

# **2010 NOP Document**



California Environmental Quality Act

REVISED NOTICE OF PREPARATION

To: Responsible or Trustee Agency  
Interested Parties

From: City of Los Angeles  
Los Angeles World Airports  
1 World Way, Room 218  
Los Angeles, CA 90045

Subject: Revised Notice of Preparation of a Draft Environmental Impact Report (SCH No. 1997061047)

Project Title: Los Angeles International Airport Specific Plan Amendment Study

Project Location: Los Angeles International Airport in the City of Los Angeles, County of Los Angeles

The City of Los Angeles - Los Angeles World Airports (LAWA) will be the lead agency and will prepare an Environmental Impact Report (EIR) for the project identified above. The subject EIR will be tiered from the Los Angeles International Airport (LAX) Master Plan EIR (State Clearinghouse Number 1997061047).

LAWA, as the Lead Agency, must prepare and distribute a Notice of Preparation (NOP) after it decides to prepare an EIR. LAWA, through the NOP, solicits participation in determining the scope of the EIR from responsible public agencies (those which may have discretionary approval power over the proposed Project or an aspect of it), trustee agencies (agencies with jurisdiction over a natural resource held in public trust that the Project may affect), and from local governments, regional agencies, private individuals and organizations which may have concerns about the Project.

LAWA circulated an NOP of an EIR for this Project on March 12, 2008. The comment period concluded on June 18, 2008. Two public scoping meetings were conducted during the comment period. Subsequent to the circulation of the NOP, LAWA reconsidered and refined various options for the potential alternative designs, technologies and configurations to be evaluated in the Specific Plan Amendment Study (SPAS) and the SPAS EIR. The purpose of this Revised NOP is to inform public agencies and members of the public of those changes and describe the potential alternative designs, technologies and configurations that are now being considered.

This Revised NOP serves to inform interested parties of LAWA's intent to prepare a Draft EIR on the proposed Los Angeles International Airport Specific Plan Amendment Study. The Revised NOP solicits comments regarding the proposed scope and content of the environmental studies and other information that will be included in the EIR. LAWA has prepared this Revised NOP in accordance with the State CEQA Guidelines and the City of Los Angeles CEQA Guidelines.

On receipt of comments on the Revised NOP, LAWA will consider those comments and prepare the Draft EIR. LAWA will also consider the comments previously received on the March 12, 2008 NOP. The EIR will analyze the potential adverse impacts that are

anticipated to result from the Project, identify potential mitigation measures where reasonable and feasible, and analyze reasonable and feasible alternatives to the proposed Project that could reduce or avoid identified impacts while still feasibly achieving most of the basic Project objectives.

LAWA is requesting input from interested government and quasi-government agencies, other organizations and private citizens regarding the scope and content of environmental information to be included in the EIR. In the future, public agencies receiving this notice may need to use the EIR prepared by LAWA when considering their permits or other approvals for the proposed Project.

Any public agencies that respond to this Notice are requested, at a minimum, to:

1. Describe significant environmental issues, reasonable alternatives and mitigation measures which they would like to have addressed in the EIR.
2. State whether they are a responsible or trustee agency for the Project, explain why and note the specific Project elements that are subject to their regulatory authority.
3. Provide the name, address and phone number of the person who will serve as their point of contact throughout the environmental review process for this Project.

As part of the scoping process, two (2) public scoping meetings will be held as follows:

Location: The Proud Bird Restaurant  
11022 Aviation Boulevard  
Los Angeles, CA 90045


Dates & Times: Wednesday, November 3, 2010, 6:00 PM to 8:00 PM  
Saturday, November 6, 2010, 9:00 AM to 11:00 AM

You can view the November 6 meeting starting at 9:15 a.m. via  
webcast at: [www.ustream.tv/channel/lawa-meetings](http://www.ustream.tv/channel/lawa-meetings)

Your response to this Revised NOP should be sent at the earliest possible date and must be received by LAWA no later than November 29, 2010.

