



WELCOME!

PUBLIC WORKSHOP & PUBLIC HEARING

Thursday, November 1, 2012

Public Workshop: 6:00 p.m. to 7:00 p.m.

Public Hearing: 7:00 p.m. to 9:00 p.m.

**Flight Path Learning Center
6661 West Imperial Highway
Los Angeles, CA 90045**

**Public Workshop
(6:00 p.m. to 7:00 p.m.)**

- **Introductions**
- **Background/Purpose & Need**
- **NEPA Process**
- **Overview of Alternatives**
- **Evaluation Conclusions**
- **Next Steps**

**Public Hearing
(7:00 p.m. to 9:00 p.m.)**

- **Introduction of Hearing Officer**
- **Format for Presenting Comments**
- **Project Presentation**
- **Public Comments on Adequacy of
Draft EA**

**Los Angeles International Airport
Runway 7L/25R RSA &
Associated Improvements Project**



LAX
*Los Angeles
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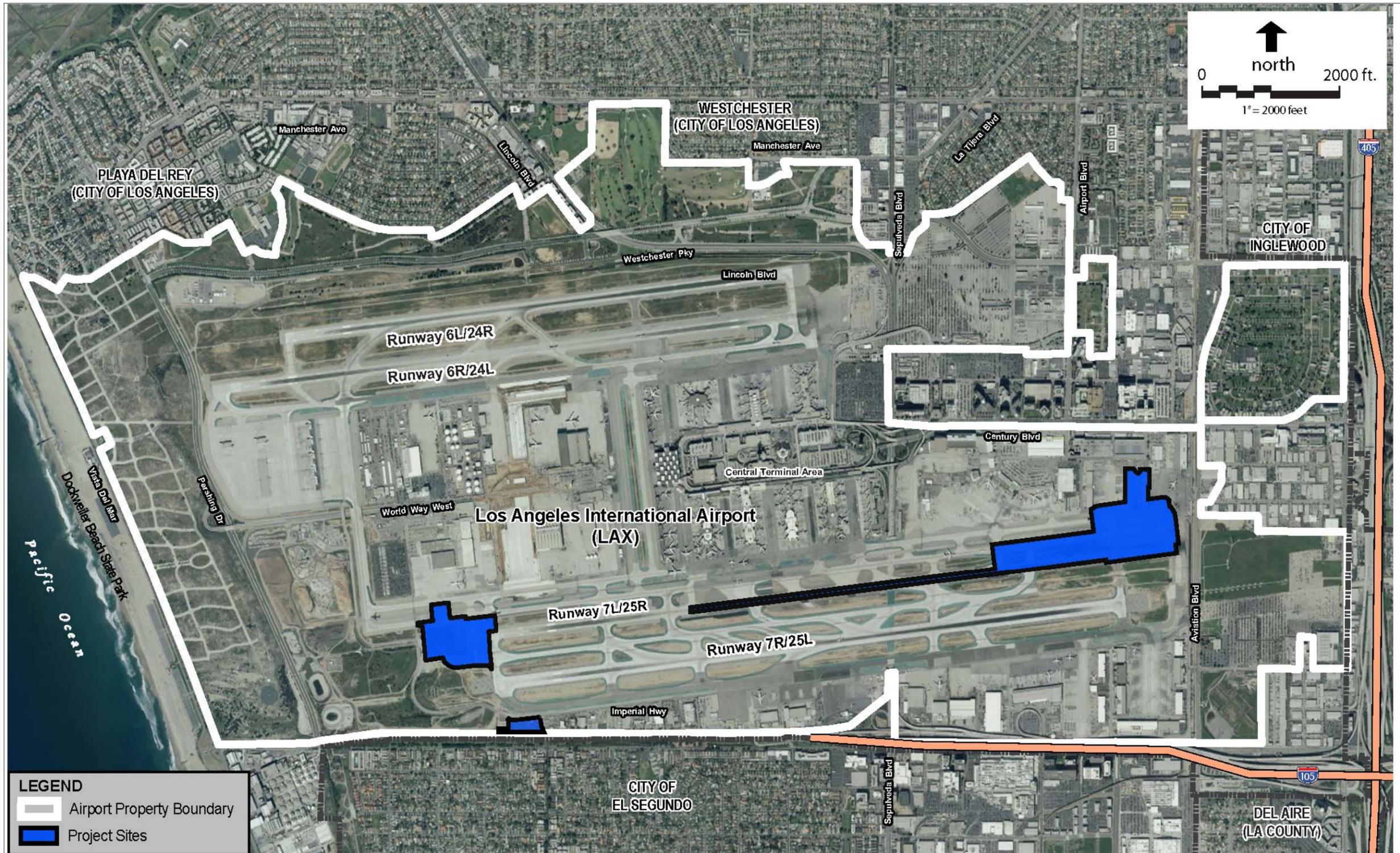


