



WELCOME!

SCOPING MEETING

Wednesday, October 17, 2012

6:00 p.m. to 8:00 p.m.

**Proud Bird Restaurant
11022 Aviation Boulevard
Los Angeles, CA 90045**

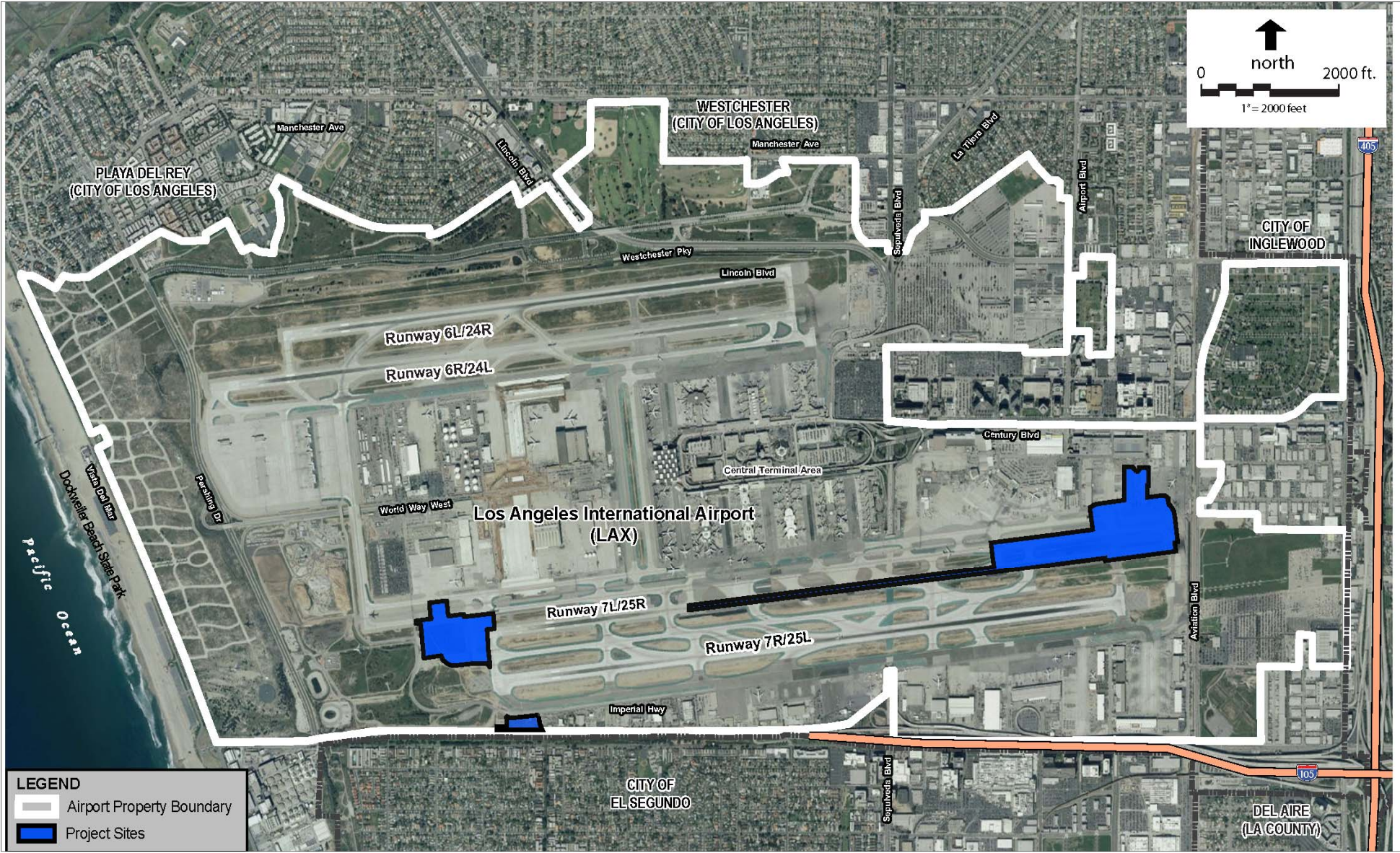
**Los Angeles International Airport
Runway 7L/25R RSA & Associated Improvements Project**