Please send your response to:

Mr. Herb Glasgow, Chief of Airport Planning I  
City of Los Angeles, Los Angeles World Airports  
1 World Way, Room 218  
Los Angeles, CA 90045  
or via email to [LAXSPAS@lawa.org](mailto:LAXSPAS@lawa.org)

Signature:   
Title: Chief of Airport Planning I  
Date: Oct 22 2010  
Telephone: (424) 646-5180

### Notice of Preparation

Stipulated Settlement and the Specific Plan Amendment approved by the Board of Airport Commissioners and the Los Angeles City Council remove the West Satellite Concourse and associated APM segments from this list of projects identified in the LAX Specific Plan that are to be addressed as part of the SPAS process.

The LAX Master Plan, LAX Specific Plan, and the Stipulated Settlement are available for review at <http://www.ourlax.org>.

LAWA circulated a NOP for this Project on March 12, 2008. Since circulation of the NOP, new circumstances and information have led LAWVA to reconsider and refine various options for the potential alternative designs, technologies and configurations to be evaluated in SPAS and the SPAS EIR. These changes include the following:

- i. **Completion of LAX North Airfield Safety Study** (February 19, 2010), which found that, although the current north airfield configuration provides a high level of safety, changes to the configuration by further separating the runways could create even greater safety and might significantly reduce airport congestion during peak hours.
  - ii. **Letter from FAA regarding LAX North Airfield Safety Study** (April 2, 2010) urging the City of Los Angeles and the Board of Airport Commissioners to reconfigure the north airfield in order to "address the known safety risks, improve efficiency, and meet design standards on the LAX north airfield."
  - iii. **Acquisition of the Park One parking facility by LAWVA** (July 28, 2009), which provides additional area for airport improvements.
  - iv. **Subsequent analysis of the Consolidated Rent-A-Car (ConRAC) facility by LAWVA** (2009-2010), including evaluation of the ConRAC in the absence of a Ground Transportation Center in Manchester Square, consideration of financial feasibility, and assessment of the implications for traffic and air quality associated with a consolidated facility.
  - v. **Subsequent analysis of CTA circulation options by LAWVA** (2009-2010), particularly measures to improve traffic circulation while keeping the CTA open to private vehicles.
  - vi. **Updated 2009 Los Angeles County Metropolitan Transportation Authority (Metro) Long Range Transportation Plan** (adopted October 2009), including Crenshaw-LAX Transit Corridor Project and Green Line Extension and the related proposed transit station on Aviation Boulevard between 98th Street and Century Boulevard.
- 3. PROJECT DESCRIPTION**
- The proposed Project consists of the Specific Plan Amendment Study including related amendments to the adopted LAX Plan and LAX Specific Plan as identified through the evaluation of potential alternative designs, technologies, and configurations for the LAX Master Plan Program that would provide solutions to the problems that the Yellow Light Projects were designed to address, consistent with a practical capacity of LAX at 78.9 million annual passengers, the same practical capacity as included in the approved LAX

### Notice of Preparation

#### 1. PROJECT LOCATION

The Project is located at Los Angeles International Airport (LAX), situated within the City of Los Angeles and Los Angeles County. As depicted on Figure 1, LAX is bordered by the community of Westchester (part of the City of Los Angeles), the City of El Segundo, the City of Inglewood, the unincorporated community of Lennox, and the Pacific Ocean. The airport is located approximately 12 miles southwest of downtown Los Angeles. Figure 2 provides an aerial view of the existing airport.

#### 2. PROJECT BACKGROUND

The LAX Master Plan, approved by the Los Angeles City Council in December 2004, is the strategic framework for future development of LAX. The LAX Master Plan provides for modernization of the runway and taxiway system, redevelopment of the terminal area, improvement of access to the airport, and enhancement of passenger safety, security, and convenience. Key improvements under the LAX Master Plan are identified and depicted on Figure 3.

The LAX Specific Plan, approved in December 2004 as part of the LAX Master Plan Program, establishes procedures for approval of all projects defined in the LAX Master Plan Program. The approval procedures are different for a subset of the LAX Master Plan projects. These projects are commonly referred to as the "Yellow Light Projects." Such projects, as delineated in Section 7.H of the LAX Specific Plan, include the following:

- Ground Transportation Center (GTC);
- Automated People Mover (APM) 2 from the GTC to the Central Terminal Area (CTA);
- Demolition of CTA Terminals 1, 2, and 3;
- North Runway re-configuration, including center taxiways; and
- On-site road improvements associated with the GTC and APM 2.