MEETING OBJECTIVES

- **Provide A Detailed Description of the Proposed Action and Other Reasonable Alternatives**
- **Present Potential Environmental Effects Evaluated in the Draft EA**
- **Present Identified Measures to Avoid, Minimize, or Compensate Adverse Environmental Effects**
- **Encourage Public Participation**
- **Listen to Public Comments Regarding Adequacy of the Draft EA**
- **Not a Forum for Debate on Merit of Project**



PROJECT LOCATION



Los Angeles International Airport Runway 7L/25R RSA & Associated Improvements Project



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WHAT IS THE PURPOSE OF THE PROPOSED ACTION ALTERNATIVES?

The Proposed Action Alternative is an integral part of the infrastructure and modernization program at LAWA and its commitment to maintain a safe and secure airport.

The Proposed Action Alternative will:

- Comply with federal mandates that all runways at Title 14, Code of Federal Regulations (CFR), Part 139 certified airports (such as LAX) meet Federal Aviation Administration (FAA) Runway Safety Area (RSA) design requirements by December 31, 2015, per Public Law 109-115.
- Rehabilitate Taxiway B and Runway 7L/25R pavement, the inboard runway, on the south airfield.
- Extend Taxiway C to the east to maintain aircraft access to Runway 7L/25R while Taxiway B pavement is being rehabilitated.