LAX
*Los Angeles
World Airports*

- **Provide information on the environmental process**
- **Provide information about the LAX Runway 7L/25R Runway Safety Area and Associated Improvements Project**
- **Present findings of Initial Study which identified environmental topics that will be further analyzed in the Environmental Impact Report (EIR)**
- **Collect community input on additional issues they would like to see analyzed in the EIR**

PROJECT LOCATION



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





WHAT IS THE PURPOSE OF THE PROPOSED PROJECT?

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

The proposed Project 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.
- Preserve and rehabilitate Taxiway B and Runway 7L/25R, the inboard runway, on the south airfield.
- Extend Taxiway C to the east to maintain aircraft access to Runway 7L/25R while Taxiway B is being rehabilitated.

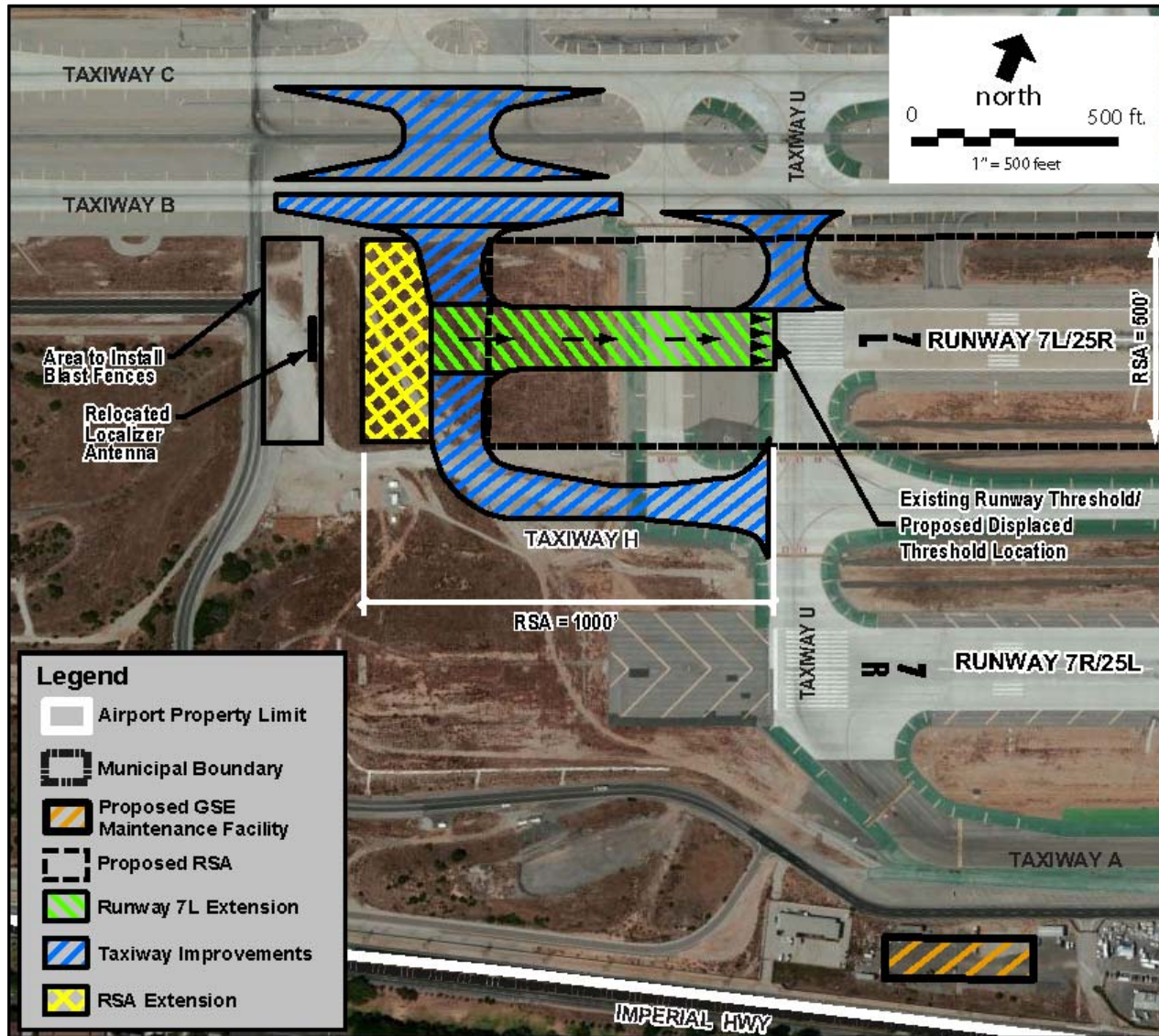
A number of additional improvements are required to enable compliance with FAA RSA design standards.



