



LAX Master Plan

Mitigation Monitoring and Reporting Program

2022 Annual Progress Report

Prepared by Los Angeles World Airports

The Development Group

June 2023

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LAX Master Plan MMRP Documents

- LAX Master Plan MMRP as adopted December 2004
- BWP MMRP dated September 2009
- WAMA MMRP dated February 2014
- MSC MMRP dated June 2014

For a copy of these MMRPs, reference “LAX Master Plan Documents” at Los Angeles World Airports (LAWA) Website <https://www.lawa.org/en/lawa-our-lax/studies-and-reports/mitigation-monitoring-reporting-program>.

Note: LAWA obtained data from various sources to generate this report. The reporting team did not have access to each primary document and thus did not verify all data sets fully against the source documents.

Cover Image Credit: Brandon Tseng, Los Angeles World Airports (LAWA)

Background

LAX Master Plan

On December 7, 2004, the Los Angeles City Council certified the LAX Master Plan Final Environmental Impact Report (FEIR) and related entitlements for future development of LAX and adopted the LAX Master Plan Mitigation Monitoring and Reporting Program (MMRP). The 2004 MMRP is available online at <https://www.lawa.org/en/lawa-our-lax/studies-and-reports/mitigation-monitoring-reporting-program> under LAX Master Plan Documents. Following certification of the LAX Master Plan FEIR, the Board of Airport Commissioners (BOAC) certified a number of project-level EIRs for individual Master Plan components which the City Council subsequently affirmed. Those projects included the South Airfield Improvement Project (SAIP), Crossfield Taxiway Project (CFTP), Bradley West Project (BWP), West Aircraft Maintenance Area (WAMA) Project, and Midfield Satellite Concourse (MSC) Project. The Board of Airport Commissioners (BOAC) and the Los Angeles City Council adopted MMRPs for these projects to mitigate or avoid potentially significant effects on the environment. As a result, project-specific mitigation measures are included in this report for the BWP (traffic monitoring only), WAMA project (aircraft monitoring only), and the MSC project. The SAIP and the CFTP projects were completed in 2008 and 2010, respectively, and, therefore, are not included in this annual report.

This report, which covers the period January 1, 2022, through December 31, 2022, provides an update on applicable mitigation activities, policies, and programs implemented by LAWA. Measures completed in prior reporting periods, and not applicable measures, can be found in Appendices A through D.

MMRP Summary Table Overview

LAX Master Plan

The MMRP Summary Table provides an overview of the progress of the implementation of mitigation measures during the reporting period. The following are included in the table:

- **Resource Category** – lists the environmental factor/resource category.
- **Measure ID** – lists the mitigation number as identified in the project’s MMRP.
- **Status** – the following categories state the progress of the implementation at time of reporting:
 - ***Continuing to Monitor and Report:*** Mitigation measure either is in progress during construction of a project or has ongoing monitoring and reporting requirements.
 - ***Completed During the Reporting Period:*** Mitigation measure was completed during the reporting period.
 - ***No Action was Required:*** Mitigation measure was not triggered/no action was required during the reporting period.

Non-Project Specific Mitigation Measures for Reporting Period

LAX Master Plan

The LAX Master Plan MMRP, adopted in December 2004, contains a number of general non-project specific mitigation measures, is available online at <https://www.lawa.org/en/lawa-our-lax/studies-and-reports/mitigation-monitoring-reporting-program>. The following table addresses those non-project specific mitigation measures implemented in 2022 and mitigation measures for which no action was required. Measures are shown by resource and mitigation measure as presented in the MMRPs.

Measure ID	Overview	Resource Category	Status	Summary of Compliance
N-1	Maintenance of Applicable Elements of Existing Aircraft Noise Abatement Program (ANAP)	Noise	Continuing to Monitor and Report	LAWA complied with this commitment in 2022 by maintaining the LAX Aircraft Noise Abatement Program (ANAP) and preparing Quarterly Reports for submittal to the County of Los Angeles. This information is available on https://www.lawa.org/lawa-environment/noise-management/lawa-noise-management-lax/california-state-airport-noise-standards-quarterly-reports-and-contour-maps .
MM-LU-1	Implement Revised Aircraft Noise Mitigation Program	Land Use	Continuing to Monitor and Report	LAWA completed the soundproofing program for the City of Los Angeles in 2014, continues to fund and oversee residential sound insulation programs implemented by the City of Inglewood and the County of Los Angeles. In 2022, LAWA restarted the sound insulation program for incompatible dwellings in the City of El Segundo since their termination of the sound insulation program. The LAX Residential Sound Insulation Program also provides a second chance to City of Los Angeles homeowners who did not take advantage of the previous LAX soundproofing program.
MM-LU-2	Incorporate Residential Dwelling Units Exposed to Single Event Awakenings	Land Use	Continuing to Monitor and Report	LAWA produced the N94 contour for 2015 (2015 N94 contour) under the LAX Master Plan to identify any newly impacted incompatible residential properties for inclusion in

Non-Project Specific Mitigation Measures for Reporting Period

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Measure ID	Overview	Resource Category	Status	Summary of Compliance
	Threshold into Aircraft Noise Mitigation Program			<p>the Airport Noise Mitigation Program (ANMP).</p> <p>For the Cities of Los Angeles and El Segundo, and the County of Los Angeles, all dwelling units within the 2015 N94 contour are already included in the ANMP, based on the current Program Boundary (2020 Noise Exposure Map 65 dB CNEL contour) and FAA-approved Block Rounding areas.</p> <p>Within the City of Inglewood, several parcels located within the 2015 N94 contour are not included in the City of Inglewood’s acquisition program. All these parcels are in close proximity to the current Program Boundary, but the City of Inglewood reported it did not include them in their FAA-approved Block Rounding areas because these properties are planned for industrial or commercial uses and are not eligible for sound insulation.</p>
EJ-1	Aviation Curriculum	Environmental Justice	Continuing to Monitor and Report	LAWA regularly coordinates with local school districts to develop aviation-related curriculum. In 2022, LAWA continued working with local schools to offer an aviation program that includes information about aviation careers, aviation business education, and job shadow components.
EJ-2	Aviation Academy	Environmental Justice	Continuing to Monitor and Report	LAWA’s Aviation Career Education (ACE) Academy is a free, week-long motivational program to provide seventh and eighth graders and high school students in communities surrounding LAX, including El Segundo, Gardena, Hawthorne,

Non-Project Specific Mitigation Measures for Reporting Period

LAX Master Plan

Measure ID	Overview	Resource Category	Status	Summary of Compliance
				Inglewood, Lennox, South Los Angeles, and Westchester/Playa del Rey, with a basic understanding of career opportunities within the aviation industry, as well as general knowledge about LAX. More than 80 local students participated in the virtual, on-line program during the summer of 2022.
EJ-3	<p>Job Outreach Center</p> <p><i>Community Job Database</i> [www.jobsatlax.org]</p>	Environmental Justice	Continuing to Monitor and Report	<p>LAWA’s First Source Hiring Program (FSHP) website www.jobsatlax.org, allows airport employers to have their jobs posted to the FSHP website from their company website.</p> <p>The website also advertises hiring events for the airport as well as sends out communications to the talent community of over 105,207 registered jobseekers.</p> <p><u>Concessionaire Hiring Fair</u> On April 16, 2022, LAWA’s Business, Jobs, and Social Responsibility Division (BJSR), in collaboration with the Employment Development Department (EDD), the Economic and Workforce Development Department, LA City WorkSource Partners, and URW Westfield, organized the Concessionaire Hiring Fair. This was the first LAWA hiring event with same day badging appointments. At the event, there were 700 registered job seekers; 426 job fair attendees; 15 employers from URW-Westfield Concessionaires; and over 700 referrals to the LA City’s WorkSource System. In addition, 186 “You’ve been hired”</p>

Non-Project Specific Mitigation Measures for Reporting Period

LAX Master Plan

Measure ID	Overview	Resource Category	Status	Summary of Compliance
				<p>tickets were issued, and more than 215 individuals were processed at the badging office.</p> <p><u>iCARE Program</u> LAWA is undergoing a major transformation to meet the demands of an ever-growing, dynamic traveling public. The iCARE Crew is a team of frontline employees assigned to the curbside to support guests with way finding and informational assistance, particularly as LAX is in the midst of extensive construction airport-wide. The iCARE Crew also helps during irregular operations, emergencies, and special events. As of now, 100+ iCARE workers hired through the SBWIB Workforce Center and there have been four (4) mini-hiring events to support iCARE members secure unsubsidized employment following program.</p>
EJ-3	<p>Job Outreach Center</p> <p><i>Construction and Other LAX Related Job Outreach</i></p>	Environmental Justice	Continuing to Monitor and Report	<p>The First Source Hiring Program (FSHP) provides ongoing awareness of airport job opportunities for residents from the communities immediately surrounding the airport and those most impacted by airport operations – South Los Angeles, El Segundo, Hawthorne Inglewood, and Lennox.</p> <p>The First Source Hiring Program (FSHP) provides early access to airport jobs for residents from the communities immediately surrounding the airport and those most impacted by airport operations – South Los Angeles, El Segundo, Hawthorne, Inglewood, and Lennox.</p>

Non-Project Specific Mitigation Measures for Reporting Period

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Measure ID	Overview	Resource Category	Status	Summary of Compliance												
				<p>FSHP lists jobs through its website www.jobsatlax.org. During 2022, FSHP activity was as follows:</p> <table border="1"> <thead> <tr> <th></th> <th>2022</th> </tr> </thead> <tbody> <tr> <td>Job Openings</td> <td>1,278</td> </tr> <tr> <td>Registered Job Seekers</td> <td>1,828</td> </tr> <tr> <td>Website Visits</td> <td>63,175</td> </tr> <tr> <td>LAX Employers</td> <td>257</td> </tr> <tr> <td>Community Partners¹</td> <td>157</td> </tr> </tbody> </table> <p>FSHP works closely with community workforce organizations such as WorkSource Centers, One-Stop Centers, and LeadersUP to promote airport jobs.</p> <p>Through the HireLAX Apprenticeship Readiness Program, over 250 locally-based residents have acquired the skills needed to enter well-paying employment in the union construction trades that are building the multibillion-dollar improvement program at LAX. Graduates have started their careers in construction by building major airport projects such as the Automated People Mover, upgraded terminals,</p>		2022	Job Openings	1,278	Registered Job Seekers	1,828	Website Visits	63,175	LAX Employers	257	Community Partners ¹	157
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Community Partners ¹	157															

¹ First Source Hiring Program outreach efforts to local community - based organizations.