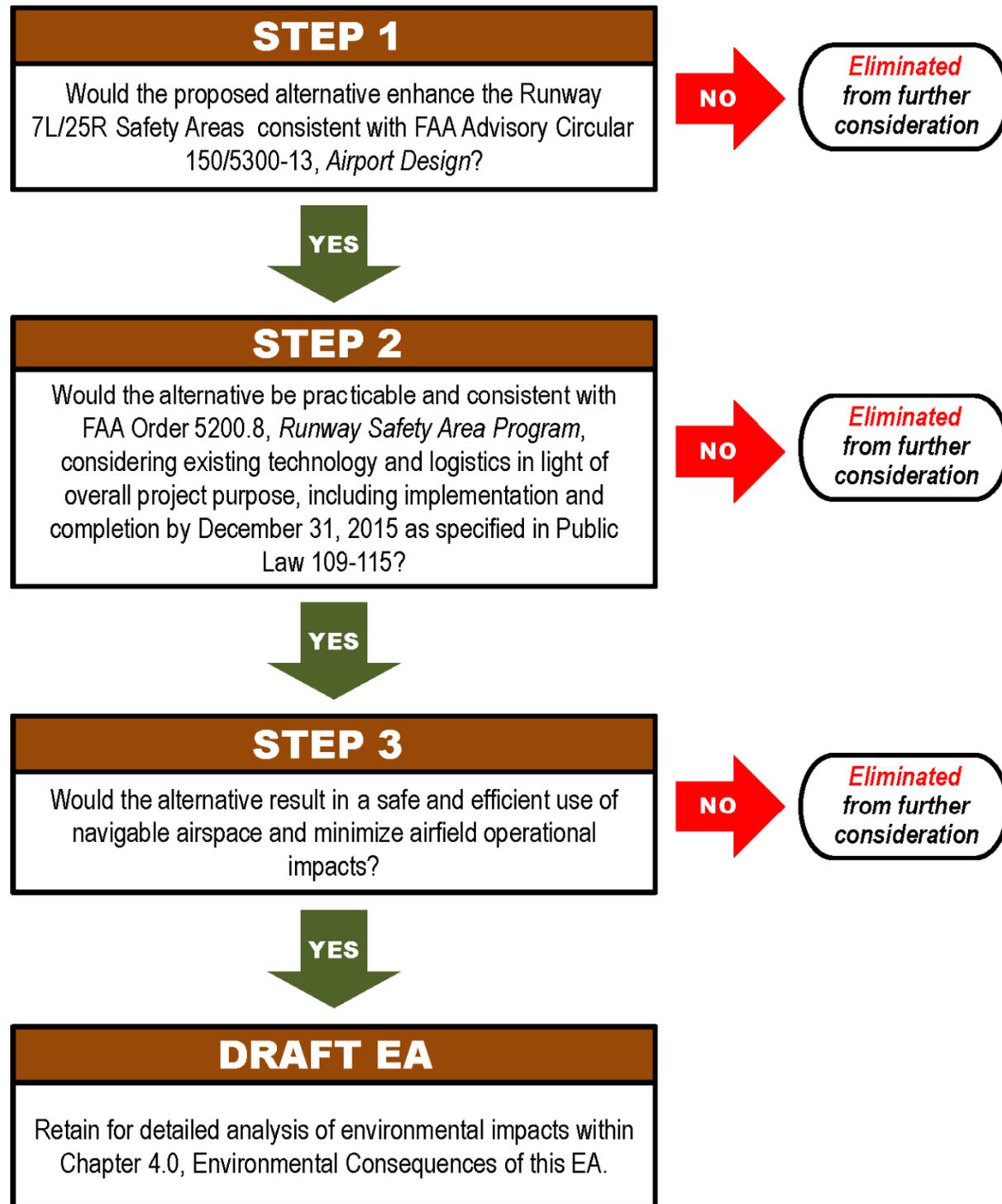
A number of additional improvements are required to enable compliance with FAA RSA design standards.



PROJECT ELEMENT RUNWAY SAFETY AREA (RSA)

- RSAs are defined surfaces surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of undershoot, overshoot, or excursion from the runway (FAA Advisory Circular 150/5300-13A)
- Runway 7L/25R currently does not comply with the FAA RSA design standard of 1,000 feet from each end.
- Due to physical constraints at LAX, the east end of Runway 7L/25R (Runway 25R) cannot be extended eastward to comply with FAA RSA design standards. In these cases, the FAA allows for the use of Declared Distances on the runway to meet the RSA design requirements. This practice is commonly used at other major airports with similar physical constraints.
- On the west end of Runway 7L/25R (Runway 7L), however, there is sufficient physical space to accommodate an 832 feet extension.