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 150/5300-13)**
- **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.**

PROJECT ELEMENTS WEST END IMPROVEMENTS



Project Elements

- Extending the Runway 7L/25R pavement to the west and implement displaced thresholds to provide FAA-required RSA
- Grading and compacting the 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 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



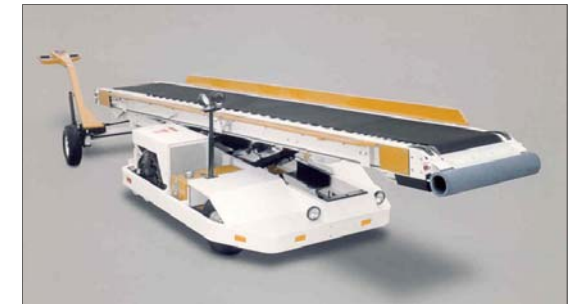
Passenger Stairs

Graphic Source: Airport International, 2012



Main Deck Loader

Graphic Source: AVIGROUP, 2012



Baggage Loader

Graphic Source: WASP Inc., 2012



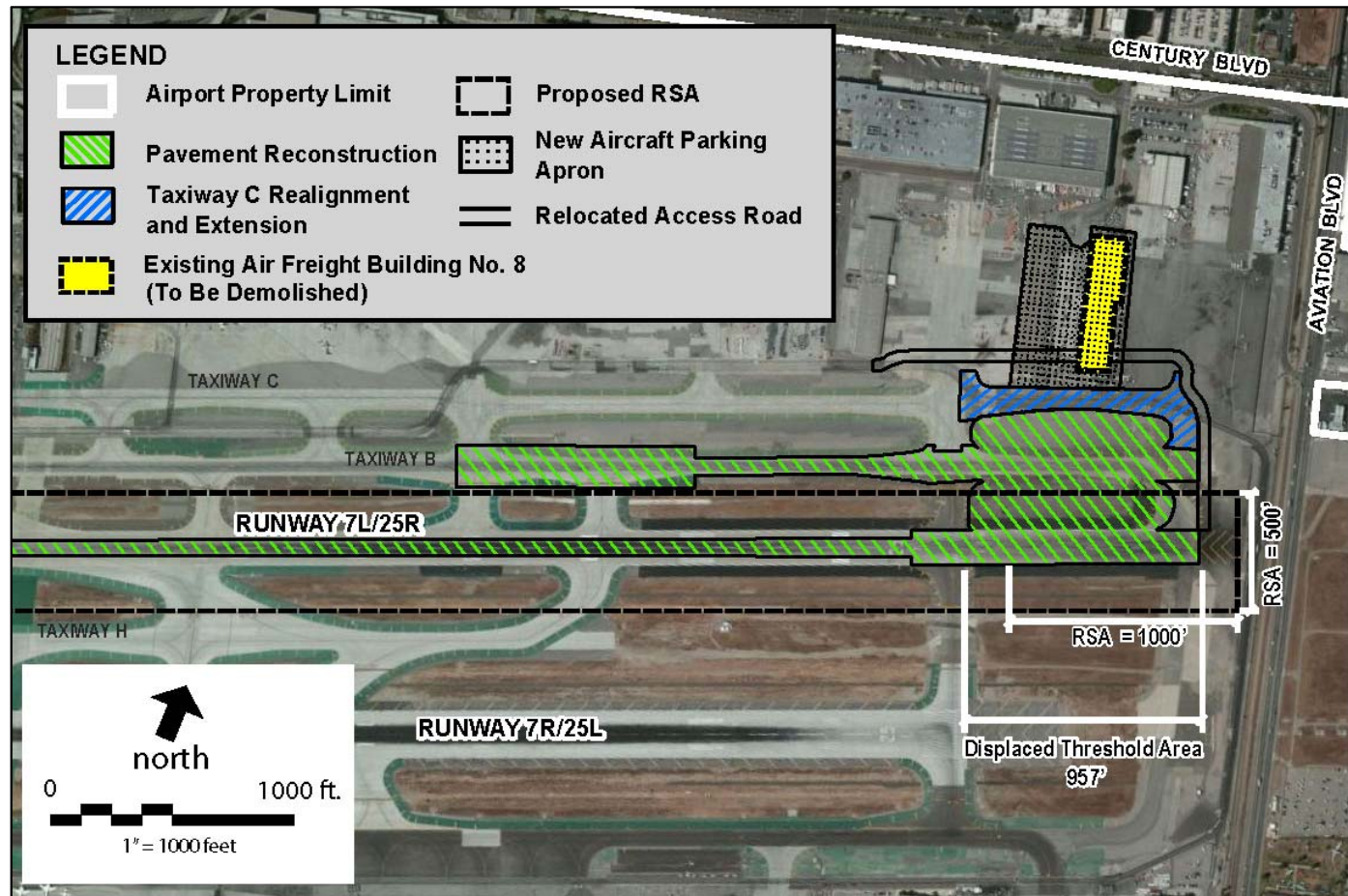
PROJECT ELEMENTS EAST END IMPROVEMENTS

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





THE PROCESS

All airfield projects require federal and local approval and environmental clearance as dictated by the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). 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 released for public review on September 28, 2012.
 - Comments are due November 13, 2012
 - Public Workshop and Hearing will be held on November 1, 2012
- The FAA is the Lead Agency for the NEPA process

CEQA PROCESS

- The Notice of Preparation (NOP) and Initial Study (IS) were released on October 5, 2012.
 - Comments are due November 5, 2012
- LAWA is the Lead Agency for the CEQA process

ALL COMMENTS ARE WELCOMED THROUGHOUT THE PROCESS



WHAT IS CEQA?