Non-Project Specific Mitigation Measures for Reporting Period

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Measure ID	Overview	Resource Category	Status	Summary of Compliance
EJ-3	<p>LAWA Business Engagement</p> <p><i>[MBEACDBE/DB/E & SBE/LBE/LSBE/DVBE]</i></p> <p><i>[Business Outreach and Activities]</i></p> <p><i>[SSD roles and responsibilities of the Business Enterprise Inclusion Programs]</i></p>	Environmental Justice	Continuing to Monitor and Report	<p>and the new West Gates at Tom Bradley concourse.</p> <p>Since 2011, LAWA’s Strategic Sourcing Division (SSD), formerly known as Procurement Services Division (PSD), has been overseeing the administration of various Business Enterprise (BE) and/or Business inclusion Programs and the compliance enforcement requirements on LAWA’s contracts. In 2016, SSD implemented a web-based system, the Business Diversity Management System (B2G) to track and monitor prime contractor/ concessionaire’s actual BE participation, including payment to the prime contractor, revenue from prime concessionaire and BE achievement.</p> <p>In collaboration with the Business Jobs and Social Responsibility Division (BJSR), The Development Group TDG), and the Commercial Development Division (CDD), LAWA’s SSD, held multiple events of “Doing Business with LAWA” workshops in CY 2022, with over 232 business participated the workshops.</p> <p>In October 2012, the BOAC adopted the Small Business Enterprise (SBE) program as one of LAWA’s local BE programs to replace the Minority/Women Business Enterprise (M/WBE) program.at which time SSD started implementing and administering the SBE program on LAWA’s contracts. In 2016, SSD started implementing and administering other local BE programs such as follows:</p>

Non-Project Specific Mitigation Measures for Reporting Period

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Measure ID	Overview	Resource Category	Status	Summary of Compliance
				<ul style="list-style-type: none"> • Local Business Enterprise (LBE) • Local Small Business Programs (LSBE) • Disabled Veteran Business Enterprise (DVBE). <p>SSD also administers two federal programs, the Airport Concession Disadvantaged Business Enterprise (ACDBE) and the Disadvantaged Business Enterprise (DBE) programs. Since 2010, SSD has been administering these federal programs of which, SSD is responsible for the following:</p> <ul style="list-style-type: none"> • Establishing LAWA’s Triennial Overall ACDBE and DBE Goals • Conducting a certification of contract review and monitoring activities, including inspection at the work site • Ensuring the inclusion of ACDBE/DBE assurances/provisions • Monitoring to enforce prime contractor/concessionaire’s compliance with the ACDBE/DBE regulatory requirements. • Reporting of LAWA’s Annual Uniform ACDBE and DBE Reports, Triennial Overall ACDBE/DBE Goals and /DBE Prompt Payment Complaint Report to the Federal Aviation Administration (FAA) • Updating the ACDBE/DBE Program Plans <p>It is LAWA’s policy to provide DBE and ACDBE firms with an</p>

Non-Project Specific Mitigation Measures for Reporting Period

LAX Master Plan

Measure ID	Overview	Resource Category	Status	Summary of Compliance
				<p>equal opportunity to participate in the performance on all LAWA’s federally funded contracts and concession agreements. As such, LAWA ensures that there is no discrimination against small, minority and disadvantaged businesses in the solicitation process on LAWA’s federally funded projects and on LAWA’s concession opportunities at LAX terminals.</p> <p>In addition, SSD sets LAWA’s overall triennial ACDBE and DBE goals. SSD also sets specific BE (ACDBE/DBE/SBE/LBE/SLBE/DVBE) goals on each project (over \$150,000) at pre-award.</p> <p><u>LAWA’s Triennial Overall DBE/ACDBE Goal in FFYs 2020-2023 and Performance in FFY 2022:</u></p> <ul style="list-style-type: none"> • Triennial Overall <i>DBE</i> Goal in FFYs 2020-2022 – 9.88% • Annual <i>DBE</i> Uniform Report Achievement in FFY 2022 – 22.1% • Triennial Overall <i>ACDBE</i> Goal and Annual Performance in FFYs 2020-2023: <ul style="list-style-type: none"> – Non-Car Rental Triennial Overall ACDBE Goal for FFY 2021-2023 – 23.04% – Car Rental Triennial Overall ACDBE Goal for FFY 2021-2023 - 1.81% – Non-Car Rental ACDBE Achievement - 25.99%

Non-Project Specific Mitigation Measures for Reporting Period

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Measure ID	Overview	Resource Category	Status	Summary of Compliance
				<p><u>Disadvantaged Business Enterprise (DBE) Spending in FFY 2022:</u></p> <ul style="list-style-type: none"> • Paid to Prime Contractors - \$39,775,132 <p><u>Airport Concessions Disadvantaged Business Enterprise (ACDBE) Revenues in FFY 2022:</u></p> <ul style="list-style-type: none"> • Non-Car Rental Revenues from Prime Concessionaires - \$693,504,416 • Non-Car Rental Revenues from ACDBE Concessionaires \$180,272,601 • Car Rental Revenues from Prime Concessionaires - \$739,694,889.02
EJ-4	Community Mitigation Monitoring	Environmental Justice	Continuing to Monitor and Report	LAWA continues to provide stakeholders with direct access to applicable LAX Master Plan projects through its website at https://www.lawa.org/en/lawa-our-lax .
MM-BC-8	Replacement of Habitat Units	Biotic Communities	Continuing to Monitor and Report	In 2022, the Master Restoration Plan was finalized by Polytechnique and their subcontractor, Wildlands Conservation Science. LAWA applied for a grant from the California Natural Resources Agency for up to \$500,000 of Environmental Enhancement and Mitigation Program funds for the restoration of the remaining 29.8 acres of dunes habitat as required under MM-BC-8.
MM-ET-1	Riverside Fairy Shrimp Habitat Restoration	Endangered and	Continuing to Monitor and	In 2022, LAWA continued to work with the U.S Fish and Wildlife Service (USFWS) and the biological consultant to

Non-Project Specific Mitigation Measures for Reporting Period

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Measure ID	Overview	Resource Category	Status	Summary of Compliance
		Threatened Species	Report	evaluate the viability of relocating the Riverside Fairy Shrimp to Fairview Park in Costa Mesa, CA. LAWA began communications with officials from the City of Costa Mesa.
LE-1	Routine Evaluation of Manpower and Equipment Needs	Law Enforcement	Continuing to Monitor and Report	LAWA's Police Department (Los Angeles Airport Police or APD) monitors and evaluates law enforcement needs at LAX on an ongoing basis and adjusts law enforcement assignments and services accordingly. The ongoing monitoring and adjustments include officers, administrative staff, and equipment. Operational meetings are conducted regularly, and steps are taken to adjust resources as needed. In addition, LAWA's Construction and Logistics Management (CALM) team is responsible for coordinating with APD to ensure adequate law enforcement services associated with LAX construction projects. In 2022, additional APD security staffing was needed at the newly opened Secure Area Access Post 5.
AQ-2	School Air Filters	Air Quality	No Action was Required	In 2018, LAWA requested guidance from FAA on whether LAWA could fund this measure consistent with revenue diversion rules. LAWA has discussed this measure with the FAA in subsequent years but did not receive a formal response in 2022.

Bradley West Project Mitigation Measures for the Reporting Period

LAX Master Plan

On September 21, 2009, the City of Los Angeles certified the Bradley West Project (BWP) FEIR and approved the project’s MMRP. The BWP MMRP dated September 2009, is available online at <https://www.lawa.org/en/lawa-our-lax/studies-and-reports/mitigation-monitoring-reporting-program> under LAX Master Plan Documents. The BWP is a component of the LAX Master Plan. As of 2016, LAWA had implemented all major components of the BWP as initially proposed. In 2017, LAWA initiated the construction of an additional component of the BWP known as the Baggage Optimization Project (BOP). The BOP component was evaluated in an Addendum to the BWP EIR, prepared in 2016. Construction of the BOP component was completed in the 2020 reporting period.

The following are the remaining project specific mitigation measures implemented and monitored in 2022. The mitigation measures that are still applicable are identified as “continuing to monitor and report” or “no action was required”.

