

California Environmental Quality Act

NOTICE OF PREPARATION

To: Responsible or Trustee Agency
Interested Parties

From: City of Los Angeles
Los Angeles World Airports
7301 World Way West, 3rd floor
Los Angeles, CA 90045

Subject: Notice of Preparation of a Draft Environmental Impact Report

Project Title: Los Angeles International Airport Tom Bradley International Terminal (TBIT) Reconfiguration Project (City Clerk No. AD-043-08)

Project Location: Los Angeles International Airport in the City of Los Angeles, County of Los Angeles -- 33° 56' north latitude by 118° 24' west longitude

The City of Los Angeles - Los Angeles World Airports (LAWA) as Lead Agency will prepare a project-level tiered Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) for the proposed Tom Bradley International Terminal (TBIT) Reconfiguration Project ("Project") at Los Angeles International Airport (LAX). This LAX TBIT Reconfiguration Project EIR will be tiered from the LAX Master Plan EIR (State Clearinghouse Number 1997061047) and will provide project-specific construction information on one of the Master Plan projects previously evaluated at a programmatic level.

LAWA is requesting input from interested government and quasi-government agencies, organizations, and private citizens regarding the scope and content of environmental information to be included in the LAX TBIT Reconfiguration Project Draft EIR. In the future, public agencies receiving this notice may need to use the subject EIR prepared by LAWA when considering their permits or other approvals for the proposed Project.

Any public agencies that respond to this Notice are requested, at a minimum, to:

1. Describe significant environmental issues, reasonable alternatives and mitigation measures which they would like to have addressed in the LAX TBIT Reconfiguration Project EIR.
2. State whether they are a responsible or trustee agency for the Project, explain why and note the specific Project elements that are subject to their regulatory authority.
3. Provide the name, address and phone number of the person who will serve as their point of contact throughout the environmental review process for this Project.

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As part of the scoping process, a public scoping meeting will be held as follows:

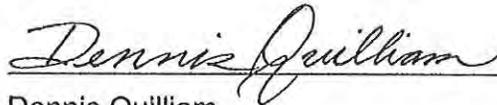
Location: Flight Path Museum
6661 West Imperial Highway
Los Angeles, CA 90009

Date & Time: Wednesday, January 14, 2009, 6:30 to 8:30 PM

Due to the time limits mandated by State law, your response should be sent at the earliest possible date but *not later than Wednesday, January 28, 2009*.

Please send your response to Dennis Quilliam, City Planner, Los Angeles World Airports, 7301 World Way West, 3rd Floor, Los Angeles, CA 90045.

Signature:



Dennis Quilliam

Title: City Planner

Date: December 10, 2008

Telephone: (310) 646-7614

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1. PROJECT LOCATION

The Project is located at Los Angeles International Airport (LAX), situated within the City of Los Angeles and Los Angeles County. As depicted on Figure 1, LAX is bordered by the community of Westchester (part of the City of Los Angeles), the City of El Segundo, the City of Inglewood, the unincorporated community of Lennox, and the Pacific Ocean. The airport is located approximately 12 miles southwest of downtown Los Angeles. Figure 2 provides an aerial view of the existing airport. The proposed improvements that comprise the Project would occur in the central portion of the airport located between the north and south airfields, within, and west of, the existing Tom Bradley International Terminal (TBIT).

2. PROJECT DESCRIPTION

Project Characteristics

The proposed Project provides for certain improvements identified in the approved LAX Master Plan, particularly as related to supporting the airport's ability to effectively and efficiently accommodate Next Generation Aircraft¹, such as the Airbus A380, Boeing 787, and Boeing 747-8. Airlines that have added, or will soon be adding, such aircraft to their fleets are anticipated to start scheduled service at LAX in the near future. The improvements proposed for this Project are shown in Figure 3 and include:

- ▶ Construction of new north and south concourses at TBIT just west of the existing concourses, which would be demolished. Compared to the existing concourses, the new concourses would provide new larger holdrooms, and improved and expanded concessions, airline lounges, passenger corridors, and administrative offices;
- ▶ Construction of nine aircraft gates, and associated loading bridges and apron areas, along the west side of the new concourses at TBIT;
- ▶ Relocation and consolidation of existing aircraft gates along the east side of TBIT. In conjunction with the demolition of the existing concourses at TBIT, ten new aircraft gates, and associated loading bridges and apron areas, would be constructed along the east side of the new concourses to replace the twelve aircraft gates that currently exist at TBIT;
- ▶ Renovation, improvement, and enlargement of the existing U.S. Customs and Border Protection (CBP) areas within the Central Core of TBIT² ;
- ▶ Renovation, improvement, and enlargement of existing concessions areas, office areas, and operations areas within the central core of TBIT;

¹ "Next Generation Aircraft" is a general term referring to the development and release of new models of commercial aircraft that are larger, more fuel efficient, and incorporate new technology in flight engineering.

