



August 4, 2009

Mayor Frank Scotto  
City of Torrance  
3031 Torrance Blvd  
Torrance, CA 90503

Re: Request for Financial Support of the Los Angeles International Airport/Community Noise Roundtable

Dear Mayor Scotto:

The LAX/Community Noise Roundtable (Roundtable) was started in September 2000 to seek possible ways to reduce noise from aircraft operations to people residing in the vicinity of LAX, including the City of Torrance. Torrance residents may be exposed to noise from the overflight of turboprop aircraft and from the easterly departures of large jet aircraft during noise sensitive late night and early morning hours.

With the assistance and cooperation of the Federal Aviation Administration (FAA), the work of the Roundtable has led to a substantial reduction of turboprop aircraft overflying the City of Torrance by re-routing majority of those aircraft offshore and away from the inland cities. The FAA is also exploring other viable alternative solutions for the remaining turboprop aircraft currently overflying the City of Torrance.

In addition, at the request of the Roundtable, Los Angeles World Airports (LAWA) has initiated a Federal Aviation Regulations (FAR) Part 161 Study in effort to restrict aircraft from departing east from LAX during midnight to 6:30 a.m. when the airport is in Over-Ocean Operations. This study requires the approval of the FAA before such restriction can be implemented.

To progressively continue these and other noise reduction efforts, the Roundtable needs a consistent supply of financial support. Since the Roundtable's inception, LAWA has provided 100% of the funding to cover the costs of the Roundtable. However, due to LAWA's current financial situation, the Board of Airport Commissioners (BOAC) directed LAWA to reduce all expenses, including the expense of the Roundtable. The BOAC specifically directed LAWA to explore the possibility of sharing the cost of the Roundtable's facilitator contract with the member jurisdictions.

The facilitator is an essential member of the Roundtable who performs the necessary functions to assist in accomplishing the Roundtable's goals of reducing noise in the surrounding communities at LAX. Such duties include preparing numerous documents, meeting recaps and letters, and conducting noise analyses to test the effectiveness of existing and/or proposed aircraft noise abatement procedures. The facilitator also

Mayor Frank Scotto  
City of Torrance  
August 4, 2009  
Page 2


serves as an independent expert on noise-related issues and provides unbiased opinions and suggestions on such issues for the member communities. The services provided by the facilitator under the contract have proven to be very valuable to the Roundtable's membership.

I am requesting each of the city and county agencies with membership on the Roundtable to indicate its willingness to provide some level of financial assistance to maintain and continue the work of the Roundtable by making an annual contribution. If your city is willing to make such a contribution, please specify the amount you would be prepared to pay. The suggested minimum amount would be \$1000 per year, but a greater amount would certainly be appreciated. This practice is consistent with other airport noise roundtables such as the Oakland International Airport (OAK) and San Francisco International Airport (SFO) Roundtables, where each of their member jurisdictions currently pays \$1,000 and \$1,500 per year, respectively.

Thank you for your consideration of this request during these difficult economic times. I can assure you that the financial assistance provided by the City of Torrance will be used to continue the work of reducing aircraft noise from those communities affected by LAX operations.

Please provide a response by August 31, 2009, by letter or phone call, if possible, to simply indicate whether or not the City of Torrance would be agreeable to providing some level of financial support for the LAX Roundtable. Your correspondence should be directed to the LAX/Community Noise Roundtable, c/o Los Angeles World Airports, 1 World Way, P.O. Box 92216, Los Angeles, CA 90009-2216, attn. Robert Holden. If you have any questions or wish to provide a verbal response, please feel free to call Mr. Holden at (310) 646-9410 ext. 1046. You may also call me at (310) 377-6325.

Sincerely,



John C. McTaggart, Chairman  
LAX/Community Noise Roundtable  
Representing Los Angeles County Fourth District Supervisor Don Knabe

cc: Roundtable Members



August 4, 2009

Mayor Larry Clark  
City of Rancho Palos Verdes  
30940 Hawthorne Blvd  
Rancho Palos Verdes, CA 90275

Re: Request for Financial Support of the Los Angeles International Airport/Community Noise Roundtable

Dear Mayor Clark:

The LAX/Community Noise Roundtable (Roundtable) was started in September 2000 to seek possible ways to reduce noise from aircraft operations to people residing in the vicinity of LAX, including the City of Rancho Palos Verdes. Rancho Palos Verdes residents may be exposed to noise from the overflight of turboprop aircraft and from the easterly departures of large jet aircraft during noise sensitive late night and early morning hours.

With the assistance and cooperation of the Federal Aviation Administration (FAA), the work of the Roundtable has led to a substantial reduction of jet and turboprop aircraft overflying the Palos Verdes Peninsula by re-routing those aircraft offshore and away from the Peninsula. The FAA is also exploring other viable alternative solutions for the remaining turboprop aircraft currently overflying the Peninsula.

In addition, at the request of the Roundtable, Los Angeles World Airports (LAWA) has initiated a Federal Aviation Regulations (FAR) Part 161 Study in an effort to restrict aircraft from departing east from LAX during midnight to 6:30 a.m. when the airport is in Over-Ocean Operations. This study requires the approval of the FAA before such restriction can be implemented.

To progressively continue these and other noise reduction efforts, the Roundtable needs a consistent supply of financial support. Since the Roundtable's inception, LAWA has provided 100% of the funding to cover the costs of the Roundtable. However, due to LAWA's current financial situation, the Board of Airport Commissioners (BOAC) directed LAWA to reduce all expenses, including the expense of the Roundtable. The BOAC specifically directed LAWA to explore the possibility of sharing the cost of the Roundtable's facilitator contract with the member jurisdictions.

The facilitator is an essential member of the Roundtable who performs the necessary functions to assist in accomplishing the Roundtable's goals of reducing noise in the surrounding communities at LAX. Such duties include preparing numerous documents, meeting recaps and letters, and conducting noise analyses to test the effectiveness of

Mayor Larry Clark  
City of Rancho Palos Verdes  
August 4, 2009  
Page 2

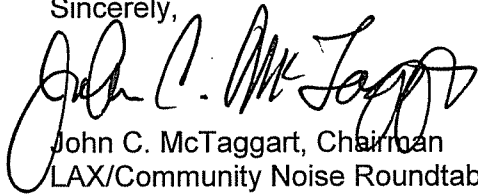
existing and/or proposed aircraft noise abatement procedures for the Roundtable. The facilitator also serves as an independent expert on noise-related issues and provides unbiased opinions and suggestions on such issues for the member communities. The services provided by the facilitator under the contract have proven to be very valuable to the Roundtable's membership.

I am requesting each of the city and county agencies with membership on the Roundtable to indicate its willingness to provide some level of financial assistance to maintain and continue the work of the Roundtable by making an annual contribution. If your city is willing to make such a contribution, please specify the amount you would be prepared to pay. The suggested minimum amount would be \$1000 per year, but a greater amount would certainly be appreciated. This practice is consistent with other airport noise roundtables such as the Oakland International Airport (OAK) and San Francisco International Airport (SFO) Roundtables, where each of their member jurisdictions currently pays \$1,000 and \$1,500 per year, respectively.

