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# Executive Summary

The Los Angeles International Airport (LAX) Master Plan is a modernization plan that accounts for the growth of the airport since 1984. In November 2000 and January 2001, respectively, the Draft LAX Master Plan and Draft Environmental Impact Statement and Environmental Impact Report (Draft EIS/EIR) were published and included three project alternatives (A, B, and C), plus a No Action/No Project Alternative. Los Angeles World Airports (LAWA) received a large number of comments on the plans described in these documents and subsequently offered a new alternative for consideration. The new alternative, Alternative D, was developed to offer a regional approach alternative for the LAX Master Plan to ensure representation of the communities' full range of priorities as well as to increase the safety and security of the airport. **Figure ES-1** provides an illustration of the plan.

Alternative D would be designed to serve approximately 78 million annual passengers (MAP), the level of passenger activity identified by Southern California Association of Governments (SCAG) for LAX in the 2001 Regional Transportation Plan (RTP). Alternative D would encourage the development and use of regional airports to serve local demand by constraining the facility capacity at LAX to approximately the same aviation activity levels identified in the No Action/No Project Alternative. In the short-term LAX would continue to serve as the region's predominant international airport for passenger and cargo operations due to the specialized facilities developed over time to serve these functions.

Alternative D represents a new design approach to securing airports for the future. This would be achieved in part by removing private and commercial vehicles from the existing Central Terminal Area (CTA). This approach reduces the risk to airport users while also protecting the airport infrastructure and its link to the economy. The alternative would incorporate, to the greatest extent possible, Transportation Security Administration (TSA) recommendations as they are developed as well as the latest passenger and baggage security screening technologies. Alternative D would also enhance the on-airport presence of law enforcement, surveillance, security, and emergency response teams. The Alternative D airfield modifications would include new taxiways on the north and south airfields and additional runway length on the north airfield to improve aircraft movement, thereby reducing the potential for runway incursions and reducing delays. The airfield reconfigurations would improve the efficiency of the airport by reducing large aircraft movement restrictions and physically accommodating the New Large Aircraft (NLA) and the next generation of quieter jets.

Alternative D would improve the level of passenger service throughout the CTA by including new passenger and baggage processing facilities where the public parking garages are located today. In addition, Alternative D would provide for construction of new aircraft parking gates as well as demolition of some existing gates. As a result, Alternative D would have fewer total gate positions than the existing conditions or the No Action/No Project Alternative. As a result, all aircraft parking would be adjacent to a terminal or concourse, eliminating the current need to bus passengers to remote aircraft parking positions.