RSA ALTERNATIVES SCREENING ANALYSIS



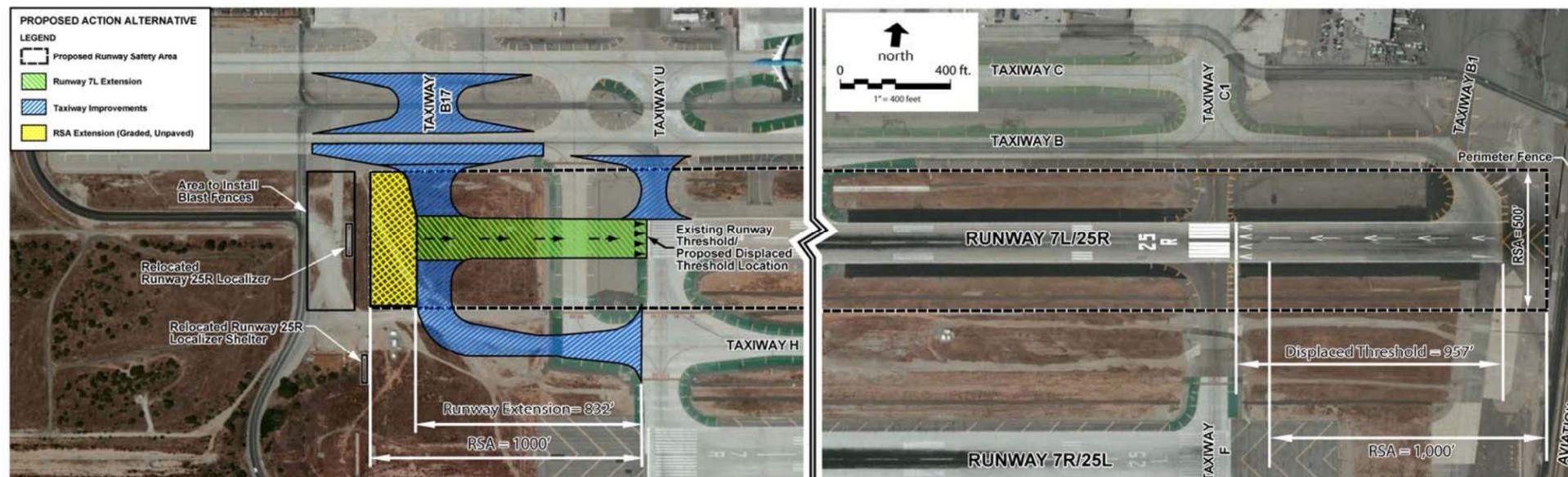
Summary of RSA Alternatives Screening Evaluation

| Location | Alternative | Alternative Pass to the Next Step | | | Retained For Further Analysis in the Draft EA? |
|------------------------------|----------------------------------------|-----------------------------------|--------|--------|------------------------------------------------|
| | | Step 1 | Step 2 | Step 3 | |
| Off-Site Alternatives | Use of Other Modes of Transportation | No | | | No |
| | Use of Other Public Airports | No | | | No |
| On-Site Alternatives | Use of Smaller Aircraft | No | | | No |
| | Construct Standard RSAs | Yes | No | | No |
| | Shift Runway | Yes | Yes | Yes | Yes |
| | Reduce Runway Length | Yes | Yes | No | No |
| | Declared Distances | Yes | Yes | No | No |
| | Implement EMAS | Yes | No | | No |
| | Refinement #2 (Proposed Action) | Yes | Yes | Yes | Yes |
| No-Action Alternative | No | | | Yes | |