Thank you for your consideration of this request during these difficult economic times. I can assure you that the financial assistance provided by the City of Rancho Palos Verdes will be used to continue the work of reducing aircraft noise from those communities affected by LAX operations.

Please provide a response by August 31, 2009, by letter or phone call, if possible, to simply indicate whether or not the City of Rancho Palos Verdes would be agreeable to providing some level of financial support for the LAX Roundtable. Your correspondence should be directed to the LAX/Community Noise Roundtable, c/o Los Angeles World Airports, 1 World Way, P.O. Box 92216, Los Angeles, CA 90009-2216, attn. Robert Holden. If you have any questions or wish to provide a verbal response, please feel free to call Mr. Holden at (310) 646-9410 ext. 1046. You may also call me at (310) 377-6325.

Sincerely,



John C. McTaggart, Chairman  
LAX/Community Noise Roundtable  
Representing Los Angeles County Fourth District Supervisor Don Knabe

cc: Roundtable Members



August 4, 2009

Mayor Ellen Perkins  
City of Palos Verdes Estates  
340 Palos Verdes Drive West  
Palos Verdes Estates, CA 90274

Re: Request for Financial Support of the Los Angeles International Airport/Community Noise Roundtable

Dear Mayor Perkins:

The LAX/Community Noise Roundtable (Roundtable) was started in September 2000 to seek possible ways to reduce noise from aircraft operations to people residing in the vicinity of LAX, including the City of Palos Verdes Estates. Palos Verdes Estates residents may be exposed to noise from the overflight of turboprop aircraft and from the easterly departures of large jet aircraft during noise sensitive late night and early morning hours.

With the assistance and cooperation of the Federal Aviation Administration (FAA), the work of the Roundtable has led to a substantial reduction of jet and turboprop aircraft overflying the Palos Verdes Peninsula by re-routing those aircraft offshore and away from the Peninsula. The FAA is also exploring other viable alternative solutions for the remaining turboprop aircraft currently overflying the Peninsula.

In addition, at the request of the Roundtable, Los Angeles World Airports (LAWA) has initiated a Federal Aviation Regulations (FAR) Part 161 Study in an effort to restrict aircraft from departing east from LAX during midnight to 6:30 a.m. when the airport is in Over-Ocean Operations. This study requires the approval of the FAA before such restriction can be implemented.

To progressively continue these and other noise reduction efforts, the Roundtable needs a consistent supply of financial support. Since the Roundtable's inception, LAWA has provided 100% of the funding to cover the costs of the Roundtable. However, due to LAWA's current financial situation, the Board of Airport Commissioners (BOAC) directed LAWA to reduce all expenses, including the expense of the Roundtable. The BOAC specifically directed LAWA to explore the possibility of sharing the cost of the Roundtable's facilitator contract with the member jurisdictions.

The facilitator is an essential member of the Roundtable who performs the necessary functions to assist in accomplishing the Roundtable's goals of reducing noise in the surrounding communities at LAX. Such duties include preparing numerous documents, meeting recaps and letters, and conducting noise analyses to test the effectiveness of existing and/or proposed aircraft noise abatement procedures. The facilitator also serves as an independent expert on noise-related issues and provides unbiased

Mayor Ellen Perkins  
City of Palos Verdes Estates  
August 4, 2009  
Page 2

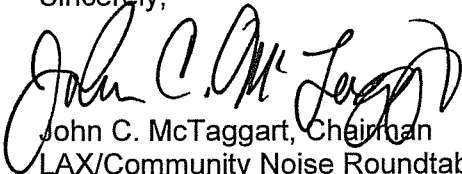
opinions and suggestions on such issues for the member communities. The services provided by the facilitator under the contract have proven to be very valuable to the Roundtable's membership.

I am requesting each of the city and county agencies with membership on the Roundtable to indicate its willingness to provide some level of financial assistance to maintain and continue the work of the Roundtable by making an annual contribution. If your city is willing to make such a contribution, please specify the amount you would be prepared to pay. The suggested minimum amount would be \$1000 per year, but a greater amount would certainly be appreciated. This practice is consistent with other airport noise roundtables such as the Oakland International Airport (OAK) and San Francisco International Airport (SFO) Roundtables, where each of their member jurisdictions currently pays \$1,000 and \$1,500 per year, respectively.

Thank you for your consideration of this request during these difficult economic times. I can assure you that the financial assistance provided by the City of Palos Verdes Estates will be used to continue the work of reducing aircraft noise from those communities affected by LAX operations.

Please provide a response by August 31, 2009, by letter or phone call, if possible, to simply indicate whether or not the City of Palos Verdes Estates would be agreeable to providing some level of financial support for the LAX Roundtable. Your correspondence should be directed to the LAX/Community Noise Roundtable, c/o Los Angeles World Airports, 1 World Way, P.O. Box 92216, Los Angeles, CA 90009-2216, attn. Robert Holden. If you have any questions or wish to provide a verbal response, please feel free to call Mr. Holden at (310) 646-9410 ext. 1046. You may also call me at (310) 377-6325.

Sincerely,



John C. McTaggart, Chairman  
LAX/Community Noise Roundtable

Representing Los Angeles County Fourth District Supervisor Don Knabe

cc: Roundtable Members



August 4, 2009

Mayor Mike Gin  
City of Redondo Beach  
415 Diamond Street  
Redondo Beach, CA 90277

Re: Request for Financial Support of the Los Angeles International Airport/Community Noise Roundtable

Dear Mayor Gin:

The LAX/Community Noise Roundtable (Roundtable) was started in September 2000 to seek possible ways to reduce noise from aircraft operations to people residing in the vicinity of LAX, including the City of Redondo Beach. Redondo Beach residents are currently exposed to noise from the overflight of aircraft caused by deviation from the LOOP departure procedure and from easterly departures of large jet aircraft during noise sensitive late night and early morning hours.

With the assistance and cooperation of the Federal Aviation Administration (FAA), the Roundtable has led to the refinement of the LOOP departure procedure by having more aircraft cross the shoreline over LAX instead of the beach communities. The Roundtable is continuing to monitor operations utilizing the LOOP procedure and will continue working with the FAA to improve the compliance rate of this procedure.

As for the issue of non-conforming easterly departures during nighttime hours, Los Angeles World Airports (LAWA), at the request of the Roundtable, has initiated a Federal Aviation Regulations (FAR) Part 161 Study in an effort to restrict aircraft from departing east from LAX during midnight to 6:30 a.m. when the airport is in Over-Ocean Operations. This study requires the approval of the FAA before such restriction can be implemented.