In January 2005, a number of lawsuits challenging the approval of the LAX Master Plan Program were filed. In early 2006, the City of Los Angeles and plaintiffs gave final approval to a settlement of the subject lawsuits. As part of the Stipulated Settlement, and in accordance with the LAX Specific Plan, LAWVA is proceeding with the LAX Specific Plan Amendment Study (SPAS) process to identify potential alternative designs, technologies, and configurations for the LAX Master Plan Program that would provide solutions to the problems that the Yellow Light Projects were designed to address, consistent with a practical capacity of LAX at 78.9 million annual passengers, the same practical capacity as included in the approved LAX Master Plan. The

<sup>1</sup> Section 7.H of the LAX Specific Plan as approved in December 2004 also included the West Satellite Concourse and associated APM segments; however, those improvements were later removed from that section of the Specific Plan through a Specific Plan Amendment. As such, they are not considered to be Yellow Light Projects, which is consistent with Section V.D.1 of the Stipulated Settlement described herein.

### Notice of Preparation

restricted operations when Group V or VI aircraft utilize the North Airfield, impacting operations of all aircraft on either or both runways on the North Airfield. Restricted operating procedures increase operational delays and aircraft-related emissions and adversely affects passenger convenience. Additionally, without a centerline taxiway and other airfield improvements, there is an increased risk of incursions and collisions. Further, Runway 24L is not long enough to accommodate some fully-loaded departing aircraft, resulting in higher utilization of the South Airfield by these aircraft. The North Airfield configuration set forth in the approved LAX Master Plan was designed to accommodate the largest aircraft types currently in service and anticipated for the future (Group V and VI aircraft), reduce the risk of runway incursions, enhance the safety and efficiency of aircraft operations at LAX, and provide a better balance in heavy aircraft operations between the North Airfield and the South Airfield. The North Airfield configuration set forth in the approved Master Plan would achieve these goals by relocating Runway 6R/24L 340 feet to the south of the existing runway centerline in order to accommodate a 75-foot-wide centerfield taxiway between Runway 6L/24R and Runway 6R/24L with 520 feet separation between each of the runway centerlines and the new taxiway centerline.

The North Airfield design set forth in the approved LAX Master Plan would provide for a Modified Group VI airfield. Group VI standards are designed to accommodate the new generation of wide-bodied airplanes that began to operate at LAX in 2008. These aircraft, referred to as new large aircraft or NLA, have significantly wider wingspans, taller tail sections, and longer fuselages. In the absence of an airfield that meets Group VI aircraft standards, operational restrictions are imposed to accommodate NLA at LAX. These restrictions affect the operation of all aircraft at the airport.

**SPAS Options:** As part of the LAX SPAS process, LAWA, in consultation with members of the surrounding communities and the LAX SPAS Advisory Committee, previously identified five options for the reconfiguration of the North Airfield that were included in the original NOP for the Project. In response to changed conditions and additional planning efforts, six reconfiguration options are currently being considered. These options are depicted on Figures 5 through 10 and described below.

- i. **Relocate Runway 6R/24L 340' South (Approved Master Plan) (Figure 5)**
  - Relocate Runway 6R/24L 340 feet south of the existing runway centerline.
  - Extend Runway 6R/24L approximately 135 feet west and approximately 1,280 feet to the east and widen by 50 feet.
  - Extend Runway 6L/24R approximately 1,495 feet to the west. Construct a new parallel center taxiway that meets Group V standards and can also accommodate Group VI aircraft 520 feet north of relocated Runway 6R/24L and 520 feet south of Runway 6L/24R.
  - Relocate, extend and/or widen other existing taxiways on the North Airfield.

### Notice of Preparation

Master Plan. Figure 4 identifies the location of the Yellow Light Project areas. The following briefly describes, for each Yellow Light Project, existing conditions, the problem that was intended to be addressed, and the various options that have been formulated by LAWA based on input received from the community and from the LAX SPAS Advisory Committee established through the Stipulated Settlement, taking into account the new circumstances and information described above. At this time, LAWA has not determined which combinations of the various alternative elements (i.e., north airfield reconfiguration options, options regarding Terminals 1-3, ground transportation options, and Automated People Mover (APM) options) will be considered as alternatives in the EIR. Potential EIR alternatives are discussed in more detail in Section 3.2 below. The SPAS EIR will be a Supplemental EIR that is tiered from the LAX Master Plan EIR, providing new or revised analyses of the environmental impacts specific to the alternatives associated with the Yellow Light Project options. The discretionary actions to be addressed by the SPAS EIR are anticipated to include, but not be limited to, a general plan amendment and a specific plan amendment.

