



December 3, 2012

Mr. Scott Tatro
Los Angeles World Airports
1 World Way, P.O. Box 92216
Los Angeles, CA 90009-2216

RE: Support for Proposed Restriction at LAX that Restricts Nighttime Non-Conforming East Departures

Dear Mr. Tatro:

As you know, the Los Angeles International Airport/Community Noise Roundtable (Roundtable) is a voluntary and independent body that consists of membership from local elected officials and staff, representatives of congressional offices, members of recognized community groups, the airlines, the Federal Aviation Administration (FAA), and Los Angeles World Airports (LAWA). These parties work together to identify noise issues that affect communities surrounding LAX and to seek feasible solutions to reduce noise over those affected communities.

One of our long standing noise issues is aircraft departing to the east during late night and early morning hours. As you know, the vast majority of aircraft operating at LAX depart in a westerly direction, but on occasion, there are a few large aircraft that depart to the east causing a serious noise disturbance to residents of numerous communities. These departures also fly at low altitudes during the night, when residents are most sensitive to aircraft noise, and can cause sleep disturbance as well.

As a possible mitigation measure for this issue, the Roundtable, in 2001, requested LAWA initiate a Federal Aviation Regulations (FAR) Part 161 Study to examine the possibility of restricting these non-conforming east departures during the hours of midnight and 6:30 a.m. when LAX is in Over Ocean or Westerly Operations. After the long but worthwhile wait, we are delighted to hear that LAWA has finished the study and will be submitting the application to the FAA to seek approval to implement this proposed restriction.

We wish to express our sincere appreciation to LAWA for putting forth remarkable efforts to complete the LAX Part 161 Study and for honoring its commitment to the communities in reducing noise impacts. By restricting these non-conforming east departure operations at LAX, it will provide the residential communities a meaningful noise relief and a better overall quality of life. Because of the potential benefits that this proposed restriction will provide to the residents, we wish to offer our full support for LAWA's pursuit of this proposed restriction at LAX.

I would like to also thank you and your staff, on behalf of the members of the Roundtable, for your continuing support of our efforts in addressing aircraft noise that affects the communities surrounding LAX. With your support, we have achieved great progress in reducing noise exposure over the last decade. The Roundtable continues to look forward in working with LAWA to explore new ways to further reduce noise from LAX aircraft operations.

Scott Tatro, LAWA
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The position stated in this letter is the opinion of the majority of the membership of the Roundtable and is not the official position of the Federal Aviation Administration, the City of Los Angeles or Los Angeles World Airports.

Sincerely,

A handwritten signature in black ink, appearing to read "Denny Schneider". The signature is fluid and cursive, with a large, sweeping flourish at the end.

Denny Schneider, Chairman
LAX/Community Noise Roundtable