

February 8, 2013

**NOTICE OF PREPARATION AND NOTICE OF PUBLIC SCOPING
MEETING FOR AN ENVIRONMENTAL IMPACT REPORT**

PROJECT NAME: Los Angeles International Airport (LAX) Midfield Satellite Concourse (MSC)

PROJECT LOCATION/ADDRESS: Elements of the MSC Program would be located east and west of the Tom Bradley International Terminal (TBIT) at LAX. The MSC facility would be located in the western portion of the LAX airfield within the Air Operations Area (AOA) west of TBIT, while the Central Terminal Processor (CTP) would be located east of TBIT in the Central Terminal Area (CTA). Connectors between the two facilities would run below or above TBIT, see Figures 1 through 4.

COMMUNITY PLANNING AREA: LAX Plan

COUNCIL DISTRICT: 11- Rosendahl

DUE DATE FOR PUBLIC COMMENTS: March 11, 2013

Los Angeles World Airports (LAWA), a proprietary department of the City of Los Angeles, will be the lead agency and will prepare an Environmental Impact Report (EIR) for the project identified below (proposed Project). LAWA requests your comments as to the scope and content of the EIR. The purpose of the scoping meeting is to receive input from the public as to what areas the EIR should study. No decisions about the proposed Project are made at the scoping meeting.

The Project description, requested permits and approvals, and the potentially significant environmental effects of the proposed Project are set forth below. Also included below are the date, time, and location of the scoping meeting that will be held in order to solicit input regarding the content of the Draft EIR. The scoping meeting will be in an open house format. A copy of the Initial Study prepared for the proposed Project is available for review at the LAX website at: <http://www.lawa.org/mscnorth> and at the locations listed below:

Westchester-Loyola
Village Branch Public Library
7114 West Manchester Avenue
Los Angeles, CA 90045

Dr. Mary McLeod Bethune
Regional Branch Library
3900 S. Western Avenue
Los Angeles, CA 90062

Culver City Library
4975 Overland Avenue
Culver City, CA 90230

El Segundo Library
111 W. Mariposa Avenue
El Segundo, CA 90245

Hawthorne Library
12700 Grevillea Avenue
Hawthorne, CA 90250

Inglewood Library
101 W. Manchester Blvd.
Inglewood, CA 90301

PROJECT DESCRIPTION:

The West Satellite Concourse was approved in 2004 as part of the Master Plan for Los Angeles International Airport (LAX) and was analyzed at a programmatic level in the certified Environmental Impact Report (EIR) and in the Federal Aviation Administration (FAA)-approved Environmental Impact Statement (EIS). The 2004 LAX Specific Plan required that the West Satellite Concourse be included in

the LAX Specific Plan Amendment Study. However, in the 2006 Stipulated Settlement, the relevant parties agreed to remove the West Satellite Concourse and associated Automated People Mover from the LAX Specific Plan Amendment Study, allowing for a separate review and approval process. Subsequent to the release of the Final EIR/EIS, the West Satellite Concourse was renamed the Midfield Satellite Concourse (MSC).

The MSC Program approved in 2004 consists of a new multi-level concourse located within the western portion of the airfield west of the existing Tom Bradley International Terminal (TBIT) and associated passenger processing space in a proposed Central Terminal Processor (CTP) that would be located in the Central Terminal Area (CTA) of LAX (see Figure 1). The MSC Program also includes conveyance systems connecting the MSC and CTP as well as a new taxilane, taxiway, and apron and utilities required to serve the MSC. The facility would be capable of serving both international and domestic flights, and would provide LAWA with the flexibility to accommodate existing demand for aircraft gates while modernizing other terminals at LAX and reducing reliance on the West Remote gates. Upon completion of the MSC Program, the concourse could accommodate up to 29 aircraft gates for Aircraft Design Group (ADG) III to ADG VI aircraft. ADG III aircraft correspond to narrowbody jets (for example the Boeing 737) and ADG VI aircraft correspond to the largest jet aircraft, often referred to as new large aircraft (NLA) such as the Boeing 747-800 and the Airbus A380. The full MSC Program concourse would occupy a footprint with approximate dimensions of 2,400 feet in length (north-south) by 140 to 160 feet in width (east-west). The MSC Program facility, including the concourse building and associated apron areas, would encompass approximately 60 acres in the western portion of the airfield and 6 acres in the CTA for the CTP.