The Roundtable has successfully resolved the noise issue of aircraft arriving from the east during LAX Easterly Operations using the REEDR arrival procedure which had previously affected the residents of Redondo Beach and other cities. At the request of the Roundtable the FAA increased the altitude of aircraft flying the REEDR by 1000 ft. which resulted in a reduction of noise from those operations.

To progressively continue these and other noise reduction efforts, the Roundtable needs a consistent supply of financial support. Since the Roundtable's inception, Los Angeles World Airports (LAWA) has provided 100% of the funding to cover the costs of the Roundtable. However, due to LAWA's current financial situation, the Board of Airport Commissioners (BOAC) directed LAWA to reduce all expenses, including the expense of

Mayor Mike Gin  
City of Redondo Beach  
August 4, 2009  
Page 2

the Roundtable. The BOAC specifically directed LAWA to explore the possibility of sharing the cost of the Roundtable's facilitator contract with the member jurisdictions.

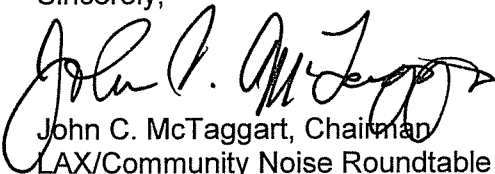
The facilitator is an essential member of the Roundtable who performs the necessary functions to assist in accomplishing the Roundtable's goals of reducing noise in the surrounding communities at LAX. Such duties include preparing numerous documents, meeting recaps and letters, and conducting noise analyses to test the effectiveness of existing and/or proposed aircraft noise abatement procedures. The facilitator also serves as an independent expert on noise-related issues and provides unbiased opinions and suggestions on such issues for the member communities. The services provided by the facilitator under the contract have proven to be very valuable to the Roundtable's membership.

I am requesting each of the city and county agencies with membership on the Roundtable to indicate its willingness to provide some level of financial assistance to maintain and continue the work of the Roundtable by making an annual contribution. If your city is willing to make such a contribution, please specify the amount you would be prepared to pay. The suggested minimum amount would be \$1000 per year, but a greater amount would certainly be appreciated. This practice is consistent with the other airport noise roundtables such as the Oakland International Airport (OAK) and San Francisco International Airport (SFO) Roundtables, where each of their member jurisdictions currently pays \$1,000 and \$1,500 per year, respectively.

Thank you for your consideration of this request during these difficult economic times. I can assure you that the financial assistance provided by the City of Redondo Beach will be used to continue the work of reducing aircraft noise from those communities affected by LAX operations.

Please provide a response by August 31, 2009, by letter or phone call, if possible, to simply indicate whether or not the City of Redondo Beach would be agreeable to providing some level of financial support for the LAX Roundtable. Your correspondence should be directed to the LAX/Community Noise Roundtable, c/o Los Angeles World Airports, 1 World Way, P.O. Box 92216, Los Angeles, CA 90009-2216, attn. Robert Holden. If you have any questions or wish to provide a verbal response, please feel free to call Mr. Holden at (310) 646-9410 ext. 1046. You may also call me at (310) 377-6325.

Sincerely,



John C. McTaggart, Chairman  
LAX/Community Noise Roundtable

Representing Los Angeles County Fourth District Supervisor Don Knabe

cc: Roundtable Members





August 4, 2009

Mayor Richard Montgomery  
City of Manhattan Beach  
14000 Highland Ave  
Manhattan Beach, CA 90266

Re: Request for Financial Support of the Los Angeles International Airport/Community Noise Roundtable

Dear Mayor Montgomery:

The LAX/Community Noise Roundtable (Roundtable) was started in September 2000 to seek possible ways to reduce noise from aircraft operations to people residing in the vicinity of LAX, including the City of Manhattan Beach. Manhattan Beach residents are currently exposed to noise from the overflight of aircraft caused by deviation from the LOOP departure procedure and from easterly departures of large jet aircraft during noise sensitive late night and early morning hours.

With the assistance and cooperation of the Federal Aviation Administration (FAA), the Roundtable has led to the refinement of the LOOP departure procedure by having more aircraft cross the shoreline over LAX instead of the beach communities. The Roundtable is continuing to monitor operations utilizing the LOOP procedure and will continue working with the FAA to improve the compliance rate of this procedure.

As for the issue of non-conforming easterly departures during nighttime hours, Los Angeles World Airports (LAWA), at the request of the Roundtable, has initiated a Federal Aviation Regulations (FAR) Part 161 Study in an effort to restrict aircraft from departing east from LAX during midnight to 6:30 a.m. when the airport is in Over-Ocean Operations. This study requires the approval of the FAA before such restriction can be implemented.

The Roundtable has successfully resolved the noise issue of aircraft arriving from the east during LAX Easterly Operations using the REEDR arrival procedure which had previously affected the residents of Manhattan Beach and other cities. At the request of the Roundtable the FAA increased the altitude of aircraft flying the REEDR by 1000 ft. which resulted in a reduction of noise from those operations.

To progressively continue these and other noise reduction efforts, the Roundtable needs a consistent supply of financial support. Since the Roundtable's inception, Los Angeles World Airports (LAWA) has provided 100% of the funding to cover the costs of the Roundtable. However, due to LAWA's current financial situation, the Board of Airport Commissioners (BOAC) directed LAWA to reduce all expenses, including the expense of

Mayor Richard Montgomery  
City of Manhattan Beach  
August 4, 2009  
Page 2

the Roundtable. The BOAC specifically directed LAWA to explore the possibility of sharing the cost of the Roundtable's facilitator contract with the member jurisdictions.

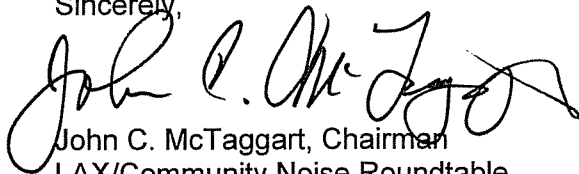
The facilitator is an essential member of the Roundtable who performs the necessary functions to assist in accomplishing the Roundtable's goals of reducing noise in the surrounding communities at LAX. Such duties include preparing numerous documents, meeting recaps and letters, and conducting noise analyses to test the effectiveness of existing and/or proposed aircraft noise abatement procedures. The facilitator also serves as an independent expert on noise-related issues and provides unbiased opinions and suggestions on such issues for the member communities. The services provided by the facilitator under the contract have proven to be very valuable to the Roundtable's membership.

I am requesting each of the city and county agencies with membership on the Roundtable to indicate its willingness to provide some level of financial assistance to maintain and continue the work of the LAX Roundtable by making an annual contribution. If your city is willing to make such a contribution, please specify the amount you would be prepared to pay. The suggested minimum amount would be \$1000 per year, but a greater amount would certainly be appreciated. This practice is consistent with other airport noise roundtables such as the Oakland International Airport (OAK) and San Francisco International Airport (SFO) Roundtables, where each of their member jurisdictions currently pays \$1,000 and \$1,500 per year, respectively.