² The Central Core of TBIT consists of the large building situated in the center of TBIT, connecting to the north concourse and south concourse at TBIT and to the roadway system within the Central Terminal Area. The Central Core is the area within TBIT where passenger processing activities, such as ticketing, screening, customs check, baggage claim, etc. occurs.

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- ▶ Construction of secure/sterile passenger corridors (i.e., areas allowing only passengers that have gone through security clearance and are subject to FAA or airline security requirements) between Terminals 3 and 4 and TBIT; and
- ▶ Westward relocation of existing Taxiways S and Q³, which are currently located in the area proposed for the new concourses and/or gates.

Additional information regarding each of these improvements is provided below.

TBIT Concourse Improvements

The proposed Project includes construction of a new concourse area at TBIT to replace the existing north and south concourses. The north and south portions of the new concourse would be constructed approximately 130 feet west of the existing concourses, as measured from west face of the existing concourses to the east wall of the proposed concourses, and would be approximately 120 feet wide. New concourse area would also be constructed west of the TBIT central core, connecting with the new north and south concourses, to provide a total new concourse length of approximately 2,300 feet. With the exception of the northernmost 300 feet of the existing north concourse, which would tie into the proposed concourse area, the existing north and south concourses at TBIT would be demolished after completion of the new concourses.⁴ The new concourses would provide larger passenger hold areas than the existing concourses; improved concessions including new food and beverage stores, merchandise stores, airline lounges, passenger corridors, administrative offices, and support space. The new concourse facility would be constructed to current seismic standards which are more stringent than those in existence at the time the existing north and south concourses were constructed in the early 1980s (i.e., California seismic safety building standards were revised following the Northridge Earthquake in 1994).

Aircraft Gates

The development of new gates along the west side of the new concourses includes four gates on the south concourse that would be designed to accommodate Airplane Design Group (ADG) VI aircraft such as the A380 and 747-8⁵, providing passenger loading bridges at the fore and aft of the aircraft as well as an additional loading bridge for the

³ Based on the proximity of the alignments proposed for the two relocated taxiways, relative to the locations of other existing taxiways nearby, it is possible that relocated Taxiways "S" and "Q" would be redesignated as new Taxiways "T" and "S," respectively. That assumption is carried for the purpose of referencing the subject taxiways within the EIR, understanding that the FAA would later determine and assign the actual letter designations for the relocated taxiways.

⁴ The design and construction of the new north concourse would not preclude or constrain the potential development of a new linear concourse in the future, to replace existing Terminals 1, 2 and 3 as anticipated by the approved LAX Master Plan. The new linear concourse would still have an east-west orientation and connect with the TBIT north concourse at its west end.

⁵ ADG VI generally includes aircraft with a wingspan of between 214 and 262 feet and a tail height of between 66 and 80 feet. It should be noted that all New Large Aircraft (NLA) currently in production are considered to be ADG VI aircraft, but not all ADG VI aircraft are NLA. For example, the Lockheed C-5 Galaxy heavy-duty military transport plane is an ADG VI aircraft. NLA generally refers to the new large aircraft that are proposed for commercial service that meet ADG VI size standards.

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upper level of the A380 aircraft. Figure 4 illustrates how an A380 could be gated with the three loading bridges, with the two forward bridges connect to the lower level and the rear bridge connects to the upper level, and ground service trucks/equipment distributed around the aircraft. At the north concourse, three gates would be developed on the west side and would be designed to accommodate either two ADG VI aircraft or three ADG V aircraft such as the 787, Boeing 747-400, and Airbus A340-- see Figure 3. Two new gates, one designed to accommodate an ADG IV aircraft and the other to accommodate an ADG VI aircraft, would be constructed west of the TBIT Central Core, between the new north and south concourses.

As indicated previously, once the new concourse facility is completed, all of the existing south concourse and most (i.e., approximately 75 percent) of the existing north concourse would be demolished. Ten new gates would then be constructed on the east side of the new concourses to replace the twelve gates on the east side of the existing concourses. The east side of the north concourse would include one ADG VI gate, two ADG V gates, and two ADG III/IV gates (i.e., such as for Boeing 757 and 737 aircraft and Airbus 320 and 319 aircraft), while the east side of the south concourse would include one ADG VI gate, three ADG V gates, and one ADG IV/III gate.

As also indicated above, the new additional gates constructed at TBIT would reduce the use of existing remote gates located in the western portion of the airport, which, in turn, would reduce the existing need to bus passengers and crews between TBIT and the remote gates.