#### 3.1 Yellow Light Projects Options

The following sections provide a brief description of the alternative designs, technologies and configurations that have been formulated based on input received from the community and from the LAX SPAS Advisory Committee and to respond to changed conditions associated with, or related to, LAX.

##### 3.1.1 North Airfield Reconfiguration, including Centerfield Taxiways

**Existing Conditions:** There are currently two runways in the north airfield of LAX, Runways 6L/24R and 6R/24L. Runway 6L/24R is primarily used for arrivals and Runway 6R/24L is primarily used for departures. Runway 6R/24L, the inboard runway, is 10,285 feet long and 150 feet wide. Aircraft access to and from Runway 6R/24L is provided by a parallel taxiway located 400 feet south of Runway 6R/24L, and a series of connecting taxiways between the runway and the parallel taxiway. Outboard Runway 6L/24R, located approximately 700 feet to the north of Runway 6R/24L's centerline is 8,925 feet long and 150 feet wide. Aircraft access to and from Runway 6L/24R is provided by a series of connecting taxiways. At this time, there is no parallel taxiway associated with Runway 6L/24R.

The current north airfield was designed in the 1960s to accommodate the fleet of aircraft in use at that time. The largest of these older aircraft are known as Design Group IV aircraft, which equate in size today to a Boeing B757 or smaller aircraft. The fleet of aircraft currently using the north airfield includes Design Group V and VI aircraft. Group V aircraft are defined by certain characteristics, such as wingspan, tail height and weight, and include aircraft such as the Boeing 777, Boeing B747 and the Airbus A340. Group VI aircraft are larger than Group V aircraft and include aircraft such as the Airbus A380, which has been operating at LAX since October 2008, and the Boeing B747-8, which is anticipated to go into commercial operation within the next year.

**Problems the North Airfield Reconfiguration was Designed to Address:** Under existing conditions, the North Airfield does not meet FAA standards for Group V and VI aircraft under any weather conditions. Failure to meet these standards results in

#### Notice of Preparation

##### v. Relocate Runway 6L/24R 300' North (Figure 9)

- Relocate Runway 6L/24R 300 feet north of the existing runway centerline, widen by 50 feet, and lengthen 604 feet to the west while maintaining existing landing length (i.e., 8,925 feet).
- Extend Runway 6R/24L approximately 1,250 feet to the east (i.e. the easterly runway extension would provide new pavement for aircraft takeoffs to the west and landings and takeoffs to the east, but would not be used for landing to the west).
- Construct a new parallel center taxiway that meets Group V standards and can also accommodate Group VI aircraft 500 feet south of relocated Runway 6L/24R and 500 feet north of Runway 6R/24L.
- Relocate, extend and/or widen other existing taxiways on the North Airfield, including Taxiway E and Taxilane D.

##### vi. Relocate Runway 6L/24R 400' North (Figure 10)

- Relocate Runway 6L/24R 400 feet north of the existing runway centerline, widen by 50 feet, and lengthen 604 feet to the west while maintaining existing landing length (i.e., 8,925 feet).
- Extend Runway 6R/24L approximately 1,250 feet to the east (i.e. the easterly runway extension would provide new pavement for aircraft takeoffs to the west and landings and takeoffs to the east, but would not be used for landing to the west).
- Construct a new parallel center taxiway that meets Group VI standards 550 feet south of relocated Runway 6L/24R and 550 feet north of Runway 6R/24L.
- Relocate, extend and/or widen other existing taxiways on the North Airfield, including Taxiway E and Taxilane D.

#### 3.1.2 Demolition of CTA Terminals 1-3

**Existing Conditions:** Terminals 1, 2, and 3 are located on the north side of the Central Terminal Area (CTA). The three terminals are configured in a pier formation and consist of aircraft gates, and over one million square feet of terminal and concourse space, including passenger processing, passenger holdroom, concessions, airline operations, and administrative space.