- **Purpose is to inform public agency decision makers and the public of the environmental effects of a project**
- **Applies to discretionary projects**
- **Identifies potential impacts on the environment**
- **Identifies ways to avoid or reduce potential impacts through mitigation measures and/or alternatives**
- **Is not the project approval process**



CEQA PROCESS

Notice of Preparation of an EIR/
Initial Study

October 5, 2012

30-Day Public Review Period of NOP/IS

October 5 – November 5, 2012

**WE ARE
HERE**

Scoping Meeting
October 17, 2012

45-Day Public Review Period of Draft EIR

2nd Quarter 2013

Public Hearing

Final EIR

2nd Quarter 2013

Final EIR Certification

Summer 2013

Public Hearing

INITIAL STUDY

No Impacts (No Further Study)	Less Than Significant Impacts (No Further Study)	Potentially Significant Impacts (For EIR Analysis)
Agricultural & Forestry Resources	Aesthetics	Aesthetics (Light & Glare ONLY)
Land Use & Planning	Biological Resources	Air Quality
Mineral Resources	Cultural Resources	Greenhouse Gas Emissions
Population & Housing	Geology & Soils	Hazards & Hazardous Materials (Hazardous Material Sites ONLY)
Recreation	Hazards & Hazardous Materials	Hydrology & Water Quality (Drainage ONLY)
	Hydrology & Water Quality	Noise
	Public Services	Transportation & Traffic
	Utilities & Service Systems	



COMMENTS

- Comments can be handwritten on comment cards and submitted at this Scoping Meeting
- 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.
MONDAY, NOVEMBER 5, 2012