Due to the size and scale of the MSC Program, LAWA proposes to develop the MSC Program in phases. Phase I (“MSC North Project”) of the MSC Program is the construction of the northern portion of the multi-story MSC facility and associated improvements. The MSC North Project is intended to improve the terminal operations, concessions facilities, and overall passenger experience at LAX. The facility would be designed to serve both domestic and international traffic. The MSC North Project would provide LAWA with the flexibility to accommodate demand for aircraft gates while modernizing other terminals at LAX and reduce reliance on the West Remote gates. Later phase(s) would involve the development of the remaining components of the MSC Program described above and are referred to herein as the future phase(s) of the MSC Program.

Components associated with the MSC North Project include: 1) a concourse of up to 11-gates and associated facilities; 2) improvements to taxiways and taxilanes; 3) ramp tower or FAA supplemental airport traffic control tower to control aircraft movement around the concourse facility and associated airfield; and 4) utilities that support the MSC North Project (see Figure 2). The MSC North Project site, including the concourse building and associated apron areas, would encompass approximately 36 acres in the western portion of the airfield.

Enabling projects needed to implement the MSC North Project include demolition and relocation of existing structures, removal of five remain overnight (RON) aircraft parking spaces, removal and relocation of FAA navigational aids (beacon and antenna array), and removal and/or relocation of existing utility lines (see Figure 3).

The MSC North Project will be subject to project-level analysis in the EIR; the future phase(s) of the MSC Program will be analyzed at a programmatic level in the EIR (see Figure 4).

REQUESTED PERMITS/APPROVALS: The City of Los Angeles has principal responsibility for approving and carrying out the proposed Project. Approvals required for implementation of the proposed Project may include, but are not limited to, the following: U.S. Department of Transportation Federal Aviation Administration (FAA) approval of an FAA Notice of Construction or Alteration; FAA approval of NEPA documentation associated with relocation of the beacon; U.S. Coast Guard approval of NEPA documentation associated with relocation of U.S. Coast Guard facilities; South Coast Air Quality Management District (SCAQMD) review; Permits or approvals from the State Water Resources Control Board (SWRCB) and/or Regional Water Quality Control Board (RWQCB) which may include (1) General Construction Storm Water Permit; (2) Standard Urban Stormwater Mitigation Plan; and (3) Submittal of a Recycled Water Report to the RWQCB for the use of recycled water as a dust control measure for construction; Certification of the Final EIR and associated Mitigation Monitoring and Reporting Program; LAX Plan Compliance Review; Los Angeles Bureau of Sanitation, Watershed Protection Division approval of a Project-Specific Storm Water Management Plan or Standard Urban Storm Water Mitigation Plan; Los Angeles Fire Department approval; Los Angeles Bureau of Engineering (BOE) "B" Permit, sewer and storm drain permits; Los Angeles Department of Building and Safety grading and building permits; Los Angeles Department of Public Works permits for infrastructure improvements; and other Federal, State, or local approvals, permits, or actions that may be deemed necessary for the proposed Project.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: Air Quality, Greenhouse Gas Emissions, Public Services, Transportation/Traffic, and Mandatory Findings of Significance have been found to have potentially significant impacts and will be analyzed in an Environmental Impact Report (EIR) prepared for this proposed project. Impacts to Aesthetics, Agricultural and Forestry Resources, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Recreation, and Utilities and Service Systems have been found to be less than significant through the analysis in the Initial Study and are not proposed for further analysis in the EIR.