Measure ID	Overview	Resource Category	Status	Summary of Compliance
MM-ST (BWP)-6	Modify the Intersection of Imperial Highway and Sepulveda Boulevard (Intersection #71)	Surface Transportation	Continuing to Monitor and Report	In 2022, this proposed improvement was evaluated along with the Northside Development Environmental Impact Report (EIR): MM-T(NSP)-4, Intersection #34, which includes a proposed improvement as mitigation measure in the same intersection. LAWA made the determination that the proposed improvement as outlined in the mitigation measure for BWP, could be modified to address impacts from both projects (BWP and Northside). The new improvement will address impacts at the intersection of Sepulveda and Imperial Hwy for both the Bradley West Project EIR and the Northside Development EIR.
MM-ST (BWP)-5	Modify the Intersection of Arbor Vitae Street and Aviation Boulevard (Intersection #10)	Surface Transportation	Continuing to Monitor and Report	The Landside Access Modernization Program (LAMP) is making improvements to Arbor Vitae Street and Aviation Boulevard as part of the construction of the Consolidated Rent-a-Car (ConRAC) facility. Once completed, the improvements would satisfy the MM-ST (BWP)-5 mitigation requirements for this

Bradley West Project Mitigation Measures for the Reporting Period

LAX Master Plan

Measure ID	Overview	Resource Category	Status	Summary of Compliance
				location.
MM-ST (BWP)-7	Modify the Intersection of La Cienega Boulevard and I-405 Ramps N/O Century Boulevard (Intersection #96)	Surface Transportation	Continuing to Monitor and Report	The Landside Access Modernization Program (LAMP) is making improvements to the intersection of the La Cienega Boulevard and the I-405 ramps north of Century Boulevard under the Roadway, Utilities, and Enabling (RUE) developer. Once completed, the improvements would satisfy the MM-ST (BWP)-7 mitigation requirements for this location.
MM-ST (BWP)-8	Modify the Intersection of La Tijera Boulevard and Sepulveda Boulevard (Intersection #101)	Surface Transportation	No Action was Required	Implementation of this measure is to occur when Tom Bradley International Terminal (TBIT) reaches 18.7 million annual international passengers. In 2022, approximately 9.1 million international passengers traveled through TBIT. Therefore, there was no action required at this time.
MM-ST (BWP)-9	Modify the Intersection of Sepulveda Boulevard and 76th/77th Street (Intersection #136)	Surface Transportation	No Action was Required	Implementation of this measure is to occur when Tom Bradley International Terminal (TBIT) reaches 19.7 million annual international passengers. In 2022, approximately 9.1 million international passengers traveled through TBIT. Therefore, there was no action required at this time.

West Aircraft Maintenance Area Mitigation Measures for the Reporting Period

LAX Master Plan

On March 18, 2014, the Los Angeles City Council certified the FEIR for the LAX West Aircraft Maintenance Area (WAMA) and approved the project's MMRP. The WAMA MMRP dated February 2014, is available online at <https://www.lawa.org/en/lawa-our-lax/studies-and-reports/mitigation-monitoring-reporting-program> under LAX Master Plan Documents. The WAMA Project includes the development of approximately 84 acres in the southwestern portion of the airfield, including development of approximately 68 acres of the 84 acres with taxiways and aircraft parking apron areas, maintenance hangars, employee parking, service roads, and ancillary facilities. The first phase of the WAMA project, which included the construction of the Qantas Hangar and the aircraft parking area, service road and taxiway, was completed in 2016. In 2017, the construction of a second hangar for Delta Air Lines – referred to as the “Delta Hangar” – was started. Construction of the Delta Hangar and an associated (adjacent) Ground Support Equipment (GSE) building were completed in the 2020 reporting period.

LAWA has not implemented the westerly extension of Taxiway C in 2020 originally approved in the WAMA FEIR. Therefore, no mitigation measures associated with that activity were applicable during the 2022 reporting period. In 2021, LAWA and the Federal Aviation Administration (FAA) published environmental documents for the LAX Airfield and Terminal Modernization Project (ATMP), a non-LAX Master Plan project, pursuant to CEQA and NEPA, respectively. The EIR and Environmental Assessment (EA) were based on detailed airfield simulation modeling representing the reasonably foreseeable airfield configuration at LAX in 2028 and 2033. In these airfield simulations, no westerly extension of Taxiway C was assumed to have occurred. The LAX ATMP Final EIR was certified by the Board of Airport Commissioners in October 2021, a decision that was upheld by the City Council in November 2021; the project's Final EA, Finding of No Significant Impact (FONSI), and Record of Decision (ROD), were approved by the FAA in December 2021. These approvals constitute sufficient evidence that the westerly extension of Taxiway C will not be implemented under the existing entitlement provided by the WAMA EIR. With no westerly extension of Taxiway C, all remaining project components associated with the WAMA project are complete. Therefore, MMRP measures relating to WAMA project construction were completed when construction of the Delta Hangar and its associated GSE building were finished in the 2020 reporting year.

The following are the project specific operational mitigation measures that were implemented in 2022 in association with the WAMA Project. The mitigation measures that are still applicable are identified as “continuing to monitor and report” or “no action was required”.

West Aircraft Maintenance Area Mitigation Measures for the Reporting Period

LAX Master Plan

Measure ID	Overview	Resource Category	Status	Summary of Compliance
WAMA-PDF-1	Quarterly Reporting [to LAWA]	Project Design Reporting	Continuing to Monitor and Report	LAWA leased the aircraft parking area in front of the blast fence to Delta Airlines in May 2017. LAWA requires Delta to comply with the requirements outlined in the LAX Master Plan MMRP. In addition, Delta must record all Delta aircraft that use the blast fence for aircraft run ups. Delta submitted their 2022 blast fence usage report to LAWA. All other airlines must request the use of the blast fence through LAWA Airport Operations.
WAMA-PDF-2	APU Usage While Aircraft is Parked	Project Design Reporting	Continuing to Monitor and Report	LAWA did not observe any violations of this APU usage measure in 2022.
WAMA-PDF-3	Aircraft Taxiing	Project Design Reporting	Continuing to Monitor and Report	LAWA requires that aircraft traveling to or from WAMA during nighttime hours are not taxiing under their own power without LAWA approval. LAWA's Airfield Operations did not observe any violations of this measure in 2022.
WAMA-PDF-4	Aircraft Engine Ground Run-Ups	Project Design Reporting	Continuing to Monitor and Report	LAWA leased the WAMA aircraft parking area in front of the blast fence to Delta airlines in May 2017. LAWA requires Delta to comply with all WAMA restrictions. All other airlines must request the use of the blast fence through LAWA Airport Operations. LAWA did not observe any violations of this requirement in 2022.
WAMA-PDF-5	Use of WAMA Site	Project Design Reporting	Continuing to Monitor and Report	LAWA included a requirement in WAMA leases that the Lessee complies with applicable Los Angeles International Airport West Aircraft Maintenance Area Project Design Features, including WAMA-PDF-5. LAWA did not note any violations of

West Aircraft Maintenance Area Mitigation Measures for the Reporting Period

LAX Master Plan

Measure ID	Overview	Resource Category	Status	Summary of Compliance
				this measure in 2022.
MM-AQ(MSC)-1	On-Road Trucks & off-Road Equipment	Air Quality	No Action was Required	Not applicable because there was no construction activity during the reporting period.
LAX-AQ-1a	Water twice daily	General Air Quality Control Measures	No Action was Required	Not applicable because there was no construction activity during the reporting period.
LAX-AQ1b	Ultra-low sulfur diesel in construction equipment	General Air Quality Control Measures	Not Action was Required	Not applicable because there was no construction activity during the reporting period.
LAX-AQ-1c	Post of publicly visible sign	General Air Quality Control Measures	No Action was Required	Not applicable because there was no construction activity during the reporting period.
LAX-AQ-1d	Cover or treat all ground surfaces prior to final occupancy	General Air Quality Control Measures	No Action was Required	Not applicable because there was no construction activity during the reporting period.
LAX-AQ-1e	Complete paved surfaces as soon as possible	General Air Quality Control Measures	No Action was Required	Not applicable because there was no construction activity during the report period.
LAX-AQ1f	Prohibit idling or queuing of diesel-fueled vehicles in excess of 5 minutes	General Air Quality Control Measures	No Action was Required	Not applicable because there was no construction activity during the report period.

Midfield Satellite Concourse Project Mitigation Measures for Reporting Period

LAX Master Plan

On July 21, 2014, the BOAC certified the FEIR for the Midfield Satellite Concourse (MSC) Program and approved the project's MMRP. The MSC MMRP, dated June 2014, is available online under LAX Master Plan Documents at <https://www.lawa.org/en/lawa-our-lax/studies-and-reports/mitigation-monitoring-reporting-program> under LAX Master Plan Documents. Due to the size and scale of the MSC Program, LAWA decided to implement the program in phases. The 2014 MSC EIR contained a program-level analysis of the full MSC Program, including a planned southerly extension of the MSC, and project-level analysis of what the EIR called the "MSC North Project." The MSC North Project is now referred to as the West Gates at Tom Bradley International Terminal and was completed in May 2021. It consists of a concourse, a gateway building to facilitate passenger transition from the Tom Bradley International Terminal to the underground walkway connecting the international terminal and the new concourse, aircraft parking aprons, taxiways/lanes, a ramp tower, utilities, and tunnels between Tom Bradley International Terminal and MSC for conveyance systems for passengers, baggage, and utilities. In 2020, LAWA completed all construction elements of the West Gates at Tom Bradley Terminal for which measures in the MMRP were applicable. LAWA completed the final interior "fit out" (concessionaire spaces, interior signage, plumbing and electrical fixtures, etc.), for which no measures in the MMRP were applicable, in early 2021.

BOAC approved the next phase of the MSC Program, commonly referred to as the MSC South project, on August 1, 2019. However, in the 2022 reporting year, LAWA initiated the construction of an enabling project associated with the second component of the MSC project. Specifically, the relocation of Taxilane C12, which provides aircraft access to and from the American Airlines aircraft maintenance area and occurred in the latter half of 2022 in order to move that taxilane out of the MSC South project area.