Thank you for your consideration of this request during these difficult economic times. I can assure you that the financial assistance provided by the City of Manhattan Beach will be used to continue the work of reducing aircraft noise from those communities affected by LAX operations.

Please provide a response by August 31, 2009, by letter or phone call, if possible, to simply indicate whether or not the City of Manhattan Beach would be agreeable to providing some level of financial support for the LAX Roundtable. Your correspondence should be directed to the LAX/Community Noise Roundtable, c/o Los Angeles World Airports, 1 World Way, P.O. Box 92216, Los Angeles, CA 90009-2216, attn. Robert Holden. If you have any questions or wish to provide a verbal response, please feel free to call Mr. Holden at (310) 646-9410 ext. 1046. You may also call me at (310) 377-6325.

Sincerely,



John C. McTaggart, Chairman  
LAX/Community Noise Roundtable  
Representing Los Angeles County Fourth District Supervisor Don Knabe

cc: Roundtable Members



August 4, 2009

Mayor Patrick Bobko  
City of Hermosa Beach  
1315 Valley Drive  
Hermosa Beach, CA 90254

Re: Request for Financial Support of the Los Angeles International Airport/Community Noise Roundtable

Dear Mayor Bobko:

The LAX/Community Noise Roundtable (Roundtable) was started in September 2000 to seek possible ways to reduce noise from aircraft operations to people residing in the vicinity of LAX, including the City of Hermosa Beach. Hermosa Beach residents are currently exposed to noise from the overflight of aircraft caused by deviation from the LOOP departure procedure and from easterly departures of large jet aircraft during noise sensitive late night and early morning hours.

With the assistance and cooperation of the Federal Aviation Administration (FAA), the Roundtable has led to the refinement of the LOOP departure procedure by having more aircraft cross the shoreline over LAX instead of the beach communities. The Roundtable is continuing to monitor operations utilizing the LOOP procedure and will continue working with the FAA to improve the compliance rate of this procedure.

As for the issue of non-conforming easterly departures during nighttime hours, Los Angeles World Airports (LAWA), at the request of the Roundtable, has initiated a Federal Aviation Regulations (FAR) Part 161 Study in an effort to restrict aircraft from departing east from LAX during midnight to 6:30 a.m. when the airport is in Over-Ocean Operations. This study requires the approval of the FAA before such restriction can be implemented.

The Roundtable has successfully resolved the noise issue of aircraft arriving from the east during LAX Easterly Operations using the REEDR arrival procedure which had previously affected the residents of Hermosa Beach and other cities. At the request of the Roundtable the FAA increased the altitude of aircraft flying the REEDR by 1000 ft. which resulted in a reduction of noise from those operations.

To progressively continue these and other noise reduction efforts, the Roundtable needs a consistent supply of financial support. Since the Roundtable's inception, Los Angeles World Airports (LAWA) has provided 100% of the funding to cover the costs of the Roundtable. However, due to LAWA's current financial situation, the Board of Airport Commissioners (BOAC) directed LAWA to reduce all expenses, including the expense of

Mayor Patrick Bobko  
City of Hermosa Beach  
August 4, 2009  
Page 2

the Roundtable. The BOAC specifically directed LAWA to explore the possibility of sharing the cost of the Roundtable's facilitator contract with the member jurisdictions.

The facilitator is an essential individual of the Roundtable who performs the necessary functions to assist in accomplishing the Roundtable's goals of reducing noise in the surrounding communities at LAX. Such duties include preparing numerous documents, meeting recaps and letters, and conducting noise analyses to test the effectiveness of existing and/or proposed aircraft noise abatement procedures. The facilitator also serves as an independent expert on noise-related issues and provides unbiased opinions and suggestions on such issues for the member communities. The services provided by the facilitator under the contract have proven to be very valuable to the Roundtable's membership.

I am requesting each of the city and county agencies with membership on the Roundtable to indicate its willingness to provide some level of financial assistance to maintain and continue the work of the Roundtable by making an annual contribution. If your city is willing to make such a contribution, please specify the amount you would be prepared to pay. The suggested minimum amount would be \$1000 per year, but a greater amount would certainly be appreciated. This practice is consistent with other airport noise roundtables such as the Oakland International Airport (OAK) and San Francisco International Airport (SFO) Roundtables, where each of their member jurisdictions currently pays \$1,000 and \$1,500 per year, respectively.

Thank you for your consideration of this request during these difficult economic times. I can assure you that the financial assistance provided by the City of Hermosa Beach will be used to continue the work of reducing aircraft noise from those communities affected by LAX operations.

Please provide a response by August 31, 2009, by letter or phone call, if possible, to simply indicate whether or not the City of Hermosa Beach would be agreeable to providing some level of financial support for the LAX Roundtable. Your correspondence should be directed to the LAX/Community Noise Roundtable, c/o Los Angeles World Airports, 1 World Way, P.O. Box 92216, Los Angeles, CA 90009-2216, attn. Robert Holden. If you have any questions or wish to provide a verbal response, please feel free to call Mr. Holden at (310) 646-9410 ext. 1046. You may also call me at (310) 377-6325.

Sincerely,



John C. McTaggart, Chairman  
LAX/Community Noise Roundtable  
Representing Los Angeles County Fourth District Supervisor Don Knabe

cc: Roundtable Members



August 4, 2009

Mayor Roosevelt F. Dorn  
City of Inglewood  
One Manchester Blvd  
Inglewood, CA 90301

Re: Request for Financial Support of the Los Angeles International Airport/Community Noise Roundtable

Dear Mayor Dorn:

The LAX/Community Noise Roundtable (Roundtable) was started in September 2000 to seek possible ways to reduce noise from aircraft operations to people residing in the vicinity of LAX, including the City of Inglewood. Inglewood residents are exposed to noise daily from the overflight of aircraft arriving, and at times, departing at LAX.

Although there are limited viable solutions to reduce noise from aircraft arriving to LAX, residents from Inglewood are currently receiving some noise relief during nighttime hours when aircraft depart and arrive over the ocean. Also, at the request of the Roundtable, Los Angeles World Airports (LAWA) initiated a Federal Aviation Regulations (FAR) Part 161 Study in an effort to restrict those aircraft that occasionally depart east from LAX during midnight to 6:30 a.m. when the airport is in Over-Ocean Operations. This study requires the approval of the FAA before such restriction can be implemented.

To progressively continue these and other noise reduction efforts, the Roundtable needs a consistent supply of financial support. Since the Roundtable's inception, Los Angeles World Airports (LAWA) has provided 100% of the funding to cover the costs of the Roundtable. However, due to LAWA's current financial situation, the Board of Airport Commissioners (BOAC) directed LAWA to reduce all expenses, including the expense of the Roundtable. The BOAC specifically directed LAWA to explore the possibility of sharing the cost of the Roundtable's facilitator contract with the member jurisdictions.

