



Alliance for a Regional Solution to Airport Congestion

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March 8, 2007

Mr. Gary L. Toebben
President & CEO
Los Angeles Area Chamber of Commerce
350 S. Bixel St.
Los Angeles, CA 90017

Dear Mr. Toebben:

Your March 6, 2007 editorial comments that LAX has lost much luster struck a chord with us. Let's clear the air and start working closely toward our common goal of improving LAX and our economy. The crumbling LAX infrastructure must be replaced—NOW. ARSAC has been calling for improvements at LAX and for finalizing the LAX Master Plan for a long time. Only when proposed projects were counter productive to both business/economic interests and the people residing in areas surrounding LAX have we spoken out in opposition. We have, and will continue, to fight for win-win solutions.

Airport neighbors and ARSAC were first in line to support improvement projects at LAX such as the Tom Bradley International Terminal revamp and the gate additions to handle newer, larger aircraft. Similarly we fought for the new in-line baggage handling system. When RAND Corporation identified numerous short term fixes a year prior to passage of LAX Master Plan Alternative D we were again first in line to push for rapid implementation. Although they were never implemented, we wanted them because they added both security and operational improvements. When the Settlement Agreement was written it removed all impasses for implementation of key LAX improvement projects such as a midfield Terminal Annex with additional larger gates, we again applauded. Few of the above have been completed, however, at least *a few of them* have been started.

LAX must be constructed to be the world class, safe, secure, and convenient airport that we all deserve. We, and the other Settlement Agreement signers, have agreed on a plan that supports the "greater good." We thank LAWA for enabling HNTB, the world class airport design company, to work with us.

We believe that airport design decisions do not have to be win-loose propositions even though many past decisions have been just that. Inevitable impacts on LAX's immediate neighbors in Westchester-Playa del Rey, El Segundo, Inglewood, Lennox, and Hawthorne along with the million plus people in LA Council Districts 1, 8, 9, and 14 (most of South LA), Culver City, unincorporated LA County, Monterey Park, and the South Bay Cities who experience the noise and pollution of LAX flight operations need not be further exacerbated. These impacts must be mitigated.

Our plan improves air safety, increases operational efficiency, improves environmental impacts, reduces ground traffic impacts, and supports economic growth. Although there is agreement on most issues, three issues remain: LAWA proposals to move outboard runway 24R 340' north closer to homes, a western terminal, and a ring road—all elements that have been rejected in previous

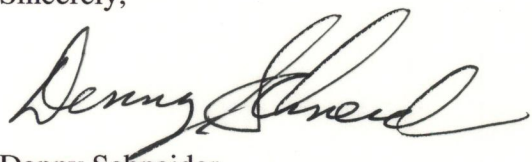
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LAX Master Plan alternatives. Our compromise plan moves the inboard north runway south and better aligns the taxiways to meet current standards and requirements. It also presents world class facilities for visitors in a rebuilt TBIT, a new northern terminal complex with City and ocean views and expanded public areas, and a new midfield terminal complex as proposed by LAWA in the Settlement Agreement.

Concentration of capacity at LAX is not the answer. LAX's 3,600 acre footprint is significantly smaller than other major U.S. airports; air space is strained and over building LAX will compromise safety. Any prudent businessman would distribute his risks by operating multiple locations. We remain committed to a regional network of airports that will result in less freeway traffic on the already overcrowded Westside and will provide consumers in the rapidly growing Inland Empire and Antelope Valley convenient airport choices to where they live or work. Building up LAWA's regional airports in Ontario and Palmdale along with other smaller, unconstrained airports in the region is the answer to future airport capacity and future economic growth for Southern California.

We wish that you would distribute our correspondence so that your readers realize that we are not part of the US versus THEM blame game. We would also appreciate the opportunity to meet with you to discuss airport issues.

Sincerely,



Denny Schneider
President



Robert Acherman
Vice President