LAWA implemented LAX Master Plan and project specific mitigation measures applicable to the subject enabling project associated with the MSC Project in 2022. The mitigation measures that apply to the new south concourse are identified in this section (measures for which action or no action was required in the reporting period). Measures are shown by resource and mitigation measure as presented in the MMRP.

Midfield Satellite Concourse Project Mitigation Measures for Reporting Period

LAX Master Plan

Measure ID	Overview	Resource Category	Status	Summary of Compliance
MM-AQ (MSC) -1	On-Roads Trucks & Off-Road Equipment	Air Quality	Continuing to Monitor and Report	A total of 121 on-road trucks and off-road pieces of construction equipment operated over the course of construction during the Taxilane (TLN) C12 enabling project. With three exceptions (one truck and two pieces of construction equipment), all trucks and construction equipment met the applicable requirements (i.e., 2010 or newer trucks and construction equipment with Tier 4 Final (T4F) engines. For the three exceptions, the contractor was notified immediately after the non-compliant truck and equipment were observed onsite, and the truck/equipment were taken out of operation and removed from the project.
LAX-AQ-1a	Water twice daily	Air Quality- General Air Quality Measures	Continuing to Monitor and Report	Watering of unpaved areas occurred three times or more each day of construction.
LAX-AQ-1b	Outfit construction diesel-fueled equipment with the best available emission control devices	Air Quality-General Air Quality Measures	Continuing to Monitor and Report	Per above, trucks were 2010 or newer and construction equipment had T4F engines, which have best available emissions control devices built into the engines.
LAX-AQ-1c	Post of publicly visible sign	Air Quality- General Air Quality Measures	No Action was Required	Site of TLN C12 enabling project is located within air operations area, which is well removed from any areas accessible to the public.

Midfield Satellite Concourse Project Mitigation Measures for Reporting Period

LAX Master Plan

Measure ID	Overview	Resource Category	Status	Summary of Compliance
LAX-AQ-1d	Cover or treat all ground surfaces prior to final occupancy	Air Quality-General Air Quality Measures	No Action was Required	TLN C12 enabling project did not involve any occupiable buildings
LAX-AQ-1e	Completed paved surfaces as soon as possible	Air Quality- General Air	Continuing to Monitor and Report	Apron areas were repaved as soon as possible following installation of subsurface improvements.
LAX-AQ-1f	Prohibit idling or queuing of diesel- fueled vehicles in excess of 5 minutes	Air Quality-General Air	Continuing to Monitor and Report	No incidents of excess idling were observed.
LAX-AQ-1g	Maintain on-site construction equipment	Air Quality-General Air	Continuing to Monitor and Report	Construction equipment appeared to be well-maintained.
LAX-AQ-2a	Outfit construction diesel-fueled equipment with the best available emission control devices	Air Quality-General Air	Continuing to Monitor and Report	See LAX-AQ-1b above.
LAX-AQ2b	Water three times daily	Air Quality-Construction-Related Control Measures	Continuing to Monitor and Report	See LAX-AQ-1a above.
LAX-AQ-2c	Pave Construction Access Roads	Air Quality-Construction Related Control Measures	No Action was Required	Project site was located in an improved area of airport where all access roads were already paved.
LAX-AQ-2d	Have construction employees work/commute during the off-peak hours to	Air Quality-Construction Related Control Measures	Continuing to Monitor and Report	Construction crews arrived prior to 7 AM and finished around 3 PM, which avoided peak traffic hours.

Midfield Satellite Concourse Project Mitigation Measures for Reporting Period

LAX Master Plan

Measure ID	Overview	Resource Category	Status	Summary of Compliance
	the extent feasible			
LAX-AQ-2e	Make on-site lunch trucks available during construction	Air Quality-Construction Related Control Measures	Continuing to Monitor and Report	Lunch trucks were available nearby to project site.
LAX-AQ-2f	Utilize on-site rock crushing facility	Air Quality-Construction Related Control Measures	No Action was Required	Rock crushing activities did not occur during the reporting period.
LAX-AQ-2g	Provide electricity (for stationary sources) from power poles and portable generators using clean-burning diesel	Air Quality-Construction Related Control Measures	No Action was Required	Nature of construction activities did not require electricity.
LAX-AQ-2h	Suspend use of construction equipment during second stage smog alert	Air Quality-Construction Related Control Measures	No Action was Required	No second stage smog alerts occurred.
LAX-AQ-2i	Use construction equipment having the minimum practical engine size	Air Quality-Construction-Related Control Measures	Continuing to Monitor and Report	Construction equipment appeared to be properly sized for the job.
LAX-AQ-2j	Prohibit construction equipment engine tampering	Air Quality-Construction-Related Control Measures	Continuing to Monitor and Report	No construction equipment tampering appeared to have occurred.
LAX-AQ-2k	Designate a person(s) to ensure implementation of construction-related measures	Air Quality-Construction-Related Control Measures	Continuing to Monitor and Report	The contractor assigned a primary person and secondary backup for environmental compliance.

Midfield Satellite Concourse Project Mitigation Measures for Reporting Period

LAX Master Plan

Measure ID	Overview	Resource Category	Status	Summary of Compliance
LAX-AQ-2I	Locate rock crushers and stockpiles away from residents	Air Quality-Construction-Related Control Measures	No Action was Required	No crushing or associated stockpiles occurred.
LAX-AQ-2m	Provide infrastructure for alternative fueled vehicles	Air-Quality-Construction-Related Control Measures	No Action was Required	No alternative fuel construction vehicles/equipment were used.
LAX-AQ-3a to -3r	Transportation-Related Mitigation Measures	Air-Quality-Operations-Related Control Measures	No Action was Required	Not applicable during the reporting period.
LAX-AQ-4b	Passenger Gate Electrification	Air-Quality-Operations-Related Control Measures	No Action was Required	Not applicable during the reporting period.
LAX-AQ-4f	Available and sufficient infrastructure for alternative fueled vehicles and equipment	Air-Quality-Operations-Related Control Measures	No Action was Required	Not applicable during the reporting period.
MM-HA (MSC)-1	Conformance with LAX Master Plan Archaeological Treatment Plan	Historical/Architectural and Archaeological/Culture Resources	No Action was Required	No notable subsurface excavation was required for TLN C12 enabling project; only removal and replacement of sections of apron occurred.
MM-HA-5	Monitoring of Excavation Activities	Historical/Architectural and Archaeological/Culture Resources	No Action was Required	See MM-HA (MSC)-1 above.
MM-HA-6	Excavation and Recovery	Historical/Architectural and Archaeological/	No Action was Required	See MM-HA (MSC)-1 above.

Midfield Satellite Concourse Project Mitigation Measures for Reporting Period

LAX Master Plan

Measure ID	Overview	Resource Category	Status	Summary of Compliance
		Culture Resources		
MM-HA-7	Administration	Historical/Architectural and Archaeological/Culture Resources	No Action was Required	See MM-HA (MSC)-1 above.
MM-HA-8	Archaeological/Culture Monitor Report	Historical/Architectural and Archaeological/Culture Resources	No Action was Required	See MM-HA (MSC)-1 above.
MM-HA-9	Artifact Curation	Historical/Architectural and Archaeological/Culture Resources	No Action was Required	See MM-HA (MSC)-1 above.
M-HA-10	Archaeological Notification	Historical/Architectural and Archaeological/Culture Resources	No Action was Required	See MM-HA (MSC)-1 above.
MM-PA (MSC)-1	Conformance with LAX Master Plan Paleontological Management Treatment Plan	Historical/Architectural and Archaeological/Cultural Resources	No Action was Required	See MM-HA (MSC)-1 above.
MM-PA (MSC-2)	Construction Personnel Briefing	Historical/Architectural and Archaeological/Cultural Resources	No Action was Required	See MM-HA (MSC)-1 above.
MM-PA-1	Paleontological Qualification and Treatment Plan	Historical/Architectural and Archaeological/Cultural Resources	No Action was Required	See MM-HA (MSC)-1 above.
MM-PA-2	Paleontological	Historical/Architectural	No Action	See MM-HA (MSC)-1 above.

Midfield Satellite Concourse Project Mitigation Measures for Reporting Period

LAX Master Plan

Measure ID	Overview	Resource Category	Status	Summary of Compliance
	Authorization	and Archaeological/ Cultural Resources	was Required	
MM-PA-3	Paleontological Monitoring Specifications	Historical/Architectural and Archaeological/ Cultural Resources	No Action was Required	See MM-HA (MSC)-1 above.
MM-PA-4	Paleontological Resources Collection	Historical/Architectural and Archaeological/ Cultural Resources	No Action was Required	See MM-HA (MSC)-1 above.
MM-PA-5	Fossil Preparation	Historical/Architectural and Archaeological/ Cultural Resources	No Action was Required	See MM-HA (MSC)-1 above.
MM-PA-6	Fossil Donation	Historical/Architectural and Archaeological/ Cultural Resources	No Action was Required	See MM-HA (MSC)-1 above.
MM-PA-7	Paleontological Reporting	Historical/Architectural and Archaeological/ Cultural Resources	No Action Required	See MM-HA (MSC)-1 above.
MM-HM (MSC)-1	Asbestos-Containing Materials and Lead Paint	Hazards and Hazardous Materials	No Action Required	Not applicable during the reporting period.
MM-HM (MSC)-2	Hazardous Materials Contingency Plan	Hazards and Hazardous Materials	No Action Required	Not applicable during the reporting period.
MM-HM (SMC)-3	Hazardous and Solid Waste Disposal	Hazards and Hazardous Materials	No Action Required	Not applicable during the reporting period.
C-1	Establishment of a Ground Transportation/Construction	Construction	No Action Required	Not applicable during the reporting period.