The facilitator is an essential member of the Roundtable who performs the necessary functions to assist in accomplishing the Roundtable's goals of reducing noise in the surrounding communities at LAX. Such duties include preparing numerous documents, meeting recaps and letters, and conducting noise analyses to test the effectiveness of existing and/or proposed aircraft noise abatement procedures. The Roundtable facilitator also serves as an independent expert on noise-related issues and provides unbiased opinions and suggestions on such issues for the member communities. The services provided by the facilitator under the contract have proven to be very valuable to the Roundtable's membership.

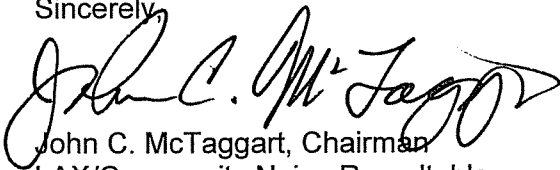
Mayor Roosevelt F. Dorn  
City of Inglewood  
August 4, 2009  
Page 2

I am requesting each of the city and county agencies with membership on the Roundtable to indicate its willingness to provide some level of financial assistance to maintain and continue the work of the Roundtable by making an annual contribution. If your city is willing to make such a contribution, please specify the amount you would be prepared to pay. The suggested minimum amount would be \$1000 per year, but a greater amount would certainly be appreciated. This practice is consistent with other airport noise roundtables such as the Oakland International Airport (OAK) and San Francisco International Airport (SFO) Roundtables, where each of their member jurisdictions currently pays \$1,000 and \$1,500 per year, respectively.

Thank you for your consideration of this request during these difficult economic times. I can assure you that the financial assistance provided by the City of Inglewood will be used to continue the work of reducing aircraft noise from those communities affected by LAX operations.

Please provide a response by August 31, 2009, by letter or phone call, if possible, to simply indicate whether or not the City of Inglewood would be agreeable to providing some level of financial support for the LAX Roundtable. Your correspondence should be directed to the LAX/Community Noise Roundtable, c/o Los Angeles World Airports, 1 World Way, P.O. Box 92216, Los Angeles, CA 90009-2216, attn. Robert Holden. If you have any questions or wish to provide a verbal response, please feel free to call Mr. Holden at (310) 646-9410 ext. 1046. You may also call me at (310) 377-6325.

Sincerely,



John C. McTaggart, Chairman  
LAX/Community Noise Roundtable  
Representing Los Angeles County Fourth District Supervisor Don Knabe

cc: Roundtable Members



August 4, 2009

Mayor Larry Guidi  
City of Hawthorne  
4455 W 126th Street  
Hawthorne, CA 90250

Re: Request for Financial Support of the Los Angeles International Airport/Community Noise Roundtable

Dear Mayor Guidi:

The LAX/Community Noise Roundtable (Roundtable) was started in September 2000 to seek possible ways to reduce noise from aircraft operations to people residing in the vicinity of LAX, including the City of Hawthorne. Hawthorne residents were exposed to noise from helicopter operations and from aircraft arriving from the east during LAX Easterly Operations using the REEDR arrival procedure.

At the request of the Roundtable, the Federal Aviation Administration (FAA) re-routed helicopter operations from residential to industrial areas and increased the altitude of aircraft flying the REEDR by 1000 ft. which resulted in a reduction of noise from those operations.

The Roundtable is currently working on resolving the noise issue of easterly departures of large jet aircraft during noise sensitive late night and early morning hours that is currently affecting the residents of Hawthorne and other cities. At the request of the Roundtable, Los Angeles World Airports commenced a Federal Aviation Regulations (FAR) Part 161 Study in an effort to restrict aircraft from departing east from LAX during midnight to 6:30 a.m. when the airport is in Over-Ocean Operations. This study requires the approval of the FAA before such restriction can be implemented.

To progressively continue this and other noise reduction efforts, the Roundtable needs a consistent supply of financial support. Since the Roundtable's inception, Los Angeles World Airports (LAWA) has provided 100% of the funding to cover the costs of the Roundtable. However, due to LAWA's current financial situation, the Board of Airport Commissioners (BOAC) directed LAWA to reduce all expenses, including the expense of the Roundtable. The BOAC specifically directed LAWA to explore the possibility of sharing the cost of the Roundtable's facilitator contract with the member jurisdictions.

The facilitator is an essential member of the Roundtable who performs the necessary functions to assist in accomplishing the Roundtable's goals of reducing noise in the surrounding communities at LAX. Such duties include preparing numerous documents, meeting recaps and letters, and conducting noise analyses to test the effectiveness of

Mayor Larry Guidi  
City of Hawthorne  
August 4, 2009  
Page 2

existing and/or proposed aircraft noise abatement procedures. The facilitator also serves as an independent expert on noise-related issues and provides unbiased opinions and suggestions on such issues for the member communities. The services provided by the facilitator under the contract have proven to be very valuable to the Roundtable's membership.

I am requesting each of the city and county agencies with membership on the Roundtable to indicate its willingness to provide some level of financial assistance to maintain and continue the work of the LAX Roundtable by making an annual contribution. If your city is willing to make such a contribution, please specify the amount you would be prepared to pay. The suggested minimum amount would be \$1000 per year, but a greater amount would certainly be appreciated. This practice is consistent with other airport noise roundtables such as the Oakland International Airport (OAK) and San Francisco International Airport (SFO) Roundtables, where each of their member jurisdictions currently pays \$1,000 and \$1,500 per year, respectively.

Thank you for your consideration of this request during these difficult economic times. I can assure you that the financial assistance provided by the City of Hawthorne will be used to continue the work of reducing aircraft noise from those communities affected by LAX operations.

Please provide a response by August 31, 2009, by letter or phone call, if possible, to simply indicate whether or not the City of Hawthorne would be agreeable to providing some level of financial support for the LAX Roundtable. Your correspondence should be directed to the LAX/Community Noise Roundtable, c/o Los Angeles World Airports, 1 World Way, P.O. Box 92216, Los Angeles, CA 90009-2216, attn. Robert Holden. If you have any questions or wish to provide a verbal response, please feel free to call Mr. Holden at (310) 646-9410 ext. 1046. You may also call me at (310) 377-6325.

Sincerely,



John C. McTaggart, Chairman  
LAX/Community Noise Roundtable  
Representing Los Angeles County Fourth District Supervisor Don Knabe

cc: Roundtable Members





August 4, 2009

Mayor Kelly McDowell  
City of El Segundo  
350 Main Street  
El Segundo, CA 90245

Re: Request for Financial Support of the Los Angeles International Airport/Community Noise Roundtable

Dear Mayor McDowell:

The LAX/Community Noise Roundtable (Roundtable) was started in September 2000 to seek possible ways to reduce noise from aircraft operations to people residing in the vicinity of LAX, including the City of El Segundo. El Segundo residents are exposed to noise from departing aircraft that turn early prior to reaching the shoreline and from aircraft departing from the LAX south complex.