**Problem the Demolition of Terminals 1-3 was Designed to Address:** Under the LAX Master Plan, substantial portions of Terminals 1-3, notably the piers/concourses, would be demolished in order to provide room for the relocation of Runway 6R/24L 340 feet to the south of the existing runway centerline. The existing terminals would be replaced by a linear concourse that would provide aircraft gates and passenger holdrooms but no passenger processing capacity. Under the approved Master Plan, the passenger

#### Notice of Preparation

##### ii. Relocate Runway 6R/24L 100' South (Figure 6)

- Relocate Runway 6R/24L 100 feet south of the existing runway centerline.
- Extend Runway 6R/24L approximately 1,250 feet to the east and widen by 50 feet.
- Construct a new parallel center taxiway that meets Group V standards and can also accommodate Group VI aircraft 400 feet north of relocated Runway 6R/24L and 400 feet south of Runway 6L/24R.
- Reconfigure, relocate, extend and/or widen other existing taxiways on the North Airfield, including Taxiway E and Taxilane D.

##### iii. Relocate Runway 6L/24R 100' North (Figure 7)

- Relocate Runway 6L/24R 100 feet north of the existing runway centerline, widen by 50 feet, and lengthen 604 feet to the west while maintaining existing landing length (i.e., 8,925 feet).
- Extend Runway 6R/24L approximately 1,250 feet to the east (i.e., the easterly runway extension would provide new pavement for aircraft takeoffs to the west and landings and takeoffs to the east, but would not be used for landing to the west).
- Construct a new parallel center taxiway that meets Group V standards and can also accommodate Group VI aircraft 400 feet south of relocated Runway 6L/24R and 400 feet north of Runway 6R/24L.
- Relocate, extend and/or widen other existing taxiways on the North Airfield, including Taxiway E and Taxilane D.

##### iv. Relocate Runway 6L/24R 200' North (Figure 8)

- Relocate Runway 6L/24R 200 feet north of the existing runway centerline, widen by 50 feet, and lengthen 604 feet to the west while maintaining existing landing length (i.e., 8,925 feet).
- Extend Runway 6R/24L approximately 1,250 feet to the east (i.e., the easterly runway extension would provide new pavement for aircraft takeoffs to the west and landings and takeoffs to the east, but would not be used for landing to the west).
- Construct a new parallel center taxiway that meets Group V standards and can also accommodate Group VI aircraft 500 feet south of relocated Runway 6L/24R and 400 feet north of Runway 6R/24L.
- Relocate, extend and/or widen other existing taxiways on the North Airfield, including Taxiway E and Taxilane D.

### Notice of Preparation

The site proposed for the GTC under the approved LAX Master Plan, known as Manchester Square, is located northeast of the intersection of Aviation and Century Boulevards. Manchester Square is part of the ongoing LAX Voluntary Residential Acquisition and Relocation Program, through which most of the area has been vacated.

**Problem the Ground Transportation Center was Designed to Address:** Under the LAX Master Plan, the function of the GTC is to replace CTA curb front for drop-off and pick-up of passengers and to replace a portion of the private vehicle parking area and all of the commercial vehicle (e.g., taxis, shuttle vans and limousines) staging area. The GTC was designed to allow closure of the CTA to private vehicle access and provide the curb front function at a location well-removed from the main terminal area to enhance security within the CTA. The GTC, in conjunction with the Intermodal Transit Center (ITC) and other parking facilities proposed as part of the LAX Master Plan, also provided replacement parking for the existing parking that would be eliminated under the Master Plan, such as in the CTA and Lots C and D.

**SPAS Options:** As part of the LAX SPAS process, LAWA has identified three options to the GTC that are under consideration for inclusion in the LAX SPAS. The options to the GTC are depicted on Figures 3, 15 and 16 and are described below. Inasmuch as the GTC was an integral part of the LAX Master Plan's design to address potential security concerns arising from the events of September 11, 2001, the SPAS evaluation of the options described below will address security considerations.

i. **Close Access to CTA – Build GTC at Manchester Square (Approved Master Plan)**

- Eliminate private vehicle access to the CTA.
- Construct GTC at Manchester Square.

ii. **Maintain Access to CTA - Build Employee Parking Lot at Manchester Square and Transportation Facility South of Lot C and North of 98th Street (Ground Transportation Concept A) - Figure 15**