With implementation of the proposed Project, international flights that process passengers through TBIT and that would otherwise use remote gates would instead be routed directly to and from TBIT, thereby eliminating the remote gate busing operations associated with those flights. The development of the new gates along the west side of TBIT would allow existing remote gates to be used for Remain Overnight (RON) aircraft parking and also continue other existing functions such as use of remote gates by aircraft that do not process passengers through TBIT, military and dignitary aircraft operations, etc.

TBIT Central Core

Within the central portion of TBIT, the existing Central Core would be improved and enlarged to provide additional inspection counters, baggage claim units, primary and secondary processing areas, CBP administrative/office areas, and restrooms. Improvements proposed within the TBIT Central Core would also include renovations within the ticket counter area and airline ticket office area, addition of new concessions areas, expansion and improvement of the meeter/greeter area, additional restrooms, and additional general circulation area.

In conjunction with the improvements proposed at the Central Core and also related to the concourse and gate improvements described above, the existing busing operations holdroom at TBIT for passengers and crews being bussed to and from the remote gates would be eliminated. A 28,400 square-foot temporary busing operations holdroom comprised of a pre-engineered metal building would be established at the northern end of the existing north concourse. With the aforementioned construction of new gates on the west side of TBIT and the associated reduction in busing operations to and from the

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remote gates, the demands on the busing operations holdroom would be less than currently exists. The temporary busing operations holdroom would remain in operation until either a new busing operation holdroom of a comparable size is constructed, which could be accommodated in the new south concourse near the Central Core, or the need for a busing operations holdroom is alleviated due to ultimate elimination of the remote gates, as envisioned in the LAX Master Plan. At that time, the temporary busing operations holdroom would be demolished/removed.

In sum, the improvements proposed for the Central Core and the new concourses would include renovations to approximately 240,000 square feet of existing floor area, preservation of approximately 500,000 square feet of existing floor area, and addition of approximately 1,260,000 square feet of new floor area, for a total of approximately 2,000,000 square feet of floor area at TBIT upon Project completion. By comparison, the floor area for the existing TBIT Central Core and concourses is approximately one million square feet.

Secure/Sterile Corridors between TBIT and Terminals 3 and 4

Improvements proposed within TBIT include the addition of secure/sterile corridors connecting TBIT with Terminals 3 and 4 to allow passengers on international arrival flights in those terminals to have direct access to the screening and inspection services within TBIT, instead of the current procedure of deplaning onto busses and being transported to the west side of TBIT for processing.

Taxiways S and Q Westward Relocation

The area along the west side of TBIT that is proposed for the new concourse facility, new gates, loading bridges, and aircraft apron area is currently occupied by Taxiways S and Q and an adjacent service road, which provide aircraft access between the north runway complex and the south runway complex. As part of the proposed Project, both taxiways would be relocated approximately 518 feet to the west (from centerline of existing Taxiway Q to centerline of new Taxiway S), and would be designed and constructed to accommodate ADG VI aircraft.

In order to minimize potential future construction-related disruption of airfield operations in the midfield area, particularly the taxiing and ground movement of aircraft in the midfield area, the proposed Project includes the development of various tunnel segments. The LAX Master Plan includes the development of a secure tunnel system between the future Midfield Satellite Concourse and the Central Terminal Area/TBIT that would provide for the transport of passengers, crews, baggage, utilities, and materials beneath the airfield. Construction of the relocated taxiways for the currently proposed Project would include construction of the middle segments of the two tunnels associated with providing such access to and from the Midfield Satellite Concourse. Constructing the tunnels to coincide with this apron and taxiway reconstruction is a practical consideration, designed to avoid airfield operations disruption and the construction-related impacts that could occur if they were constructed as part of the Midfield Satellite Concourse Project (i.e., having to close much of the midfield area and temporarily remove portions of the new (relocated) taxiways, new TBIT gates, and new aircraft apron areas). Both the end segments of the tunnels, connecting to the Midfield Satellite Concourse, TBIT, and the Central Terminal Area (CTA), would not be

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constructed unless the Midfield Satellite Concourse Project is proposed and approved. In the event that the Midfield Satellite Concourse Project is not approved/developed, the tunnels could be used for the transport of goods, materials, and personnel between TBIT and World Way West. Use of this subsurface corridor would reduce the reliance on the roads within the CTA and vehicle service roads on the airfield for such purposes. Construction of the relocated taxiways and new apron area may include provisions for support structures stemming down below a portion of the taxiways and apron area. These support structures would provide for the development of a construction access route between World Way West and the TBIT Central Core/concourses work area that allows vehicles to pass beneath areas of aircraft movement. Upon completion of Project construction, the areas beneath and around the supports would be backfilled or the construction road and bridges would be left in place to provide operations-related access between TBIT and World Way West, similar to the tunnels described above.