PUBLIC SCOPING MEETING DATE AND LOCATION: A public scoping meeting in an open house format will be held to receive public comment regarding the scope and content of the environmental information to be included in the EIR. LAWA encourages all interested individuals and organizations to attend the meeting. The location (see Figure 5), date, and time of the scoping meeting for this proposed Project is as follows:

Dates and Times: February 21, 2013, 6:00 p.m. to 8:00 p.m.
Arrive any time to speak one-on-one with LAWA staff and Project consultants.

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

LAWA welcomes all comments regarding the content and scope of environmental issues to be addressed in the EIR. **All comments will be considered in the preparation of the EIR. Written comments must be submitted to this office by March 11, 2013.** Written comments will also be accepted at the scoping meeting described above.

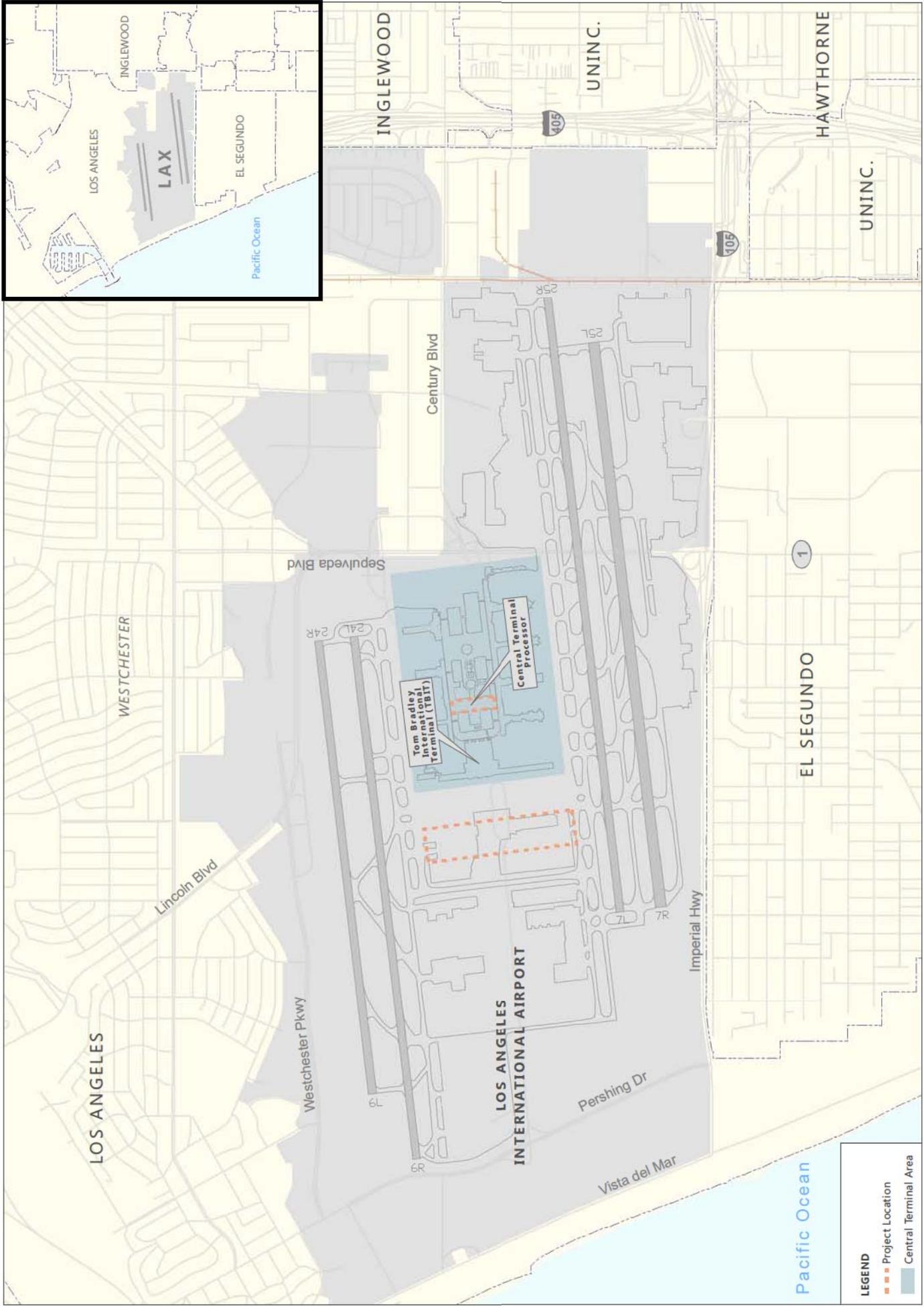
Please direct your comments to:

Lisa Trifiletti, Capital Programming and Planning Group
City of Los Angeles, Los Angeles World Airports
1 World Way, Room 218B
Los Angeles, CA 90045
Phone: (800) 919-3766
Email: mscnorthinfo@lawa.org

LISA TRIFILETTI
Capital Programming and Planning Group

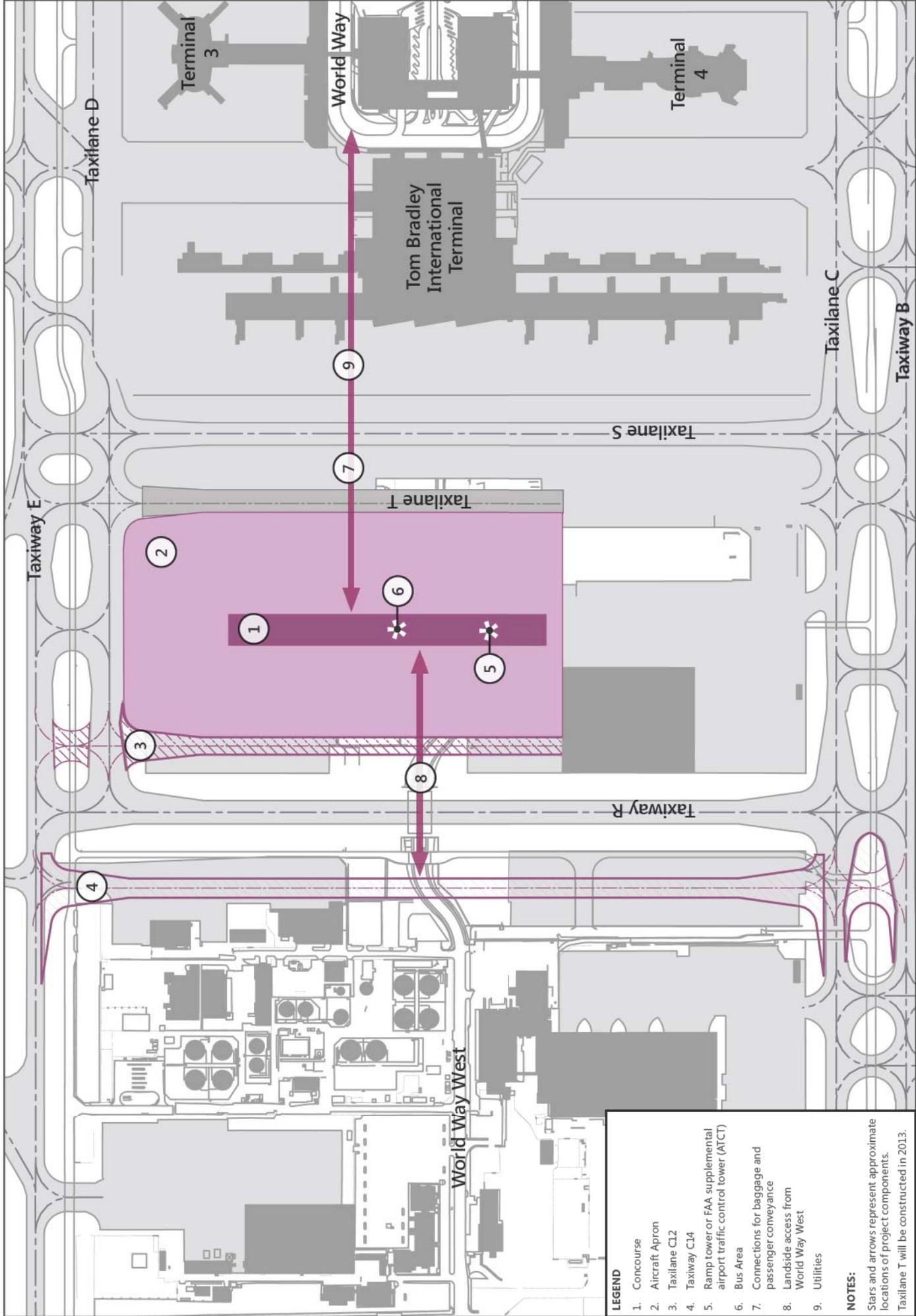
Enclosures:

- Figure 1: MSC Program Location
- Figure 2: MSC North Project Components
- Figure 3: MSC North Enabling Projects
- Figure 4: MSC Program Components and Enabling Projects
- Figure 5: Scoping Meeting Location



SOURCES: Los Angeles County, 2010, 2011 (city boundary, streets); LAX Airport Layout Plan, Ricondo & Associates, Inc., 2010 (runways, taxiways, terminal area, airport property boundary).
 PREPARED BY: Ricondo & Associates, Inc., July 2012.

Figure 1
 MSC Program Location



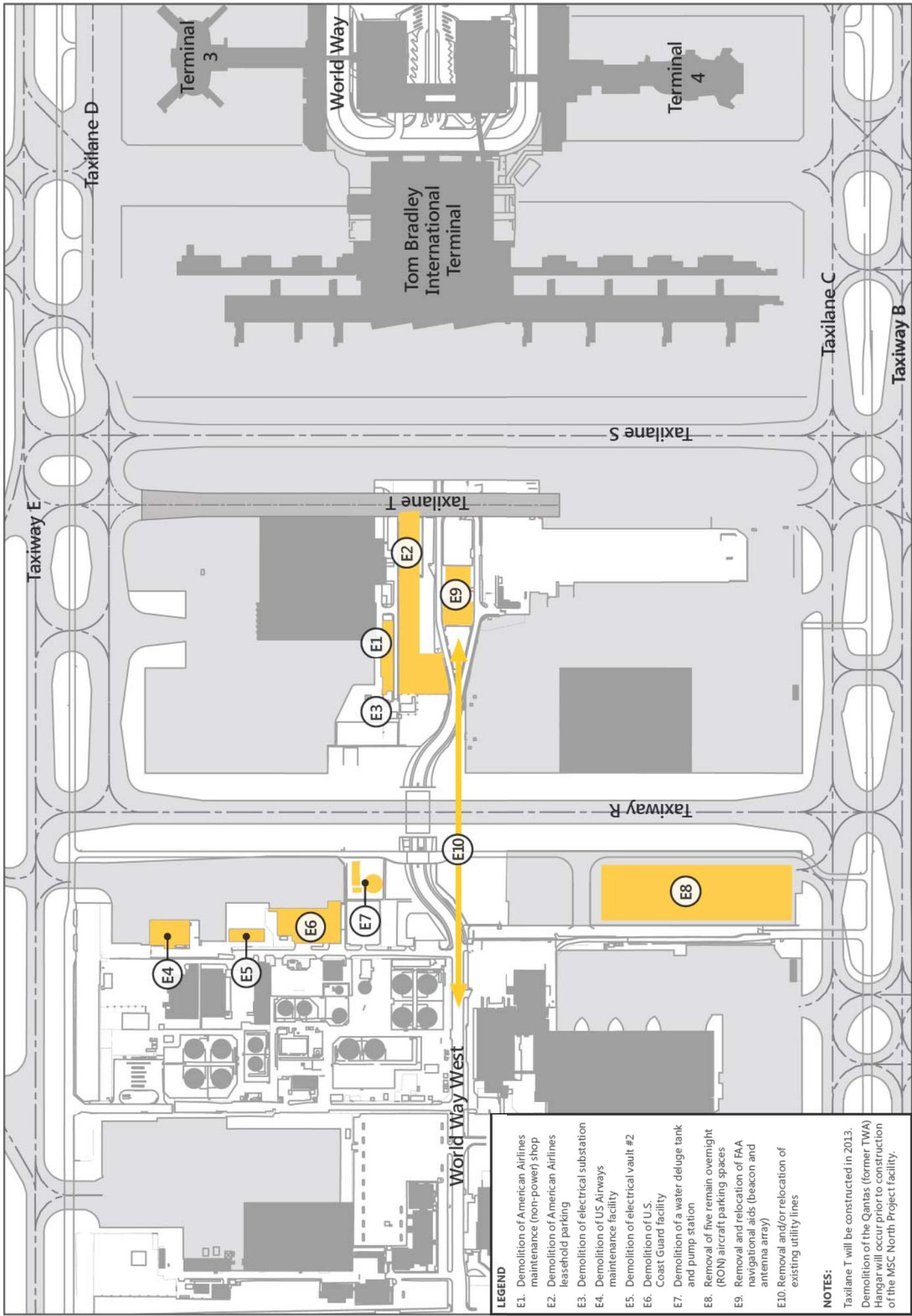
LEGEND

1. Concourse
2. Aircraft Apron
3. Taxiway C12
4. Taxiway C14
5. Ramp tower or FAA supplemental airport traffic control tower (ATCT)
6. Bus Area
7. Connections for baggage and passenger conveyance
8. Landside access from World Way West
9. Utilities

NOTES:
 Stars and arrows represent approximate locations of project components.
 Taxiway T will be constructed in 2013.

Figure 2
 Midfield Satellite Concourse North
 Project Components

SOURCE: Ricordo & Associates, Inc., January 2013.
 PREPARED BY: Ricordo & Associates, Inc., January 2013.