As you may recall, there was an issue with the RNAV departure procedures that caused aircraft to turn early from runway 25R. With the assistance and cooperation of our membership, the Federal Aviation Administration (FAA) was able to issue revised RNAV procedures which corrected the problem within a record timeframe of six months. Normally, the process of issuing revised procedure takes several years to complete.

There are also efforts of the Roundtable to continue monitoring aircraft operations at LAX to determine the compliance rate of the "No Early Turn" and "Preferential Runway Use Policy" noise abatement programs and to work with the FAA to improve the compliance rate of these programs.

To progressively continue these and other noise reduction efforts, the Roundtable needs a consistent supply of financial support. Since the Roundtable's inception, Los Angeles World Airports (LAWA) has provided 100% of the funding to cover the costs of the Roundtable. However, due to LAWA's current financial situation, the Board of Airport Commissioners (BOAC) directed LAWA to reduce all expenses, including the expense of the Roundtable. The BOAC specifically directed LAWA to explore the possibility of sharing the cost of the Roundtable's facilitator contract with the member jurisdictions.

The facilitator is an essential member of the Roundtable who performs the necessary functions to assist in accomplishing the Roundtable's goals of reducing noise in the surrounding communities at LAX. Such duties include preparing numerous documents, meeting recaps and letters, and conducting noise analyses to test the effectiveness of existing and/or proposed aircraft noise abatement procedures. The facilitator also serves as an independent expert on noise-related issues and provides unbiased

Mayor Kelly McDowell  
City of El Segundo  
August 4, 2009  
Page 2

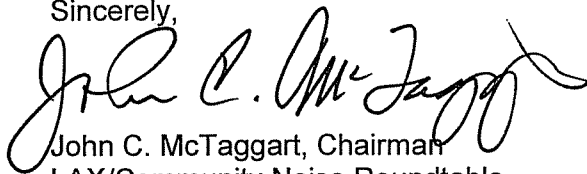
opinions and suggestions on such issues for the member communities. The services provided by the facilitator under the contract have proven to be very valuable to the Roundtable's membership.

I am requesting each of the city and county agencies with membership on the Roundtable to indicate its willingness to provide some level of financial assistance to maintain and continue the work of the Roundtable by making an annual contribution. If your city is willing to make such a contribution, please specify the amount you would be prepared to pay. The suggested minimum amount would be \$1000 per year, but a greater amount would certainly be appreciated. This practice is consistent with other airport noise roundtables such as the Oakland International Airport (OAK) and San Francisco International Airport (SFO) Roundtables, where each of their member jurisdictions currently pays \$1,000 and \$1,500 per year, respectively.

Thank you for your consideration of this request during these difficult economic times. I can assure you that the financial assistance provided by the City of El Segundo will be used to continue the work of reducing aircraft noise from those communities affected by LAX operations.

Please provide a response by August 31, 2009, by letter or phone call, if possible, to simply indicate whether or not the City of El Segundo would be agreeable to providing some level of financial support for the LAX Roundtable. Your correspondence should be directed to the LAX/Community Noise Roundtable, c/o Los Angeles World Airports, 1 World Way, P.O. Box 92216, Los Angeles, CA 90009-2216, attn. Robert Holden. If you have any questions or wish to provide a verbal response, please feel free to call Mr. Holden at (310) 646-9410 ext. 1046. You may also call me at (310) 377-6325.

Sincerely,



John C. McTaggart, Chairman  
LAX/Community Noise Roundtable  
Representing Los Angeles County Fourth District Supervisor Don Knabe

cc: Roundtable Members



August 4, 2009

Mayor Mitchell Ing  
City of Monterey Park  
320 W Newmark Ave  
Monterey Park, CA 91754

Re: Request for Financial Support of the Los Angeles International Airport/Community Noise Roundtable

Dear Mayor Ing:

The LAX/Community Noise Roundtable (Roundtable) was started in September 2000 to seek possible ways to reduce noise from aircraft operations to people residing in the vicinity of LAX, including the City of Monterey Park. Monterey Park residents are exposed to noise from the overflight of aircraft arriving to LAX.

The Roundtable acknowledges that this is a long-standing issue with Monterey Park residents, and that the Federal Aviation Administration (FAA) has made several attempts in the past to reduce noise from these operations, but was unsuccessful for various reasons. Representatives of the FAA have indicated that the only solution to possibly reduce noise from this arrival operation is to redesign the airspace. Although the Southern California Airspace Redesign Project was suspended due to lack of funding, the Roundtable has recently learned that funding for the project will be allocated once the FAA reauthorization bill is passed. This may indicate that the redesign project will recommence in the near future, which at that point the Roundtable will participate in all phases of the project to seek possible solution of this issue.

To ensure this and other noise reduction efforts are continuing progressively, the Roundtable needs a consistent supply of financial support. Since the Roundtable's inception, Los Angeles World Airports (LAWA) has provided 100% of the funding to cover the costs of the Roundtable. However, due to LAWA's current financial situation, the Board of Airport Commissioners (BOAC) directed LAWA to reduce all expenses, including the expense of the Roundtable. The BOAC specifically directed LAWA to explore the possibility of sharing the cost of the Roundtable's facilitator contract with the member jurisdictions.

The facilitator is an essential member of the Roundtable who performs the necessary functions to assist in accomplishing the Roundtable's goals of reducing noise in the surrounding communities at LAX. Such duties include preparing numerous documents, meeting recaps and letters, and conducting noise analyses to test the effectiveness of existing and/or proposed aircraft noise abatement procedures. The Roundtable facilitator also serves as an independent expert on noise-related issues and provides

Mayor Mitchell Ing  
City of Monterey Park  
August 4, 2009  
Page 2

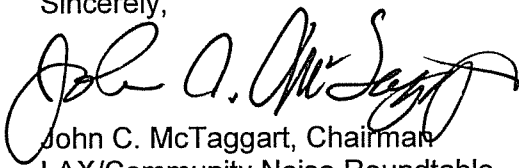
unbiased opinions and suggestions on such issues for the member communities. The services provided by the facilitator under the contract have proven to be very valuable to the Roundtable's membership.

I am requesting each of the city and county agencies with membership on the Roundtable to indicate its willingness to provide some level of financial assistance to maintain and continue the work of the Roundtable by making an annual contribution. If your city is willing to make such a contribution, please specify the amount you would be prepared to pay. The suggested minimum amount would be \$1000 per year, but a greater amount would certainly be appreciated. This practice is consistent with other airport noise roundtables such as the Oakland International Airport (OAK) and San Francisco International Airport (SFO) Roundtables, where each of their member jurisdictions currently pays \$1,000 and \$1,500 per year, respectively.

Thank you for your consideration of this request during these difficult economic times. I can assure you that the financial assistance provided by the City of Monterey Park will be used to continue the work of reducing aircraft noise from those communities affected by LAX operations.