Midfield Satellite Concourse Project Mitigation Measures for Reporting Period

LAX Master Plan

Measure ID	Overview	Resource Category	Status	Summary of Compliance
	Coordination Office			
C-2	Construction Personnel Airport Orientation	Construction	Continuing to Monitor and Report	Construction personnel briefed at start of TLN C12 enabling project.
MM-ST (MSC)-1	Restripe Manchester Avenue at Sepulveda Boulevard	Surface Transportation	No Action Required	Implementation of this measure is to occur when the construction peak hour volume/capacity reaches 0.843. Based on traffic counts recorded on Friday, August 12, 2022, this intersection was operating with a volume/capacity of 0.725 and a Level of Service C during the PM peak hour. This is better than the 0.843 volume/capacity level that would trigger this measure. Therefore, no action was required during the 2022 reporting period.
ST-9	Construction Delivers	Surface Transportation	No Action was Required	Not applicable during the reporting period.
ST-12	Designated Truck Deliver House	Surface Transportation	Continuing to Monitor and Report	Project was monitored for compliance with no trucking of bulk materials during restricted hours. No violations observed.
ST-14	Construction Employee Shift House	Surface Transportation	No Action was Required	See LAX-AQ-2d above.
ST-16	Designated Haul Routes	Surface Transportation	No Action was Required	Previously established truck haul routes were not near sensitive uses.
ST-17	Maintenance of Haul Routes	Surface Transportation	Continuing to Monitor and Report	Trucking activity was minimal and did not damage haul routes.

Midfield Satellite Concourse Project Mitigation Measures for Reporting Period

LAX Master Plan

Measure ID	Overview	Resource Category	Status	Summary of Compliance
ST-18	Construction Traffic Management Plan	Surface Transportation	Continuing to Monitor and Report	A construction traffic management plan was provided by the contractor at start of project.
ST-19	Closure Restrictions	Surface Transportation	No Action was Required	Not applicable during the reporting period.
ST-22	Designated Truck Routs	Surface Transportation	Continuing to Monitor and Report	Project-related trucking used approved haul routes during the reporting period.
FP-1	LAFD Design Recommendations	Surface Transportation	No Action was Required	Not applicable during the reporting period.

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Non-Project Specific/General Mitigation Measures Completed in Prior Reporting Periods

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Non-Project Specific/General Mitigation Measures Completed in Prior Reporting Periods

Measure ID	Resource Category	Overview
MM-N-5	Noise	Conduct Part 161 Study to Make Over-Ocean Procedures Mandatory
LU-1	Land Use	Incorporation of City of Los Angeles Ordinance No. 159,526 (Q) Zoning Conditions for LAX Northside into the LAX Northside/Westchester Southside Project
LU-2	Land Use	Establishment of a Landscape Maintenance Program for Parcels Acquired Due to Airport Expansion
LU-4	Land Use	Neighborhood Compatibility Program
MM-LU-3	Land Use	Conduct Study of the Relationship Between Aircraft Noise Levels and the Ability of Children to Learn
MM-LU-5	Land Use	Upgrade and Expand Noise Monitoring Program
MM-ST-14	Surface Transportation	Ground Transportation/Construction Coordination Office Outreach Program
AQ-1	Air Quality	Air Quality Source Apportionment Study
AQ-3	Air Quality	Mobile Health Research Lab
MM-AQ-1	Air Quality	LAX Master Plan – Mitigation Plan for Air Quality (Framework)
MM-AQ-2	Air Quality	Construction-Related Mitigation Measures
MM-AQ-3	Air Quality	Development of New FlyAway Capacity
MM-AQ-3	Air Quality	Public Outreach Program for FlyAway Service
MM-AQ-4	Air Quality	Operations-Related Mitigation Measures

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Non-Project Specific/General Mitigation Measures Completed in Prior Reporting Periods

Measure ID	Resource Category	Overview
HWQ-1	Hydrology and Water Quality	Conceptual Drainage Plan
HR-1	Historical/Architectural and Archaeological/Cultural Resources	Preservation of Historic Resources Engage qualified architectural historian or historic architect when Soundproofing in Morningside Park Neighborhood
MM-HA-4	Historical/Architectural and Archaeological/Cultural Resources	Discovery
MM-BC-3	Biotic Communities	Conservative of Floral Resources: Mature Tree Replacement
MM-BC-9	Biotic Communities	Conservative of Faunal Resources: Special status species
MM-ET-3	Endangered and Threatened Species	El Segundo Blue Butterfly Conservation: Dust Control
SW-1	Solid Waste	Implement an Enhanced Recycling Program
C-1	Construction	Establishment of Ground Transportation/Construction Coordination Office
DA-2	Design, Art, and Architecture Application	Update and Integrate Design Plans and Guidelines
HM-2	Hazardous Materials	Handling of Contaminated Materials Encountered During Construction
W-2	Water	Enhance Existing Water Conservation Program

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Non-Project Specific/General Mitigation Measures that are Not Applicable

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Non-Project Specific/General Mitigation Measures that are Not Applicable

Measure ID	Overview	Resource Category	Summary of Compliance
MM-BC-1	Conservation of State-Designated Sensitive Habitat Within and Adjacent to the El Segundo Blue Butterfly Habitat Restoration Area <i>Construction Avoidance</i>	Biotic Communities	LAWA did not conduct any construction or stockpiling within 100 feet of a state-designated sensitive habitat during the reporting period or have plans to do so within five years.
MM-BC-1	Conservation of State-Designated Sensitive Habitat Within and Adjacent to the El Segundo Blue Butterfly Habitat Restoration Area <i>Maintenance and Habitat Management</i>	Biotic Communities	LAWA did not conduct any construction or stockpiling within 100 feet of a state-designated sensitive habitat during the reporting period or have plans to do so within five years.
MM-BC-2	Conservation of Floral Resources: Lewis' Evening Primrose	Biotic Communities	LAWA did not initiate construction of the north runways during the reporting period or have plans to do so within five years.
MM-BC-9	Conservation of Faunal Resources <i>Western Spadefoot Toad and San Diego black-tailed</i>	Biotic Communities	This measure is no longer applicable. Due to the absence of the Western Spadefoot Toad and the San Diego black-tailed jackrabbit, as reported in prior MMRP Annual Reports (see 2021 and 2013 reports), LAWA is no longer required to implement a relocation and monitoring plan associated with these species.

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Non-Project Specific/General Mitigation Measures that are Not Applicable

Measure ID	Overview	Resource Category	Summary of Compliance
	<i>jackrabbit</i>		
MM-BC-13	Replacement of State-Designated Habitats	Biotic Communities	LAWA did not install navigational aids or associated services roads associated with LAX master Plan runway improvements during the reporting period.
MM-ET-4	El Segundo Blue Butterfly Conservation: Habitat Restoration	Endangered and Threatened Species	This measure was not applicable during the 2022 reporting period. LAWA did not install navigational aids or associated service roads associated with the LAX Master Plan runway improvements during the reporting period.
MM-N-4	Update the Aircraft Noise Abatement Program Elements as applicable to adapt to the future Airfield Configuration	Noise	This measure is no longer applicable. No runway relocations will be done as part of the Master Plan.
MM-N-11	Automated People Mover (APM) Noise Assessment and Control	Noise	This measure is no longer applicable. However, subsequent to the adoption of the LAX Master Plan Mitigation Monitoring and Reporting Program (MMRP), LAWA refined the alignment of the Automated People Mover (APM). Noise impacts associated with the refined alignment were evaluated in the LAX Landside Access Modernization Program EIR. As stated in that EIR, with implementation of the APM, transit noise impacts would be less than significant at all locations.
LU-5	Comply with City of Los Angeles Transportation Element Bicycle Plan	Land Use	This measure is no longer applicable. The City of Los Angeles approved the 2010 Bicycle Master Plan (independent of Los Angeles World Airports [LAWA]) in March 2011. The Bicycle Master Plan was subsequently incorporated into the Mobility Plan 2035 and is no longer a stand-alone plan. Additionally, the remaining LAX Master

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Non-Project Specific/General Mitigation Measures that are Not Applicable

Measure ID	Overview	Resource Category	Summary of Compliance
			Plan project, MSC, is on the airfield and not adjacent to public rights-of-way. Additionally, after the adoption of the LAX Master Plan MMRP, the LAX Northside Project and LAX Landside Access Modernization Program were approved. The LAX Northside MMRP incorporates this measure as well as other project-specific measures regarding bicycle facilities. Therefore, compliance with this measure relative to this portion of the airport property will be implemented and monitored in conjunction with the LAX Northside MMRP. Other bicycle enhancements in the Mobility Plan 2035 are in the portion of the airport that is being developed in accordance with the LAX Landside Access Modernization Program.
MM-LU-4	Provide Additional Sound Insulation for Schools Shown by MM-LU-3 to be Significantly Impacted by Aircraft Noise	Land Use	This measure is no longer applicable. The South Airfield Improvement Project (SAIP) was LAWA's first LAX Master Plan project and moved Runway 7R/25L approximately 55 feet south of its centerline. The Transportation Research Board's Airport Cooperative Research Program (ACRP) 2017 study entitled "Evaluating the Impact of Aviation Noise on Learning" in 2017, and the ACRP-funded follow-up research, entitled, "Assessing Aircraft Noise Conditions Affecting Student Learning – Case Studies (2017)," which performed the same analysis required for MM-LU-3. These studies did not reach any significant conclusions regarding the effects of aircraft noise on student behaviors. In addition, LAWA will not be relocating additional runways as part of the Master Plan.
ST-2	Non-Peak CTA Deliveries	Surface	This measure is no longer applicable. LAX Master Plan reconstruction