LEGEND

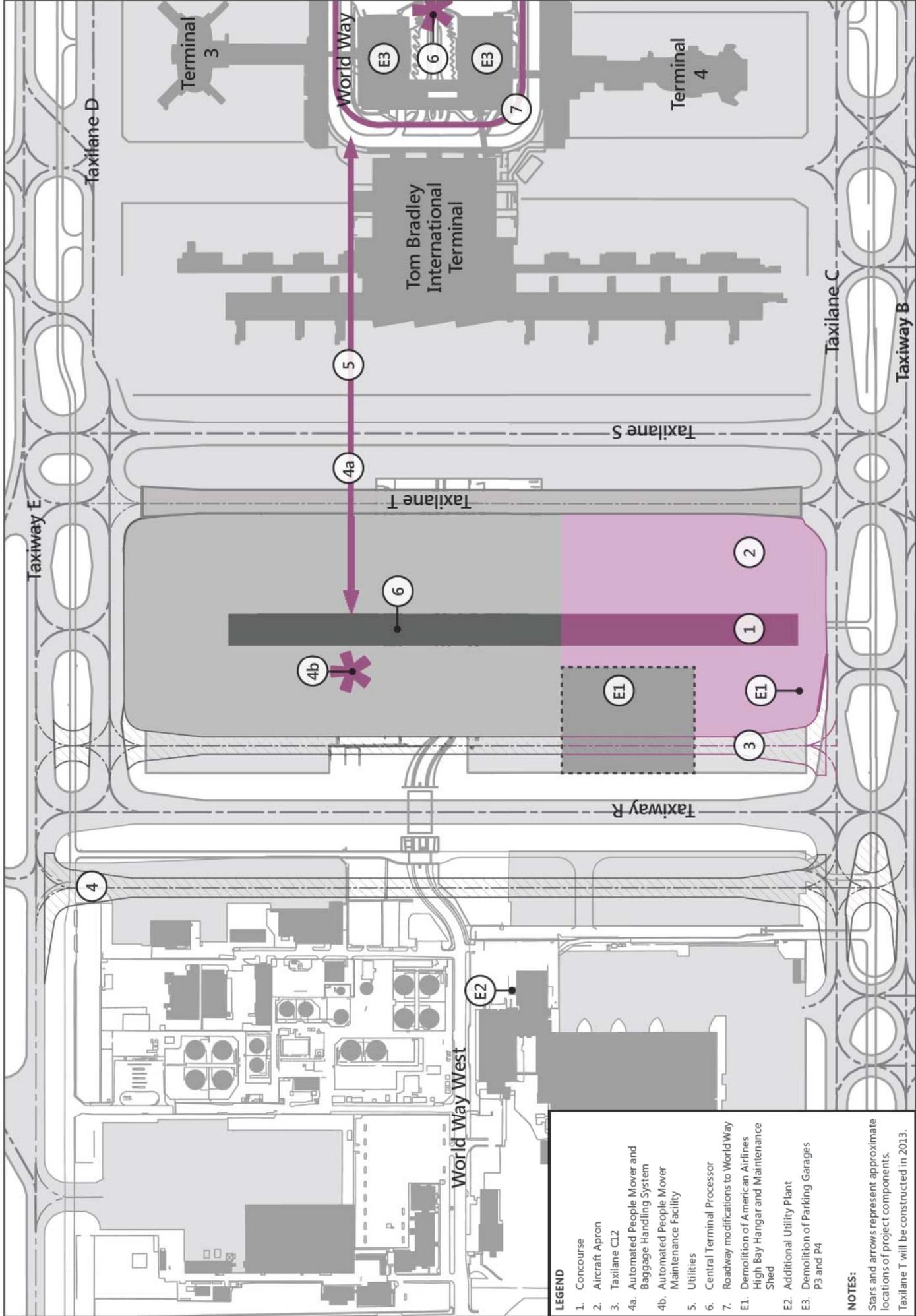
- E1. Demolition of American Airlines maintenance (non-power) shop
- E2. Demolition of American Airlines leasehold parking
- E3. Demolition of electrical substation
- E4. Demolition of US Airways maintenance facility
- E5. Demolition of electrical vault #2
- E6. Demolition of U.S. Coast Guard facility
- E7. Demolition of a water deluge tank and pump station
- E8. Removal of five remain overnight (RON) aircraft parking spaces
- E9. Removal and relocation of FAA navigational aids (beacon and antenna array)
- E10. Removal and/or relocation of existing utility lines

NOTES:

- Taxiway T will be constructed in 2013.
- Demolition of the Qantas (former TWA) Hangar will occur prior to construction of the MSC North Project facility.

Figure 3
Midfield Satellite Concourse North
Enabling Projects

SOURCE: Ricordo & Associates, Inc., December 2012.
PREPARED BY: Ricordo & Associates, Inc., December 2012.