Construction of the relocated taxiways would require the relocation and/or removal of several existing airfield facilities including, in addition to the busing facility described above, various utilities, the existing loading dock at TBIT, seven RON aircraft parking spots, ground service equipment (GSE) storage and maintenance facilities, a ground vehicle fueling station, an airfield operations area (AOA) access control post, all or a part of the aircraft maintenance hangar formerly owned and operated by TWA, the American Airlines Low-Bay Hangar, one or more of the three water deluge tanks located south of the Low-Bay Hangar, a flight kitchen, the Los Angeles Fire Department Station 80/Aircraft Rescue and Firefighting (ARFF) Facility⁶, a vehicle parking lot, the American Eagle Commuter Terminal, and a fuel vault.

Construction Staging, Parking, and Haul Routes

Construction staging for the proposed Project would occur primarily within two areas west of the Project site, as shown in Figure 5. The subject areas include: (1) an existing staging area at the central west end of the airport near Pershing Drive and World Way West that was used in a similar capacity for the South Airfield Improvement Project (SAIP) and is proposed to be used for the Crossfield Taxiway Project; and, (2) an existing staging area at the northwest edge of the airport, near Pershing Drive and Westchester Parkway, which is currently used for the TBIT In-Line Baggage Screening Program construction staging. Two areas are proposed to be used for construction worker parking. One area that would be initially used is the contractor employee parking area located at a site north of LAX Parking Lot B on La Cienega Boulevard, to the east of the Project site, which was used for the SAIP and is proposed to be used for the Crossfield Taxiway Project construction. The other contractor employee parking area is adjacent to the aforementioned construction staging area at the northwest edge of the airport. Project construction workers would be transported to and from the Project job site via a shuttle that travels on the routes shown in Figure 5. Delivery and haul routes for the LAX TBIT Reconfiguration Project would occur on the perimeter of the Airport, primary along Imperial Highway and Pershing Drive. Other parcels at or near

⁶ A new fire station/ARFF would be constructed prior to, and independent of, demolition of the existing ARFF.

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the airport may also be used periodically during the course of Project construction for materials storage and laydown areas; such areas will be identified and addressed within the EIR.

Relationship to LAX Master Plan

The LAX TBIT Reconfiguration Project is one of several projects LAWA is proposing under the LAX Master Plan. The following summarizes the status of various projects related to the LAX Master Plan.

South Airfield Improvement Project (SAIP): The SAIP was the first project to be processed under the LAX Master Plan and was completed in June 2008.

Crossfield Taxiway Project (CFTP): The NOP describing that project was published in early April 2008 and the Draft EIR was published in September 2008.

TBIT Reconfiguration Project: The LAX TBIT Reconfiguration Project is the subject of this NOP. It is anticipated that the Draft EIR will be published in early 2009.

Midfield Satellite Concourse (MSC) Project: The MSC Project is in the early stages of programming and engineering concept development and has not yet begun the CEQA review process.

LAX Specific Plan Amendment Study (SPAS): The SPAS is currently underway to identify and evaluate options to certain elements of the LAX Master Plan referred to as the "Yellow-Light Projects," specifically, the north airfield improvements, the demolition of Terminals 1, 2, and 3, the Ground Transportation Center (GTC), and the Automated People Mover and on-airport roadway improvements associated with the GTC. The NOP for the SPAS EIR was published in March 2008 and it is anticipated that the Draft EIR will be published in fall 2009.

3. PROBABLE ENVIRONMENTAL EFFECTS OF THE PROJECT

LAWA conducted a preliminary analysis of the proposed Project to determine whether the Project may result in any significant impacts on the environment that were not fully addressed in the LAX Master Plan EIR, warranting the preparation of a further, focused Environmental Impact Report. Based on the nature and characteristics of the proposed Project, potentially significant environmental effects are anticipated to result primarily from proposed construction activities. Environmental topics of particular concern, which will be the primary focus of the Draft EIR analysis, include the following:

Traffic - Construction of the Project would generate vehicle traffic associated with workers traveling to and from the construction employee parking areas, and the associated shuttle trips between the parking areas and the construction site, truck haul/delivery trips, and miscellaneous construction-related travel. These vehicle trips could result in traffic impacts on the local roadway system during the construction period. The EIR will address such impacts and recommend mitigation measures for any significant traffic impacts. The Draft EIR will also evaluate potential impacts, if any, resulting from the relocation of ancillary facilities described above.

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The Draft EIR will evaluate the changes in on-airfield vehicle traffic associated with the reduction in passenger busing to and from remote gates, which would result from the use of new contact gates at TBIT.

The Draft EIR will also evaluate potential changes to on-airport and off-airport vehicle traffic that are attributable to the proposed Project.