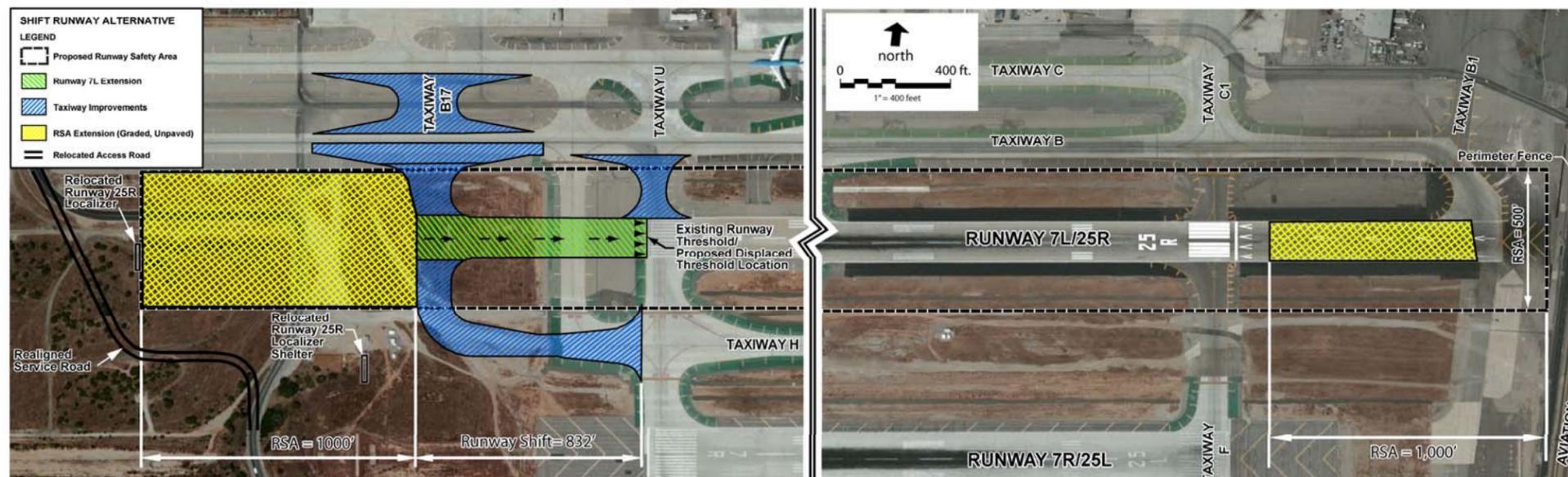
PROJECT ELEMENTS

RSA ALTERNATIVES



Proposed Action

- West End of Runway 7L/25R
 - Extended 832 feet to the west
 - 84,000 square feet, graded and unpaved RSA
- East End of Runway 7L/25R
 - Use of declared distances for new displaced threshold
- No need to realign existing Western Service Road



Shift Runway

- West End of Runway 7L/25R
 - Extended 832 feet to the west
 - 500,000 square feet, graded and unpaved RSA
- East End of Runway 7L/25R
 - Usable Runway shifted 832 feet to the west
 - 128,325 square feet, paved RSA
- Realign Existing Western Service Road

Common Elements

- Extending the Runway 7L/25R pavement to the west and implement displaced thresholds to provide FAA-required RSA
- Constructing blast fences west of the Runway 7L extension
- Several taxiways modifications as necessary
- Relocating the existing Localizer Antenna and blast fences to the west
- Replacing the existing Approach Lighting System (ALS) towers with in-pavement lights
- Modifying the existing Runway and Taxiway lighting and markings in the newly constructed pavements

