleet, the noise impacted communities surrounding LAX will benefit from the relief of the high level of noise generated by this aircraft.

In closing, I would like to thank you for taking the initiative to eliminate the noisiest aircraft from your fleet. If you wish to contact us for further information 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: Roundtable members



**VIA FEDEX LETTER**

March 10, 2008

Mr. John McTaggart  
Chairman  
Los Angeles International Community Noise Roundtable  
1 World Way  
Los Angeles, CA 90045-5803

Dear Mr. McTaggart:


Your letter to William J. Logue, dated February 13, 2008, has been forwarded to me for a response.

FedEx Express is certainly aware of the good work being performed by the Noise Roundtable, and is fully supportive of its efforts over the past several years. We believe that we have enjoyed a cooperative and cordial relationship with both the Roundtable and the Airport, and will make every effort to ensure that we remain a responsible tenant of the Airport in the future.

You are indeed correct that FedEx has begun the process of replacing its Boeing 727-200 fleet with Boeing 757-200 aircraft. This process has already started, with the facility to convert the aircraft from passenger to freighter configuration. This process will continue with all due dispatch, but will take many years to complete. We believe that the induction of these aircraft into our fleet will have benefits to both FedEx and the airports we serve. At this time no decisions have been made about the deployment of these aircraft, and we can offer no firm commitments to the Roundtable about the dates that 757s will replace existing 727 service at LAX. However, you noted in your correspondence that 727 flights at LAX have been on a downward trend since 2004, and we have no reason to expect that this trend will not continue. Suffice it to say that FedEx will convert and deploy the 757s in an expeditious manner, as resources and space at conversion facilities allow.

We are most appreciative of your kind letter, and FedEx will make sure that the LAX Roundtable is updated from time-to-time about how the 757 program is progressing. In the meantime, if you have questions or wish to discuss this issue further, please do not hesitate to contact me.

Sincerely,

  
John M. Hansen  
Lead Counsel  
Regulatory Affairs

JMH/skw/721703

cc: William J. Logue  
M. Rush O'Keefe, Jr.  
Steven H. Taylor  
Sarah S. Prosser