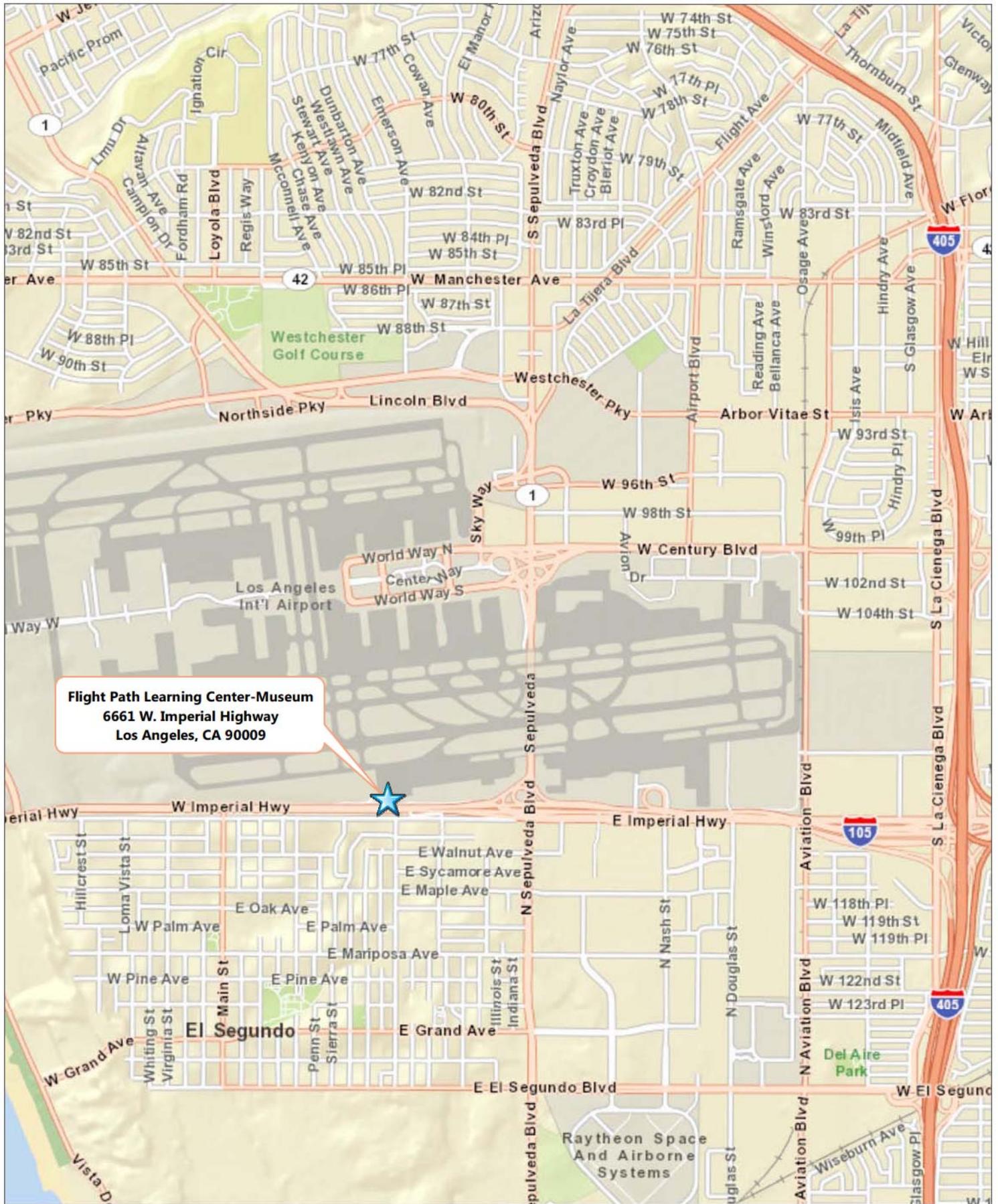
LEGEND

- 1. Concourse
- 2. Aircraft Apron
- 3. Taxiway CL2
- 4a. Automated People Mover and Baggage Handling System
- 4b. Automated People Mover Maintenance Facility
- 5. Utilities
- 6. Central Terminal Processor
- 7. Roadway modifications to World Way
- E1. Demolition of American Airlines High Bay Hangar and Maintenance Shed
- E2. Additional Utility Plant
- E3. Demolition of Parking Garages P3 and P4

NOTES:
 Stars and arrows represent approximate locations of project components.
 Taxiway T will be constructed in 2013.

Figure 4
 Midfield Satellite Concourse
 Program Components and Enabling Projects

SOURCE: Ricordo & Associates, Inc., January 2013.
 PREPARED BY: Ricordo & Associates, Inc., January 2013.



SOURCE: Environmental Systems Research Institute, 2009 (street map).
 PREPARED BY: Ricondo & Associates, Inc., January 2013.



Figure 5
 Scoping Meeting Location
 Flight Path Learning Center-Museum
 Midfield Satellite Concourse Project