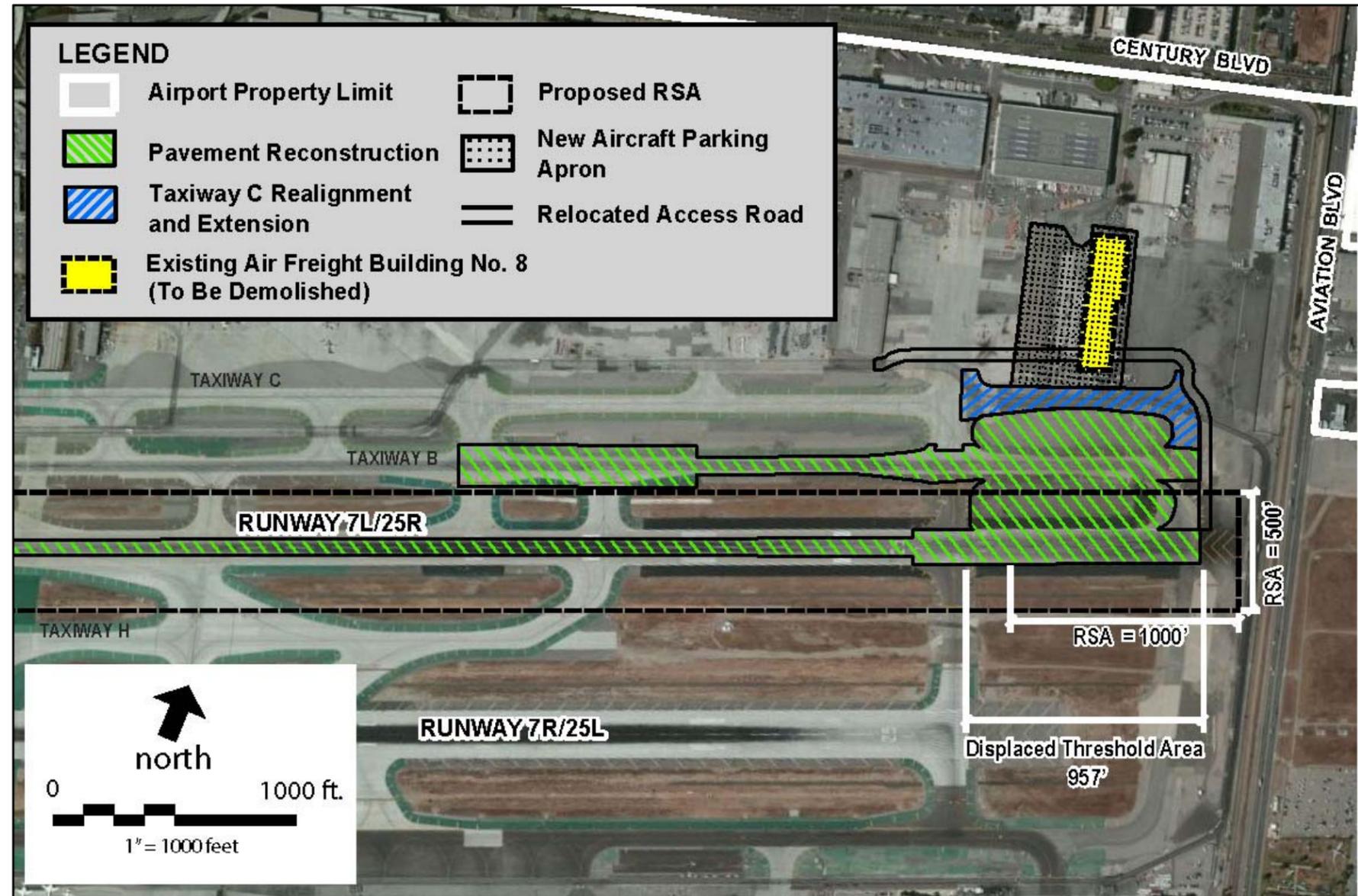
PROJECT ELEMENTS EAST END IMPROVEMENTS

Pavement Reconstruction of the Eastern Portions of Runway 7L/25R and Taxiway B

- Demolition, removal, and reconstruction of pavement and base materials
- Application of runway and taxiway markings on the new pavement segments, and the installation of in-pavement approach lights

Taxiway C Extension and Demolition of Air Freight Building No. 8

- Demolition of Air Freight Building No. 8
- Realigning an existing service road north of Taxiway C
- Realignment and eastward extension of Taxiway C
- Paving of the Air Freight Building No. 8 site



PROJECT ELEMENT GSE MAINTENANCE FACILITY

- To comply with FAA fixed-object clearance requirements during the realignment of Taxiway C, Air Freight No. 8 is being demolished and its uses moved to a new GSE Maintenance Facility
- The proposed GSE Maintenance Facility is an enclosed building that will store and perform indoor routine maintenance on GSE equipment
- Primary access to the new GSE Maintenance Facility will be through the airfield with employee access available off Imperial Highway
- The new GSE Maintenance Facility will be a 60,000-square-foot, 2-story facility
- GSE supports the operations of aircraft on the ground and examples are shown below