Please provide a response by August 31, 2009, by letter or phone call, if possible, to simply indicate whether or not the City of Monterey Park would be agreeable to providing some level of financial support for the LAX Roundtable. Your correspondence should be directed to the LAX/Community Noise Roundtable, c/o Los Angeles World Airports, 1 World Way, P.O. Box 92216, Los Angeles, CA 90009-2216, attn. Robert Holden. If you have any questions or wish to provide a verbal response, please feel free to call Mr. Holden at (310) 646-9410 ext. 1046. You may also call me at (310) 377-6325.

Sincerely,



John C. McTaggart, Chairman  
LAX/Community Noise Roundtable  
Representing Los Angeles County Fourth District Supervisor Don Knabe

cc: Roundtable Members



August 4, 2009

Councilmember Bernard C. Parks  
City of Los Angeles - Council District 8  
200 N Spring Street, Room 460  
Los Angeles, CA 90012

Re: Request for Financial Support of the Los Angeles International Airport/Community Noise Roundtable

Dear Councilmember Parks:

The LAX/Community Noise Roundtable (Roundtable) was started in September 2000 to seek possible ways to reduce noise from aircraft operations to people residing in the vicinity of LAX, including Council District 8. With the assistance and cooperation of our membership, the Roundtable has made remarkable progress in addressing specific noise issues identified by the membership, but there are still noise problems that need to be resolved. The work of the Roundtable is beneficial to all jurisdictions affected by aircraft noise, and continuing the work of the LAX Roundtable is crucial in our efforts to bring meaningful noise relief to those affected communities.

Since the Roundtable's inception, Los Angeles World Airports (LAWA) has provided 100% of the funding to cover the costs of the Roundtable. However, due to LAWA's current financial situation, the Board of Airport Commissioners (BOAC) directed LAWA to all reduce expenses, including the expense of the Roundtable. The BOAC specifically directed LAWA to explore the possibility of the sharing the cost for the Roundtable facilitator contract with the member jurisdictions.

The facilitator is an essential member of the Roundtable who performs the necessary functions to assist in accomplishing the Roundtable's goal of reducing noise in the surrounding communities at LAX. Such duties include preparing numerous documents, meeting recaps and letters, and conducting noise analyses to test the effectiveness of existing and/or proposed aircraft noise abatement procedures. The facilitator also serves as an independent expert on noise-related issues and provides unbiased opinions and suggestions on such issues for the member communities. The services provided by the facilitator under the contract have proven to be very valuable to the Roundtable's membership.

I am requesting each of the city and county agencies with membership on the Roundtable to indicate its willingness to provide some level of financial assistance to maintain and continue the work of the Roundtable by making an annual contribution. If you are willing to make such a contribution, please specify the amount you would be prepared to pay. The suggested minimum amount would be \$1000 per year, but a

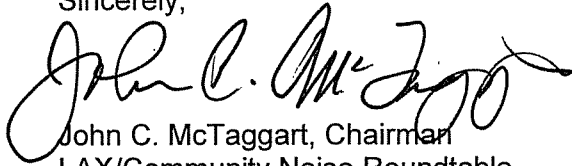
Councilmember Bernard C. Parks  
City of Los Angeles - Council District 8  
August 4, 2009  
Page 2

greater amount would certainly be appreciated. This practice is consistent with other airport noise roundtables such as the Oakland International Airport (OAK) and San Francisco International Airport (SFO) Roundtables, where each of their member jurisdictions currently pays \$1,000 and \$1,500 per year, respectively.

Thank you for your consideration of this request during these difficult economic times. I can assure you that the financial assistance provided by your office will be used to continue the work of reducing aircraft noise from those communities affected by LAX operations.

Please provide a response by August 31, 2009, by letter or phone call, if possible, to simply indicate whether or not you would be agreeable to providing some level of financial support for the LAX Roundtable. Your correspondence should be directed to the LAX/Community Noise Roundtable, c/o Los Angeles World Airports, 1 World Way, P.O. Box 92216, Los Angeles, CA 90009-2216, attn. Robert Holden. If you have any questions or wish to provide a verbal response, please feel free to call Mr. Holden at (310) 646-9410 ext. 1046. You may also call me at (310) 377-6325.

Sincerely,



John C. McTaggart, Chairman  
LAX/Community Noise Roundtable  
Representing Los Angeles County Fourth District Supervisor Don Knabe

cc: Roundtable Members



August 4, 2009

Mayor Larry Clark  
City of Rancho Palos Verdes  
30940 Hawthorne Blvd  
Rancho Palos Verdes, CA 90275

Re: Request for Financial Support of the Los Angeles International Airport/Community Noise Roundtable

Dear Mayor Clark:

The LAX/Community Noise Roundtable (Roundtable) was started in September 2000 to seek possible ways to reduce noise from aircraft operations to people residing in the vicinity of LAX, including the City of Rancho Palos Verdes. Rancho Palos Verdes residents may be exposed to noise from the overflight of turboprop aircraft and from the easterly departures of large jet aircraft during noise sensitive late night and early morning hours.

With the assistance and cooperation of the Federal Aviation Administration (FAA), the work of the Roundtable has led to a substantial reduction of jet and turboprop aircraft overflying the Palos Verdes Peninsula by re-routing those aircraft offshore and away from the Peninsula. The FAA is also exploring other viable alternative solutions for the remaining turboprop aircraft currently overflying the Peninsula.

In addition, at the request of the Roundtable, Los Angeles World Airports (LAWA) has initiated a Federal Aviation Regulations (FAR) Part 161 Study in an effort to restrict aircraft from departing east from LAX during midnight to 6:30 a.m. when the airport is in Over-Ocean Operations. This study requires the approval of the FAA before such restriction can be implemented.

To progressively continue these and other noise reduction efforts, the Roundtable needs a consistent supply of financial support. Since the Roundtable's inception, LAWA has provided 100% of the funding to cover the costs of the Roundtable. However, due to LAWA's current financial situation, the Board of Airport Commissioners (BOAC) directed LAWA to reduce all expenses, including the expense of the Roundtable. The BOAC specifically directed LAWA to explore the possibility of sharing the cost of the Roundtable's facilitator contract with the member jurisdictions.

The facilitator is an essential member of the Roundtable who performs the necessary functions to assist in accomplishing the Roundtable's goals of reducing noise in the surrounding communities at LAX. Such duties include preparing numerous documents, meeting recaps and letters, and conducting noise analyses to test the effectiveness of

Mayor Larry Clark  
City of Rancho Palos Verdes  
August 4, 2009  
Page 2

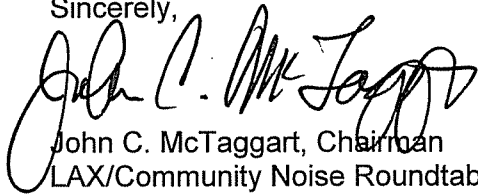
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I am requesting each of the city and county agencies with membership on the Roundtable to indicate its willingness to provide some level of financial assistance to maintain and continue the work of the Roundtable by making an annual contribution. If your city is willing to make such a contribution, please specify the amount you would be prepared to pay. The suggested minimum amount would be \$1000 per year, but a greater amount would certainly be appreciated. This practice is consistent with other airport noise roundtables such as the Oakland International Airport (OAK) and San Francisco International Airport (SFO) Roundtables, where each of their member jurisdictions currently pays \$1,000 and \$1,500 per year, respectively.