Air Quality - Construction of the Project would result in temporary emissions of various air pollutants from construction equipment, worker commutes, truck haul/delivery trips, surface paving, taxiway striping, and demolition/material crushing and grading activities (i.e., fugitive dust). Such air pollutants include criteria pollutants such as carbon monoxide (CO), oxides of nitrogen and sulfur (NO_x and SO_x), reactive organic gases (ROG), and particulate matter (PM). Additionally, construction activities would emit greenhouse gases, particularly carbon dioxide (CO₂), both directly, such as from construction equipment and activities, and indirectly, such as from electricity consumption, particularly as related to new building floor area within TBIT. Greenhouse gas emissions would also be affected by changes in the routing of aircraft to and from new contact gates at TBIT in place of existing remote gates, by greatly reducing passenger busing. The Draft EIR will address the air quality impacts associated with the proposed Project and will delineate mitigation measures to reduce any significant impacts. In conjunction with the air quality impacts analysis, the Draft EIR will address the potential carcinogenic, long-term, and acute human health risks associated with toxic air contaminants (TACs) from construction activities, such as diesel particulate matter.

Noise - Construction of the Project would result in noise generated by on-site equipment, including noise from mobile equipment such as tractors, excavators, dump trucks, etc., and stationary equipment. Additionally, truck haul/delivery truck trips may result in off-site noise impacts. The Draft EIR will address potential noise impacts to noise-sensitive uses, such as residential areas, schools, hospitals, etc., and provide mitigation measures for any significant noise impacts.

Surface Water Quality - Construction of the Project would result in the potential for short-term impacts to surface water (i.e., storm runoff) quality, due to grading and other temporary surface disturbance. The Draft EIR will address construction-related surface water quality impacts and delineate the water quality control measures (i.e., Best Management Practices - "BMPs") that are proposed to address those impacts. The majority of the Project area is currently paved/improved and occupied by airfield operations; hence, the improvements proposed in those areas are not expected to result in a notable adverse change in long-term hydrology or water quality characteristics.

Biological Resources - Construction of the proposed improvements would include certain areas in the western portion of the airport that are undeveloped and vegetated. While these areas were evaluated in the LAX Master Plan Final EIR, the TBIT Reconfiguration Project Draft EIR will include a field survey of existing conditions and will address the potential for impacts to biological resources.

In addition to the topics described above, the Draft EIR for the Project will include a summary of other relevant environmental topics that were previously addressed in the

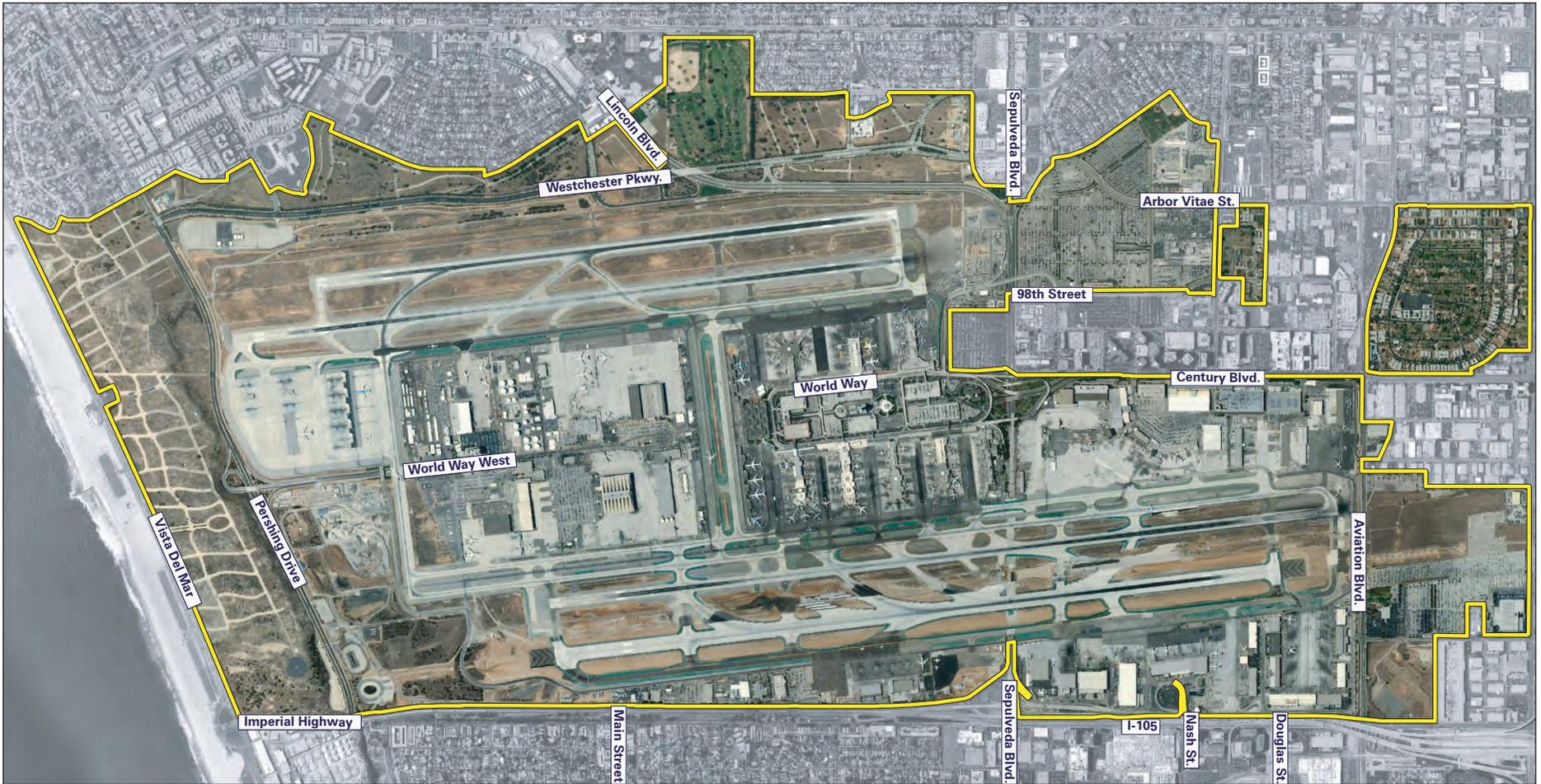
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LAX Master Plan EIR. The Draft EIR will also delineate all applicable Master Plan Commitments, Mitigation Measures, and other requirements set forth in the LAX Mitigation Monitoring and Reporting Program (MMRP).