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Non-Project Specific/General Mitigation Measures that are Not Applicable

Measure ID	Overview	Resource Category	Summary of Compliance
		Transportation	of terminal facilities is no longer reasonably foreseeable.
ST-7	Adequate GTC, ITC, and APM Design	Surface Transportation	This measure is no longer applicable. LAWA amended the LAX Specific Plan in 2013 to remove the Intermodal Transportation Center (ITC) and the Ground Transportation Center (GTC), and LAWA approved the LAX Landside Access Modernization Program in 2016, which replaced the LAX Master Plan version of the Automated People Mover (APM) with a new version for which LAWA adopted separate mitigation measures that accomplish the intent of the original mitigation measure.
ST-8	Limited Short-Term Lane Closure	Surface Transportation	This measure is no longer applicable. LAWA amended the LAX Specific Plan in 2013 to remove the ITC and the GTC and the related roadway improvements, and LAWA approved the LAX Landside Access Modernization Program in 2016, which replaced the LAX Master Plan version of the Automated People Mover (APM) with a new version for which LAWA adopted separate mitigation measures that accomplish the intent of the original mitigation measure.
MM-ST-1	Required CTA Construction Vehicles to Use Designated Lanes	Surface Transportation	This measure is no longer applicable. LAX Master Plan reconstruction of terminal facilities is no longer reasonably foreseeable.
MM-ST-2	Modify CTA Signage	Surface Transportation	This measure is no longer applicable. LAX Master Plan reconstruction of terminal facilities is no longer reasonably foreseeable.
MM-ST-3	Develop Designated Shuttle Stops for Labor Buses and ITC-CTA Buses	Surface Transportation	This measure is no longer applicable. LAX Master Plan reconstruction of terminal facilities is no longer reasonably foreseeable.

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Non-Project Specific/General Mitigation Measures that are Not Applicable

Measure ID	Overview	Resource Category	Summary of Compliance
ST-20	Stockpile Locations [for the Eastern Facilities] will be Confined to the Eastern Area of the Airport Vicinity, to the Extent Feasible	Surface Transportation	This measure is no longer applicable. LAWA amended the LAX Specific Plan in 2013 and approved the LAX Landside Access Modernization Program in 2016. Together, these actions replaced the LAX Master Plan facilities to which this commitment would have applied.
ST-21	Construction Employee Parking Locations [for the Eastern Facilities] will be Selected that are as Close to I-405 and I-105 as Possible	Surface Transportation	This measure is no longer applicable. LAWA amended the LAX Specific Plan in 2013 and approved the LAX Landside Access Modernization Program in 2016. Together, these actions replaced the LAX Master Plan facilities to which this commitment would have applied.
ST-23	Expanded LAX Gateway Improvements/Greening of Impact Communities	Surface Transportation	On November 23, 2015, LAWA received a letter from the Federal Aviation Administration (FAA) addressing this commitment.
ST-24	Fair Share Contribution to Congestion Management Plan (CMP) Improvements	Surface Transportation	This measure is no longer applicable. Subsequent to the adoption of the LAX Master Plan MMRP, LAWA approved the LAX Landside Access Modernization Program, which includes measures pertaining to fair-share contributions that supersede this measure.
MM-ST-6	Add New Traffic Lanes	Surface Transportation	These measures are no longer applicable. LAWA amended the LAX Specific Plan in 2013 and approved the LAX Landside Access Modernization Program in 2016, which revised the LAX Master Plan program activities. Together, these actions replaced the LAX Master Plan facilities to which these mitigation measures would have applied.

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Non-Project Specific/General Mitigation Measures that are Not Applicable

Measure ID	Overview	Resource Category	Summary of Compliance
MM-ST-7	Restripe Existing Facilities	Surface Transportation	These measures are no longer applicable. LAWA amended the LAX Specific Plan in 2013 and approved the LAX Landside Access Modernization Program in 2016, which revised the LAX Master Plan program activities. Together, these actions replaced the LAX Master Plan facilities to which these mitigation measures would have applied.
MM-ST-8	Add ATSAC, ATCS or Equivalent		These measures are no longer applicable. LAWA amended the LAX Specific Plan in 2013 and approved the LAX Landside Access Modernization Program in 2016, which revised the LAX Master Plan program activities. Together, these actions replaced the LAX Master Plan facilities to which these mitigation measures would have applied.
MM-ST-10	Modify Signal Phasing	Surface Transportation	These measures are no longer applicable. LAWA amended the LAX Specific Plan in 2013 and approved the LAX Landside Access Modernization Program in 2016, which revised the LAX Master Plan program activities. Together, these actions replaced the LAX Master Plan facilities to which these mitigation measures would have applied.
MM-ST-12	Provide New Ramps Connecting I-105 to LAX Between Aviation Boulevard and La Cienega Boulevard	Surface Transportation	These measures are no longer applicable. LAWA amended the LAX Specific Plan in 2013 and approved the LAX Landside Access Modernization Program in 2016, which revised the LAX Master Plan

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Non-Project Specific/General Mitigation Measures that are Not Applicable

Measure ID	Overview	Resource Category	Summary of Compliance
			program activities. Together, these actions replaced the LAX Master Plan facilities to which these mitigation measures would have applied.
MM-ST-13	Create a New Interchange at I-405 and Lennox Boulevard	Surface Transportation	These measures are no longer applicable. LAWA amended the LAX Specific Plan in 2013 and approved the LAX Landside Access Modernization Program in 2016, which revised the LAX Master Plan program activities. Together, these actions replaced the LAX Master Plan facilities to which these mitigation measures would have applied.
MM-ST-15	Provide Fair-Share Contributions to Transit Improvements	Surface Transportation	These measures are no longer applicable. LAWA amended the LAX Specific Plan in 2013 and approved the LAX Landside Access Modernization Program in 2016, which revised the LAX Master Plan program activities. Together, these actions replaced the LAX Master Plan facilities to which these mitigation measures would have applied.
MM-ST-16	Provide Fair-Share Contribution to LA County's project to extend the Marina Expressway	Surface Transportation	These measures are no longer applicable. LAWA amended the LAX Specific Plan in 2013 and approved the LAX Landside Access Modernization Program in 2016, which revised the LAX Master Plan program activities. Together, these actions replaced the LAX Master Plan facilities to which these mitigation measures would have applied.
RBR-1	Residential and Business Relocation Program	Relocation of Residence and	LAWA completed an LAX Master Plan Program, Alternative D Draft Relocation Plan in April 2004 to address proposed acquisition and

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Non-Project Specific/General Mitigation Measures that are Not Applicable

Measure ID	Overview	Resource Category	Summary of Compliance
		Businesses	<p>relocation of properties under Alternative D of the LAX Master Plan.</p> <p>Subsequent to the adoption of the LAX Master Plan MMRP, the LAX Landside Access Modernization Program (LAMP) was approved. This project refined the facilities originally contemplated in the LAX Master Plan. Because LAMP is not the same project evaluated in the LAX Master Plan EIS/EIR, the LAX LAMP project is considered a stand-alone project subject to separate environmental review and reporting. The Alternative D Relocation Plan is no longer applicable, as there are no Master Plan projects remaining that require property acquisition in the Alternative D acquisition area.</p>
MM-RBR-1	Phasing for Business Relocations	Relocation of Residence and Businesses	See RBR-1, above.
MM-RBR-2	Relocation Opportunities through Aircraft Noise Mitigation Program	Relocation of Residence and Businesses	See RBR-1, above. In addition, the Aircraft Noise Mitigation Program (ANMP) only applies to residential properties, while the Alternative D Relocation Plan only applies to business properties. The Alternative D relocation area does not include properties in the City of Inglewood or Los Angeles County.
MM-HWQ-1	Update Regional Drainage Facilities	Hydrology and Water Quality	This measure is no longer applicable. However, subsequent to the adoption of the LAX Master Plan MMRP, LAWA approved both the LAX Northside EIR and the LAX Landside Access Modernization Program (LAMP) EIR and the projects associated with those programs.

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Non-Project Specific/General Mitigation Measures that are Not Applicable

Measure ID	Overview	Resource Category	Summary of Compliance
			<p>The LAMP project refined the facilities originally contemplated in the LAX Master Plan. Because the LAMP is not the same project evaluated in the LAX Master Plan EIS/EIR, the LAMP project is considered a stand-alone project subject to separate environmental review and reporting. As noted in the mitigation measure, LAWA has no jurisdiction over implementation of this mitigation measure. The Los Angeles County Department of Public Works determined that new or upgraded facilities were not required for LAX Master Plan associated projects. Subsequent to the adoption of the LAX Master Plan, LAWA approved LAMP which included mitigation measures to address drainage facilities associated with the new LAMP facilities.</p>
HR-1	Preservation of Historic Resources	Historical/Architectural and Archeological/Cultural Resources	<p>This measure is no longer applicable. However, subsequent to the adoption of the LAX Master Plan MMRP, LAWA approved both the LAX Northside EIR and the LAX Landside Access Modernization Program (LAMP) EIR and the projects associated with those programs. The LAMP project refined the facilities originally contemplated in the LAX Master Plan. Because LAMP is not the same project evaluated in the LAX Master Plan EIS/EIR, the LAX LAMP project is considered a stand-alone project subject to separate environmental review and reporting. As the ITC and GTC no longer are going to be implemented as part of the Master Plan, no historic resources will be affected by the remaining Master Plan projects.</p>

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Non-Project Specific/General Mitigation Measures that are Not Applicable

Measure ID	Overview	Resource Category	Summary of Compliance
MM-HA-1	Historic American Building Survey (HABS) Document	Historical/Architectural and Archeological/Cultural Resources	This measure is no longer applicable. However, subsequent to the adoption of the LAX Master Plan MMRP, LAWA approved both the LAX Northside EIR and the LAX Landside Access Modernization Program (LAMP) EIR and the projects associated with those programs. The LAMP project refined the facilities originally contemplated in the LAX Master Plan. Because the LAMP is not the same project evaluated in the LAX Master Plan EIS/EIR, the LAX LAMP project is considered a stand-alone project subject to separate environmental review and reporting. As the ITC and GTC no longer are going to be implemented as part of the Master Plan, no historic resources will be affected by the remaining Master Plan projects.
MM-HA-2	Historic Educational Materials	Historical/Architectural and Archeological/Cultural Resources	This measure is no longer applicable. However, subsequent to the adoption of the LAX Master Plan MMRP, LAWA approved both the LAX Northside EIR and the LAX Landside Access Modernization Program (LAMP) EIR and the projects associated with those programs. The LAMP project refined the facilities originally contemplated in the LAX Master Plan. Because LAMP is not the same project evaluated in the LAX Master Plan EIS/EIR, the LAX LAMP project is considered a stand-alone project subject to separate environmental review and reporting. As the ITC and GTC no longer are going to be implemented as part of the Master Plan, no historic resources will be affected by the remaining Master Plan projects.