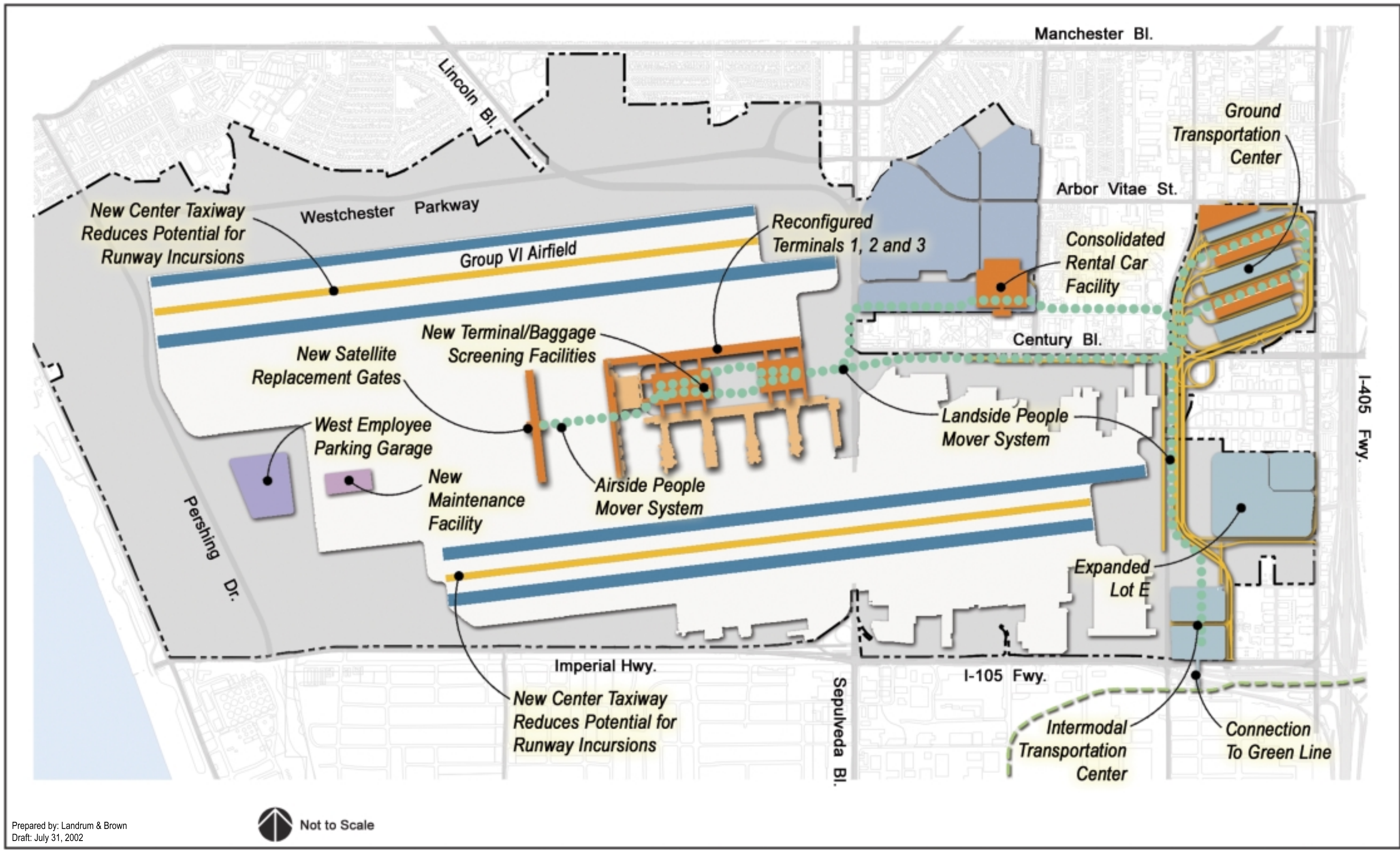
Deterrence and prevention of terrorist attacks are essential considerations of the Alternative D plan. Its elements include (1) avoiding concentration of people in the public areas, to the greatest extent possible, so as to reduce the likelihood and potential lethality of terrorist attacks with bombs or firearms; (2) moving passengers and their baggage through check-in and security screening and into the secure areas as quickly as possible, and (3) permitting only known, screened, and controlled vehicles into the Central Terminal Area (CTA), and avoiding concentration of unscreened vehicles and people at the curbs of the proposed Ground Transportation Center (GTC), Intermodal Transportation Center (ITC), and the Consolidated Rental Car (RAC) facility. Alternative D would utilize an expanded LAWA-operated FlyAway program throughout the region to disperse passenger processing. This service would include remote check-in of passengers and baggage, and provide direct access into the CTA. Refer to Appendix I for a detailed assessment of the security and safety features of Alternative D.

Alternative D would consolidate parking and curbside areas at a new GTC. This facility would become the primary point of pick-up and drop-off for passengers utilizing LAX. The facility would combine a controlled and monitored roadway access system with first level passenger security screening and profiling to further enhance the safety and security of all passengers using LAX.

A new ITC would provide a more efficient connection than currently exists between the existing MTA Green Line station and the CTA. The airport's rental car facilities would be in one location, referred to as the RAC, to simplify passenger access to these services. A new Automated People Mover (APM) system would connect the GTC, ITC, and RAC to the redeveloped CTA. The end goal of this design concept is to achieve a new balance between the needs of both passenger security and passenger convenience.

In accordance with governmental regulations, Alternative D underwent an environmental evaluation, the findings of which were contained in the Draft EIS/EIR, and later integrated into the Final EIS/EIR. As part of the evaluation, the Draft LAX Master Plan Addendum was developed to describe Alternative D in a manner similar to the alternatives discussed in the Draft LAX Master Plan (November 2000). This proposed Final LAX Master Plan is based on the two-volume Addendum published in mid-2003. It presents the essential elements of the staff-preferred alternative, Alternative D. Additional background information and analyses used to design Alternative D are available in the earlier document.

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Los Angeles International Airport Master Plan

Alternative D  
 Enhanced Safety and Security Plan

Figure  
 ES-1