Portions of the Project site have known or potential subsurface contamination, including as identified on lists enumerated under Section 65962.5 of the California Government Code. Such contamination was generally identified and addressed in the LAX Master Plan Final EIR, at which the TBIT Reconfiguration Project Draft EIR will update and supplement the subject analysis.

Comments regarding the scope and content of the LAX TBIT Reconfiguration Project Draft EIR must be submitted in writing to LAWA no later than Wednesday, January 28, 2009. The subject Draft EIR is anticipated to be completed by spring 2009, at which time a Notice of Completion will be filed with the Los Angeles County Clerk and the Governor's Office of Planning and Research - State Clearinghouse to initiate a 45-day public review period.

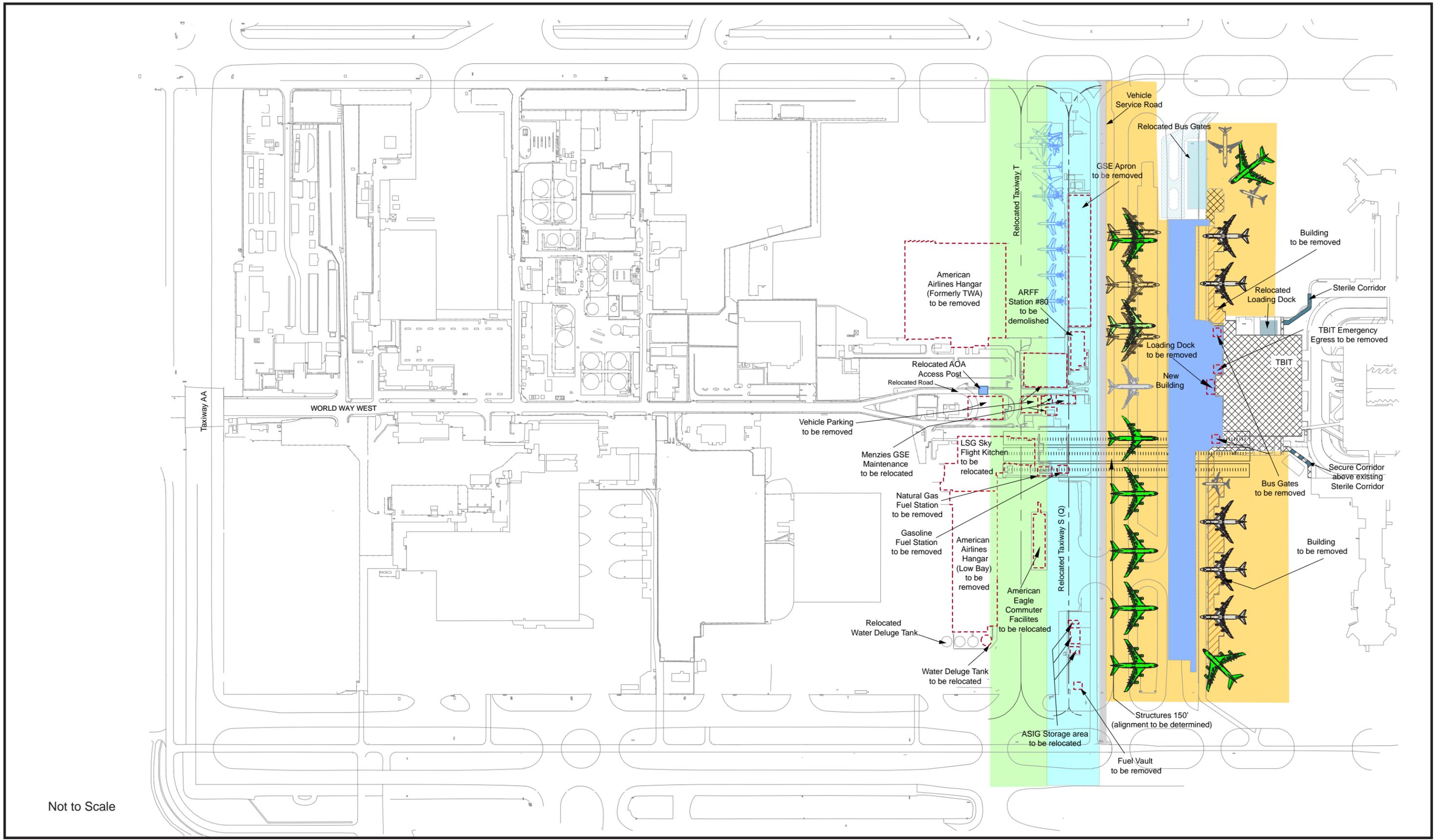
The City will prepare responses to comments received during the public review period regarding the adequacy of the LAX TBIT Reconfiguration Project Draft EIR. The comments and responses, together with the Draft EIR and its appendices, will comprise the Final EIR for the proposed Project. In arriving at a decision on whether to proceed with the proposed Project, the Board of Airport Commissioners and the Los Angeles City Council will consider, among other things, the information in the Final EIR and will determine the adequacy of the environmental documentation under the California Environmental Quality Act.