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Non-Project Specific/General Mitigation Measures that are Not Applicable

Measure ID	Overview	Resource Category	Summary of Compliance
SW-1	Implement an Enhanced Recycling Program LAX Northside/Westchester Southside	Solid Waste	The main component of this measure has been completed. The LAX Northside/Westchester Southside component of this measure is no longer applicable, as the LAX Northside Plan is being implemented as a stand-alone project. Measure SW-1 is included in the LAX Northside Plan MMRP, and implementation for this measure will be reported in the LAX Northside MMRP progress report.
MM-SW-1	Provide Landfill Capacity	Solid Waste	LAWA has no jurisdiction regarding this mitigation measure which must be implemented by the state, county, and local solid waste planning authorities.
DA-1	Provide and Maintain Airport Buffer Areas	Deign, Art and Architecture Applications/Aesthetics	This measure is no longer applicable. However, subsequent to the adoption of the LAX Master Plan MMRP, LAWA approved both the LAX Northside EIR and the LAX Landside Access Modernization Program (LAMP) EIR and the projects associated with those programs. LAMP refined the facilities originally contemplated in the LAX Master Plan. Because the LAX LAMP is not the same project evaluated in the LAX Master Plan EIS/EIR, the LAXLAMP project is considered a stand-alone project subject to separate environmental review and reporting. There are no remaining Master Plan projects that are located near an airport boundary area.
DA-3	Undergrounding of Utility Lines	Deign, Art and Architecture Applications/Aesthetics	This measure is no longer applicable. However, subsequent to the adoption of the LAX Master Plan MMRP, the LAX Landside Access Modernization Program (LAMP) was approved. LAMP refined the facilities originally contemplated in the LAX Master Plan. Because the

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Non-Project Specific/General Mitigation Measures that are Not Applicable

Measure ID	Overview	Resource Category	Summary of Compliance
			LAX LAMP is not the same project evaluated in the LAX Master Plan EIS/EIR, the LAX LAMP project is considered a stand-alone project subject to separate environmental review and reporting. Certain LAX LAMP elements, particularly the APM, will require the undergrounding of some existing utility lines; this work will be completed as part of those projects.
MM-WW-1	Provide Additional Wastewater Treatment Capacity to Accommodate Cumulative Flows	Wastewater	LAWA has no jurisdiction regarding this mitigation measure which will be implemented by the City of Los Angeles Department of Public Works, Bureau of Sanitation.

Appendix B1

Bradley West Project (BWP) Mitigation Measures Completed in Prior Reporting Periods

Appendix B1

Bradley West Project (BWP) Mitigation Measures Completed in Prior Reporting Periods

Measure ID	Resource Category	Overview
MM-AQ-2.1	Air Quality -Construction-Related Mitigation Measures	Fugitive Dust Source Controls
MMA-AQ-2.2	Air Quality -Construction-Related Mitigation Measures	On-Road Mobile Source Controls
MMA-AQ-2.3	Air Quality -Construction-Related Mitigation Measures	Nonroad Mobile Source Controls
MMA-AQ-2.4	Air Quality -Construction-Related Mitigation Measures	Stationary Point Source Controls
MMA-AQ-2.5	Air Quality -Construction-Related Mitigation Measures	Mobile and Stationary Source Controls
MMA-AQ-2.6	Air Quality -Construction-Related Mitigation Measures	Administrative Controls
MM-ST(BWP)-1	Surface Transportation	Trip Reduction Measures
MM-ST(BWP)-2	Surface Transportation	Improve the Intersection of Center Way and World Way South
MM-ST(BWP)-3	Surface Transportation	Widen World Way Across from TBIT
MM-ST(BWP)-4	Surface Transportation	Modify the Intersection of Airport Boulevard and Manchester Avenue (Intersection #9)
MM-ST(BWP)-10	Surface Transportation	Modify the Intersection of Imperial Highway and Main Street (Intersection #68)
MM-ST(BWP)-11	Surface Transportation	Modify the Intersection of Imperial Highway and Pershing Drive (Intersection #69)
MM-ST (BWP)-12	Surface Transportation	Distribution of Contractor Employee Parking the Northwest Construction Staging/Parking Area and the East Contractor Employee Parking Area or Southeast Construction Staging/Parking Area
ST-9	Surface Transportation	Construction Delivers
ST-12	Surface Transportation	Designated Truck Delivery Hours
ST-14	Surface Transportation	Construction Employee Shift Hours

Appendix B1

Bradley West Project (BWP) Mitigation Measures Completed in Prior Reporting Periods

Measure ID	Resource Category	Overview
ST-16	Surface Transportation	Designed Haul Routes
ST-17	Surface Transportation	Maintenance of Routes
ST-18	Surface Transportation	Construction Traffic Management Plan
ST-19	Surface Transportation	Closure Restrictions of Existing Roadways
ST-22	Surface Transportation	Designated Truck Routes
MM-HA-5	Historical/Architectural and Archaeological/Cultural Resources	Monitoring of Excavation Activities
MM-HA-6	Historical/Architectural and Archaeological/Cultural Resources	Excavation and Recovery
MM-HA-7	Historical/Architectural and Archaeological/Cultural Resources	Administration
MM-HA-8	Historical/Architectural and Archaeological/Cultural Resources	Archaeological/Cultural Monitor Report
MM-HA-9	Historical/Architectural and Archaeological/Cultural Resources	Artifact Curation
MM-HA-10	Archaeological Notification	Archaeological Notification
MM-HA-(BWP)-1	Archaeological Notification	Conformance with LAX Master Plan Archaeological Treatment Plan
MM-PA-1	Paleontological Resources	Paleontological Qualification and Treatment Plan
MM-PA-2	Paleontological Resources	Paleontological Authorization
MM-PA-3	Paleontological Resources	Paleontological Monitoring Specifications

Appendix B1

Bradley West Project (BWP) Mitigation Measures Completed in Prior Reporting Periods

Measure ID	Resource Category	Overview
MM-PA-4	Paleontological Resources	Paleontological Resources Collection
MM-PA-5	Paleontological Resources	Fossil Preparation
MM-PA-6	Paleontological Resources	Fossil Donation
MM-PA-7	Paleontological Resources	Paleontological Reporting
MM-PA (BWP)-1	Paleontological Resources	Conformance with LAX Master Plan Paleontological Management Treatment Plan
MM-PA (BWP)-2	Paleontological Resources	Construction Personnel Briefing
MM-BC (BWP)-1	Biotic Communities	Conservation of Floral Resources: Southern Tarplant
MM-BC (BWP)-3	Biotic Communities	Conservation of Floral Resources: Lewis' Evening Primrose
MM-BC (BWP)-4	Biotic Communities	Conservation of Floral Resources: California Spineflower
MM-BC (BWP)-5	Biotic Communities	Conservation of Faunal Resource: Burrowing Owl
MM-BC (BWP)-6	Biotic Communities	Conservation of Faunal Resource: Loggerhead Shrike
MM-BC (BWP)-7	Biotic Communities	Conservation of Faunal Resources: San Diego Black-Tailed Jackrabbit
MM-BC (BWP)-8	Biotic Communities	Conservation of Faunal Resources: Nesting Birds/Raptors
MM-ET (BWP)-1	Endangered and Threatened Species	Mitigation for Riverside Fairy Shrimp
E-1	Energy Supply	Energy Conservation and Efficiency Program
E-2	Energy Supply	Coordination with Utility Providers
PU-1	Energy Supply	Develop a Utility Relocation Program
LI-2	Light Emissions	Use of Non-Glare Generating Building Materials
LI-3	Light Emissions	Lighting Controls
SW-2	Solid Waste	Requirement for the Use of Recycled Materials During Construction
SW-3	Solid Waste	Requirement for Recycling of Construction and Demolition Waste
C-1	Construction Impacts	Establishment of a Ground Transportation/Construction Coordination Office
C-2	Construction Impacts	Construction Personnel Airport Orientation

Appendix B1

Bradley West Project (BWP) Mitigation Measures Completed in Prior Reporting Periods

Measure ID	Resource Category	Overview
MM-DA-1	Design, Art and Architecture Applications/Aesthetics	Construction Fencing
HM-2	Hazardous Materials	Handling of Contaminated Materials Encountered During Construction
W-1	Water Use	Maximize Use of Reclaimed Water
FP-1	Fire Protection	LAFD Design Recommendations
PS-1	Fire Protection	Fire and Police Facility Relocation Plan
PS-2	Fire Protection	Fire and Police Facility Space and Sitting Requirements
LE-2	Law Enforcement	Plan Review

Appendix B2

Bradley West Project (BWP) Mitigation Measures that are Not Applicable

Appendix B2

Bradley West Project (BWP) Mitigation Measures that are Not Applicable

Measure ID	Overview	Resource Category	Summary of Compliance
MM-N-7	Construction Noise Control Plan	Noise	The Bradley West Project (BWP) Baggage Optimization Project did not require construction within 600 feet of any noise-sensitive uses. Therefore, a construction noise control plan is not required for this project component.
MM-N-8	Construction Staging	Noise	Construction staging for the Baggage Optimization Project occurred on-site, which is near the middle of the airport, well-away from any noise-sensitive uses. Therefore, this measure is not applicable.
MM-N-9	Equipment Replacement	Noise	The construction site was not within 600 feet of any noise-sensitive uses. Therefore, this measure is not applicable.
MM-N-10	Construction Scheduling	Noise	The construction site was not within 600 feet of any noise-sensitive uses. Therefore, this measure is not applicable.

