



October 13, 2004

Dr. Ian Waitz, Professor of Aeronautics
Director, Center of Excellence for Aircraft Noise and Aviation Mitigation Emission
Massachusetts Institute of Technology
77 Massachusetts Avenue, 33-314
Cambridge, MA 02139

Dear Dr. Waitz:

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.

Since its inception, the majority of the Roundtable's efforts have been directed at those noise impacts occurring in communities located outside of the LAX 65 dB CNEL/DNL noise contour. With the help of the FAA, LAWA and the airline industry, we have been successful in achieving some incremental noise reductions for those communities. The members of the Roundtable are optimistic that the Center of Excellence's (COE) research work will provide information that is supportive of our interest in achieving our mission of mitigating aircraft noise impacts in the communities impacted by LAX.

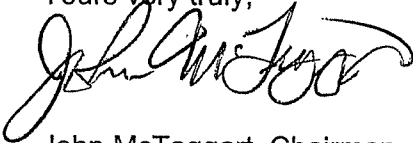
The Roundtable understands that the COE is seeking suggestions for research topics. We believe that additional information would be useful to the Roundtable in achieving its goals and we would like to offer the following ideas that have been developed from our Work Program:

- Noise metrics, together with levels of significance, that would be applicable in the evaluation of aircraft overflight noise outside the 65 dB CNEL/DNL noise contours during daytime and noise sensitive nighttime hours;
- The use of airspace classifications to assure maximum flight altitudes are used over residential areas during nighttime hours;
- Noise metrics, together with levels of significance, that would be applicable in addressing low frequency noise issues;
- Health effects of aircraft noise – including levels of significance for sleep interference and speech interference due to aircraft noise;
- Provide additional noise mitigation options.

Dr. Ian Waitz
October 13, 2004
Page 2

We are honored to offer these topics for your consideration. 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.

Yours very truly,

A handwritten signature in black ink, appearing to read "John McTaggart", written in a cursive style.

John McTaggart, Chairman
Los Angeles International Airport/Community Noise Roundtable

cc: Marland Townsend, Chair, San Francisco International Airport/Community Roundtable
Arlene Mulder, Chair, Chicago O'Hare Noise Compatibility Commission
Carl Burleson, Director, FAA Office of Environment and Energy
Alan Zusman, Chair, Federal Interagency Committee on Aircraft Noise
Kim Day, LAWA