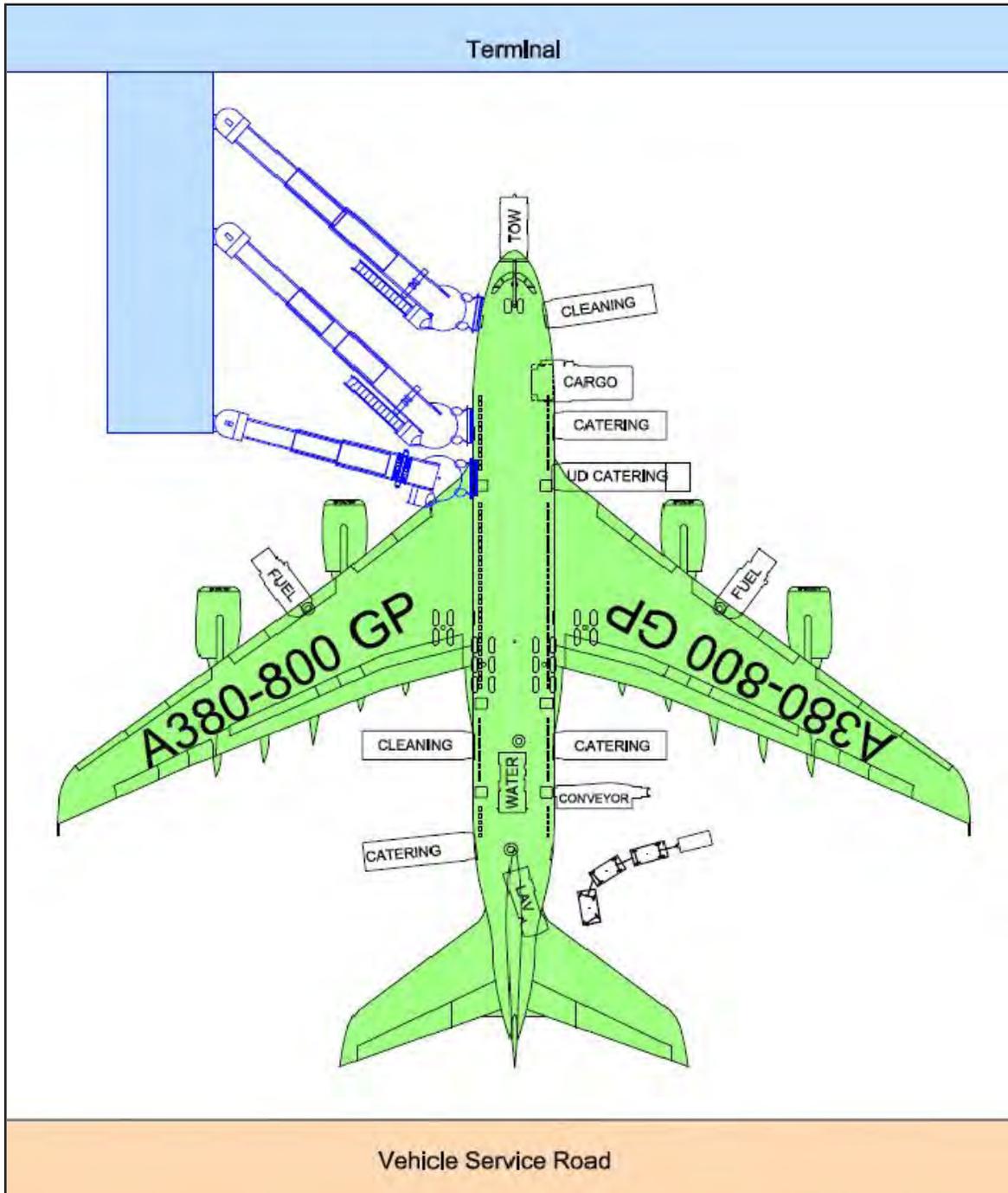
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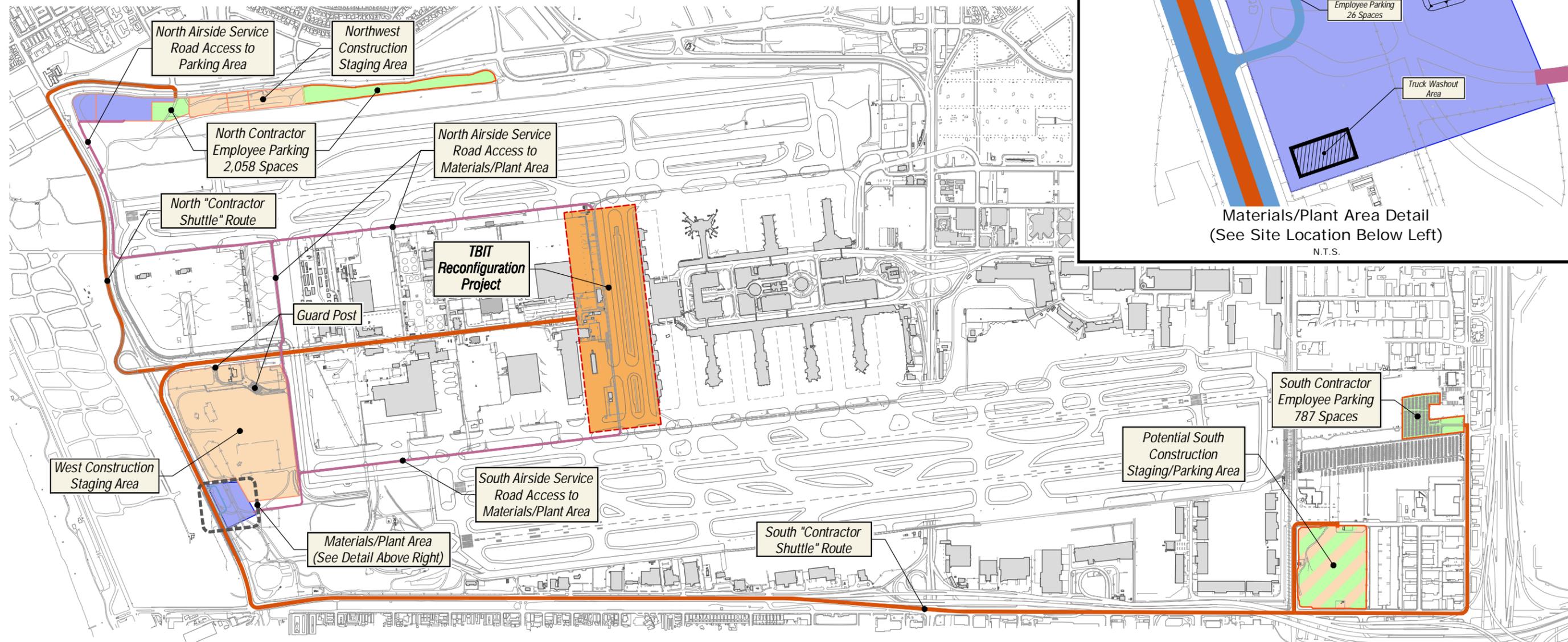
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Prepared by: CDM, 2008.



Source: LAX Development Program
Date : December 8, 2008

TBIT Reconfiguration Project EIR NOP

**TBIT Reconfiguration Project
Construction Parking and Staging Areas**

Figure 5