Appendix C1

West Aircraft Maintenance Area (WAMA) Mitigation Measures
Completed in Prior Reporting Periods

Appendix C1

West Aircraft Maintenance Area (WAMA) Mitigation Measures Completed in Prior Reporting Periods

Measure ID	Resource Category	Summary of Compliance
WAMA-PDF-1	Project Design Features	Develop a Tiered Penalty Program
WAMA-PDF-6	Project Design Features	Automated Run-up Monitoring System
WAMA-PDF-7	Project Design Features	Resurfacing a Portion of Imperial Highway
LAX-AQ-1a	Air Quality - General Air Quality Control Measures	Water twice daily
LAX-AQ-1b	Air Quality - General Air Quality Control Measures	Ultra-low sulfur diesel in construction equipment
LAX-AQ1c	Air Quality - General Air Quality Control Measures	Post of publicly visible sign
LAX-AQ1d	Air Quality - General Air Quality Control Measures	Cover or treat all ground surfaces prior to final occupancy
LAX-AQ-1e	Air Quality - General Air Quality Control Measures	Complete paved surfaces as soon as possible
LAX-AQ1f	Air Quality - General Air Quality Control Measures	Prohibit idling or queuing of diesel-fueled vehicles in excess of 5 minutes
LAX-AQ1g	Air Quality - General Air Quality Measures	Maintain on site construction equipment
LAX-AQ-2a	Air Quality - Construction-Measures	Outfit construction diesel-fueled equipment with the best available emission control devices
LAX-AQ-2b	Air Quality - Construction-Measures	Water three times daily
LAX-AQ-2c	Air Quality - Construction-Measures	Pave Construction Access Roads
LAX-AQ-2d	Air Quality - Construction-Measures	Have construction employees work/commute during the off-peak hours to the extent feasible

Appendix C1

West Aircraft Maintenance Area (WAMA) Mitigation Measures Completed in Prior Reporting Periods

Measure ID	Resource Category	Summary of Compliance
LAX-AQ-2e	Air Quality - Construction-Measures	Make on site lunch trucks available during construction
LAX-AQ2f	Air Quality - Construction-Measures	Utilize on-site rock crushing facility
LAX-AQ-2g	Air Quality -Construction-Measures	Provide electricity from power poles and portable generators using clean-burning diesel
LAX-AQ-2h	Air Quality - Construction-Measures	Suspend use of construction equipment during second stage smog alert
LAX-AQ-2i	Air Quality - Construction-Measures	Use construction equipment having the minimum practical engine size
LAX-AQ-2j	Air Quality - Construction-Measures	Prohibit construction equipment engine tampering
LAX-AQ2k	Air Quality - Construction-Measures	Designate a person(s) to ensure implementation of construction-related measures
LAX-AQ2l	Air Quality - Construction-Measures	Locate rock crusher and stockpiles away from residents
LAX-AQ-2m	Air Quality - Construction-Measures	Provide infrastructure for alternative-fueled vehicles
LAX-AQ-2n	Air Quality - Construction-Measures	On-road trucks with a gross vehicle weight rating of at least 19,500 pounds shall comply with USEPA 2007 on-road emission standards
LAX-AQ-4a	Air Quality – Operations-Related Control Measures	GSE Conversion
LAX-AQ-4e	Air Quality -Operations Related Control Measures	Conversion of sweepers to alternative of electric power for ongoing airfield and roadway maintenance

Appendix C1

West Aircraft Maintenance Area (WAMA) Mitigation Measures Completed in Prior Reporting Periods

Measure ID	Resource Category	Summary of Compliance
LAX-AQ-4f	Air Quality-Operations Related Control Measures	Available and sufficient infrastructure for alternative fueled vehicles and equipment
MM-AQ (WAMA-1	Air Quality-Operations Related Control	On-Road Trucks
ARCHAEO-1	Archaeological Resources	Untitled
PALEO-1	Paleontological Resource	Conformance with LAX Master Plan Paleontological Management Treatment Plan: (PMTP)
PALEO-2	Construction Personnel Briefing	Construction Personnel Briefing
HM-1	Hazards and Hazardous Materials	Ensure Continued Implementation of Existing Remediations Efforts
HM-2	Hazards and Hazardous Materials	Handling of Contaminated Materials Encountered During Construction
MM-HAZ (WAMA)-1	Hazards and Hazardous Materials	Abandoned/Plugged Oil Wells
C-1	Construction	Establishment of a Ground Transportation /Construction Office
C-2	Construction	Construction Personnel Airport Orientation
ST-9	Surface Transportation	Construction Delivers
ST-12	Surface Transportation	Designated Truck Deliver Hours
ST-14	Surface Transportation	Construction Employee Shift Hours
ST-16	Surface Transportation	Designated Haul Routes
ST-17	Surface Transportation	Construction Traffic Management Plan
ST-18	Surface Transportation	Construct ion Traffic Management Plan
ST-22	Surface Transportation	Designated Truck Routes

Appendix C2

West Aircraft Maintenance Area (WAMA) Mitigation Measures that are Not Applicable

Appendix C2

West Aircraft Maintenance Area (WAMA) Mitigation Measures that are Not Applicable

Measure ID	Overview	Resource Category	Summary of Compliance
MM-N-7	Construction Noise Control Plan	Noise	The only component of the WAMA project that has not been implemented is the westerly extension of Taxiway C which would not require construction within 600 feet of any noise-sensitive uses. Therefore, a construction noise control plan would not be required for this project component, and this measure is not applicable.
MM-N-8	Construction Staging	Noise	The construction site is not within 600 feet of any noise-sensitive uses. Therefore, this measure is not applicable.
MM-N-9	Equipment Replacement	Noise	The only component of the WAMA project that has not been implemented is the westerly extension of Taxiway C which would not require construction within 600 feet of any noise-sensitive uses. Therefore, this measure is not applicable.
MM-N-10	Construction Scheduling	Noise	The only component of the WAMA project that has not been implemented is the westerly extension of Taxiway C which would not require construction within 600 feet of any noise-sensitive uses. Therefore, this measure is not applicable.
LAX-AQ-4d	Electric lawn mowers and leaf blowers for WAMA landscape maintenance	Air Quality-Operations-Related Control Measures	The WAMA site only has drought tolerant landscaping in one limited area and there is no turf that requires mowing or maintenance. Therefore, this component of Measure LAX-AQ-4 is not applicable.

Appendix D1

Midfield Satellite Concourse (MSC) Mitigation Measures
Completed in Prior Reporting Periods

Appendix D1

Midfield Satellite Concourse (MSC) Mitigation Measures Completed in Prior Reporting Periods

Measure ID	Resource Category	Summary of Compliance
LAX-AQ-4a	Air Quality – Operations-Related Control Measures	GSE Conversion
LAX-AQ-4e	Air Quality-Operations Related Control Measures	Conversion of weepers to alternative fuels or electric power for going airfield and roadway maintenance

Appendix D2

Midfield Satellite Concourse (MSC) Mitigation Measures that are Not Applicable

Appendix D2

Midfield Satellite Concourse (MSC) Mitigation Measures that are Not Applicable

Measure ID	Overview	Resource Category	Summary of Compliance
DA-1	Provide and Maintain Airport Buffer Areas	Aesthetics	Project construction areas are not located along major public approaches or perimeter roadways. Construction fencing is not required for this project. Therefore, this measure is not applicable.
MM-DA-1	Construction Fencing	Aesthetics	See DA-1, above.
PS-1	Fire and Police Facility Relocation Plan	Public Service-Fire Protection	The Midfield Satellite Concourse (MSC) project will not affect on-airport fire and police facilities. Therefore, this measure is not applicable.
PS-2	Fire and Police Facility	Public Service-Fire Protection	The MSC project will not affect on-airport fire and police facilities. Therefore, this measure is not applicable.
ST-21	Construction Employee Parking Locations	Surface Transportation	The MSC project is not an eastern airport facility. Therefore, this measure is not applicable.
MM-ST (OA) (SPAS)-2	Change Department and Arrivals Level Commercial Vehicle Curbside	Surface Transportation	Subsequent to the adoption of the MSC Environmental Impact Report (EIR), the LAX Landside Access Modernization Program was approved. The LAX Landside Access Modernization Program addresses this mitigation because it includes components that will alter traffic in the Central Terminal Area (CTA). Therefore, this measure is no longer applicable.