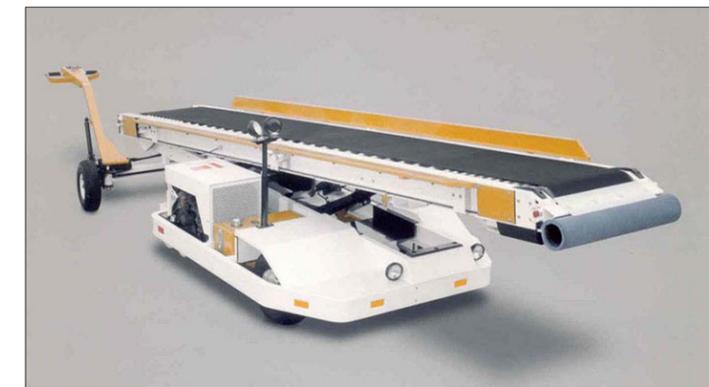
Passenger Stairs

Graphic Source: Airport International, 2012



Main Deck Loader

Graphic Source: AVIGROUP, 2012



Baggage Loader

Graphic Source: WASP Inc., 2012

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THE PROCESS

All airfield projects require federal and state approval and environmental clearance as required by the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), respectively. In order to meet the federal RSA requirements and comply by December 31, 2015, both the CEQA and NEPA processes are underway simultaneously.

NEPA PROCESS

- A Draft Environmental Assessment (DEA) was prepared and published on September 28, 2012.
 - Public Review Period is September 28 – November 13, 2012
 - Today's meeting (November 1, 2012) includes:
 - A Public Workshop that will present the project and Draft EA evaluation
 - A Public Hearing to allow the public to make comments on the Draft EA directly to LAWA
 - Comments on the Draft EA are due November 13, 2012 by 5:00 p.m.
- The FAA is the Lead Agency for the NEPA process

CEQA PROCESS

- The Notice of Preparation (NOP) of an EIR and Initial Study (IS) were published on October 5, 2012.
 - Scoping Comment Period for NOP/IS is October 5 – November 5, 2012
 - Scoping Meeting for NOP/IS was held October 17, 2012
 - Comments on the NOP/IS are due November 5, 2012 by 5:00 p.m.
 - Draft EIR will be subsequently prepared and is anticipated to be published in Spring 2013
- LAWA is the Lead Agency for the CEQA process