Thank you for your consideration of this request during these difficult economic times. I can assure you that the financial assistance provided by the City of Rancho Palos Verdes will be used to continue the work of reducing aircraft noise from those communities affected by LAX operations.

Please provide a response by August 31, 2009, by letter or phone call, if possible, to simply indicate whether or not the City of Rancho Palos Verdes would be agreeable to providing some level of financial support for the LAX Roundtable. Your correspondence should be directed to the LAX/Community Noise Roundtable, c/o Los Angeles World Airports, 1 World Way, P.O. Box 92216, Los Angeles, CA 90009-2216, attn. Robert Holden. If you have any questions or wish to provide a verbal response, please feel free to call Mr. Holden at (310) 646-9410 ext. 1046. You may also call me at (310) 377-6325.

Sincerely,



John C. McTaggart, Chairman  
LAX/Community Noise Roundtable  
Representing Los Angeles County Fourth District Supervisor Don Knabe

cc: Roundtable Members





August 4, 2009

Councilmember Bill Rosendahl  
City of Los Angeles - Council District 11  
200 N Spring Street, Room 415  
Los Angeles, CA 90012

Re: Request for Financial Support of the Los Angeles International Airport/Community Noise Roundtable

Dear Councilmember Rosendahl:

The LAX/Community Noise Roundtable (Roundtable) was started in September 2000 to seek possible ways to reduce noise from aircraft operations to people residing in the vicinity of LAX, including Council District 11. With the assistance and cooperation of our membership, the Roundtable has made remarkable progress in addressing specific noise issues identified by the membership, but there are still noise problems that need to be resolved. The work of the Roundtable is beneficial to all jurisdictions affected by aircraft noise, and continuing the work of the LAX Roundtable is crucial in our efforts to bring meaningful noise relief to those affected communities.

Since the Roundtable's inception, Los Angeles World Airports (LAWA) has provided 100% of the funding to cover the costs of the Roundtable. However, due to LAWA's current financial situation, the Board of Airport Commissioners (BOAC) directed LAWA to all reduce expenses, including the expense of the Roundtable. The BOAC specifically directed LAWA to explore the possibility of the sharing the cost for the Roundtable facilitator contract with the member jurisdictions.

The facilitator is an essential member of the Roundtable who performs necessary functions to assist in accomplishing the Roundtable's goals of reducing noise in the surrounding communities at LAX. Such duties include preparing numerous documents, meeting recaps and letters, and conducting noise analyses to test the effectiveness of existing and/or proposed aircraft noise abatement procedures. The facilitator also serves as an independent expert on noise-related issues and provides unbiased opinions and suggestions on such issues for the member communities. The services provided by the facilitator under the contract have proven to be very valuable to the Roundtable's membership.

I am requesting each of the city and county agencies with membership on the Roundtable to indicate its willingness to provide some level of financial assistance to maintain and continue the work of the LAX/Community Noise Roundtable by making an annual contribution. If you are willing to make such a contribution, please specify the amount you would be prepared to pay. The suggested minimum amount would be

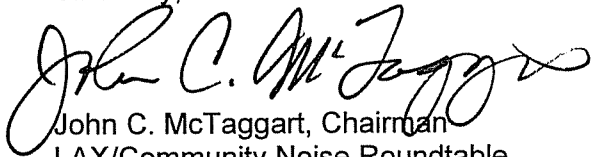
Councilmember Bill Rosendahl  
City of Los Angeles - Council District 11  
August 4, 2009  
Page 2

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Thank you for your consideration of this request during these difficult economic times. I can assure you that the financial assistance provided by your office will be used to continue the work of reducing aircraft noise from those communities affected by LAX operations.

Please provide a response by August 31, 2009, by letter or phone call, if possible, to simply indicate whether or not you would be agreeable to providing some level of financial support for the LAX Roundtable. Your correspondence should be directed to the LAX/Community Noise Roundtable, c/o Los Angeles World Airports, 1 World Way, P.O. Box 92216, Los Angeles, CA 90009-2216, attn. Robert Holden. If you have any questions or wish to provide a verbal response, please feel free to call Mr. Holden at (310) 646-9410 ext. 1046. You may also call me at (310) 377-6325.

Sincerely,



John C. McTaggart, Chairman  
LAX/Community Noise Roundtable  
Representing Los Angeles County Fourth District Supervisor Don Knabe

cc: Roundtable Members



August 4, 2009

Supervisor Don Knabe  
County of Los Angeles - Fourth District  
822 Kenneth Hahn Hall of Administration  
500 West Temple Street  
Los Angeles, CA 90012

Re: Request for Financial Support of the Los Angeles International Airport/Community Noise Roundtable

Dear Supervisor Knabe:

The LAX/Community Noise Roundtable (Roundtable) was started in September 2000 to seek possible ways to reduce noise from aircraft operations to people residing in the vicinity of LAX, including the Fourth Supervisorial District. With the assistance and cooperation of our membership, the Roundtable has made remarkable progress in addressing specific noise issues identified by the membership, but there are still noise problems that need to be resolved. The work of the Roundtable is beneficial to all jurisdictions affected by aircraft noise, and continuing the work of the LAX Roundtable is crucial in our efforts to bring meaningful noise relief to those affected communities.

Since the Roundtable's inception, Los Angeles World Airports (LAWA) has provided 100% of the funding to cover the costs of the Roundtable. However, due to LAWA's current financial situation, the Board of Airport Commissioners (BOAC) directed LAWA to all reduce expenses, including the expense of the Roundtable. The BOAC specifically directed LAWA to explore the possibility of the sharing the cost for the Roundtable facilitator contract with the member jurisdictions.

The facilitator is an essential member of the Roundtable who performs the necessary functions to assist in accomplishing the Roundtable's goals of reducing noise in the surrounding communities at LAX. Such duties include preparing numerous documents, meeting recaps and letters, and conducting noise analyses to test the effectiveness of existing and/or proposed aircraft noise abatement procedures. The facilitator also serves as an independent expert on noise-related issues and provides unbiased opinions and suggestions on such issues for the member communities. The services provided by the facilitator under the contract have proven to be very valuable to the Roundtable's membership.

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Supervisor Don Knabe  
County of Los Angeles - Fourth District  
August 4, 2009  
Page 2

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Sincerely,



John C. McTaggart, Chairman  
LAX/Community Noise Roundtable

cc: Roundtable Members