ALL COMMENTS ARE WELCOMED THROUGHOUT THE PROCESS

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NEPA PROCESS

Prepare Draft EA



Circulate Draft EA for Public Review

September 28 – November 13, 2012



**WE ARE
HERE**

Public Workshop and Hearing on Draft EA
November 1, 2012



Prepare Responses to Comments on Draft EA

November 2012



Prepare Final EA

November 2012



FAA Decision

December 2012

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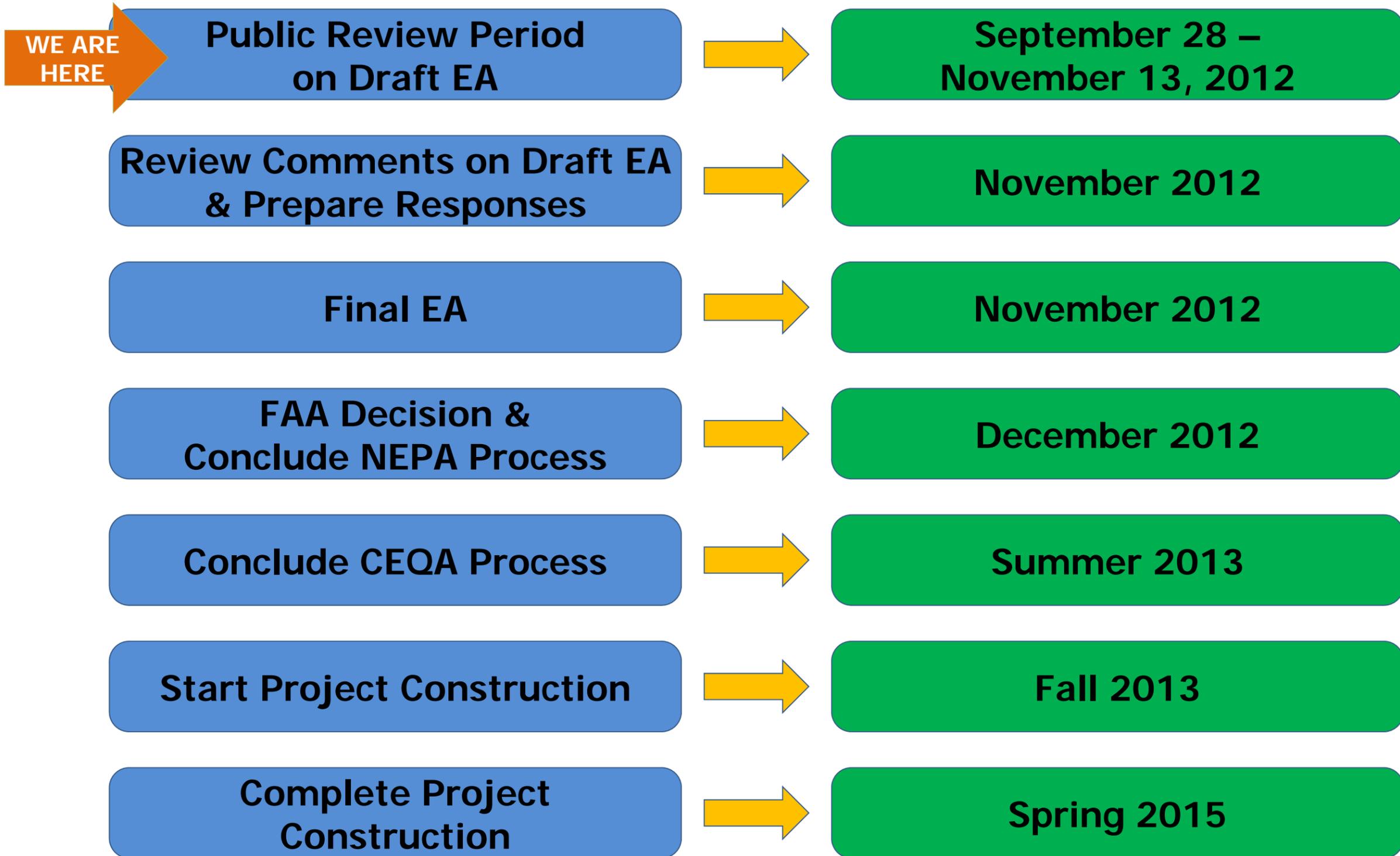
ANALYSIS SUMMARY

| ENVIRONMENTAL TOPIC | CONCLUSION (FOR BOTH ACTION ALTERNATIVES) |
|-----------------------------------------------------------------------------------------------------------------|----------------------------------------------|
| Noise | No Significant Impact |
| Compatible Land Use | No Significant Impact |
| Department of Transportation Act, Section 4(F) and Land and Water Conservation Fund Act, Section 6(F) Resources | No Impact |
| Demographic, Socioeconomic, and Transportation Characteristics | No Significant Impact |
| Air Quality (Including Greenhouse Gas Emissions) | No Significant Impact |
| Water Resources | No Significant Impact |
| Fish, Wildlife, and Plants | No Impact |
| Wetlands | No Impact |
| Floodplains | No Impact |
| Coastal Resources | No Impact |
| Historic, Architectural, Archaeological, and Cultural | No Impact |
| Light Emissions and Visual Impacts | No Significant Impact |
| Natural Resources and Energy Supply | No Significant Impact |
| Hazardous Materials, Pollution Prevention, and Solid Waste | No Significant Impact |
| Past, Present, and Reasonably Foreseeable Future Actions (Cumulative Impacts) | No Significant Impact |





NEXT STEPS





COMMENTS

- Comments can be made orally or handwritten on comment cards and submitted at this Public Hearing
- Comments can be mailed or faxed to the following contact:

HERB GLASGOW
CHIEF OF AIRPORT PLANNING I
LOS ANGELES WORLD AIRPORTS
1 WORLD WAY, ROOM 218B
LOS ANGELES, CA 90045
FAX NO: (424) 646-9210

COMMENTS MUST BE RECEIVED BY
(NOT POSTMARKED BY) 5:00 P.M.

TUESDAY, NOVEMBER 13, 2012

- Responses to Comments will be disclosed in the Final EA

Before including your address, phone number, email address, or other personal identifying information with your comment, be advised that your entire comment, including your personal identifying information, may be made publicly available at any time.

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