- Maintain private vehicle access to the CTA.
- Construct an employee parking lot in the Manchester Square area and a Transportation Facility north of 98th Street and south of Lot C. The employee parking lot in Manchester Square would connect to the CTA via a dedicated transit route, which would also provide a direct airport connection for employees and passengers using public transportation (future Metro regional bus center, potential future Metro Crenshaw-LAX Transit Corridor Project, and future Green Line northerly extension to Century and Aviation Boulevards via the Crenshaw-LAX Transit Corridor Project) as well as a potential pick-up/drop-off point for certain vehicles. The potential Transportation Facility on 98th Street could serve as a second connection point between the airport and ground transportation

### Notice of Preparation

processing capacity provided by the existing Terminals 1-3 would be replaced by new passenger processing facilities in the interior of the CTA (where the existing parking garages are currently located). Under the LAX Specific Plan and Stipulated Settlement, only the Demolition of Terminals 1-3 is a Yellow Light Project.

**SPAS Options:** There are two options for Terminals 1-3 that are under consideration for inclusion in the environmental evaluation for the LAX SPAS. These options are depicted on Figures 11 through 14 and described below.

- Demolish Most of Terminals 1-3, including the terminal piers/concourses in their entirety (Approved Master Plan)
- No Demolition of Terminal 1-3 Buildings/Alteration of Gate Configurations
- Partial Demolition of Terminal 1 Building/Alteration of Gate Configurations

Several of the LAX SPAS airfield options under consideration would "down-gauge" or eliminate some aircraft gates at Terminals 1, 2, 3 and/or the Tom Bradley International Terminal (TBIT); however, the existing basic building configuration of Terminals 1-3 and TBIT would remain. "Down-gauging" a gate means reducing the maximum size aircraft that could use the gate. For example, a gate that currently accommodates up to a Design Group V aircraft, but would only be able to accommodate up to a Design Group IV aircraft in the future, is considered to be "down-gauged." Under the airfield options that move Runway 6L/24R northward, the improvements proposed to Taxiway D and Taxiway E would result in the down-gauging of several gates at Terminal 1. Under the airfield option that would relocate Runway 6R/24L 100 feet to the south with partial dual/partial single taxiways, a portion of the pier/concourse associated with Terminal 1 would be demolished, and some gates at Terminals 1 through 3 and TBIT would be eliminated or down-gauged. To replace some of the gates impacted in each of these scenarios, a new concourse, "Concourse 0," would be constructed east of Terminal 1 and west of the relocated Sky Way, an on-airport roadway (described below).

### 3.1.3 Ground Transportation Center

**Existing Conditions:** Under existing conditions, vehicular access to the passenger terminals, including curb front facilities that allow for the drop-off and pick-up of passengers, is provided within the CTA. Commercial vehicles (i.e. taxis, shuttle vans and limos) provide direct service to passengers within the terminal area. Vehicle access to the CTA is provided via World Way, which operates as a one-way, multi-lane, two-level rectangular loop road within the CTA with direct connections to all the terminals. Ramps from the main access routes (i.e. Century Boulevard, Sepulveda Boulevard, and Sky Way) direct traffic onto World Way just east of Terminal 1. Parking structures located within the CTA provide close-in public parking. Security within the CTA is provided by police checkpoints, random vehicle checks, active curbfront traffic enforcement, police patrols, passenger and baggage screening, employee badging and other layered and coordinated policing techniques.

### Notice of Preparation

- The ITC at Aviation Boulevard and Imperial Highway set forth in the approved LAX Master Plan, would not be constructed under this option. The primary purpose of the ITC was to provide replacement parking associated with the closure of the CTA to private and commercial vehicles and to provide a connection to the Metro Green Line Aviation Station. Under the potential alternative designs and configurations to be evaluated in SPAS, the CTA would not be closed to private and commercial vehicles; therefore, replacement parking at the ITC would no longer be required. Also, subsequent to approval of the LAX Master Plan, Metro developed plans to construct a light rail extension along Aviation Boulevard between Century Boulevard and Imperial Highway as part of the Metro Crenshaw-LAX project, which included a proposal for an interface with a direct airport connection (i.e., dedicated route or Automated People Mover) via a transit station along Aviation Boulevard near 98th Street. This transit route will also serve as a northerly extension of the Metro Green Line. Therefore, access to the Green Line Aviation Station at this location would no longer be required.

#### 3.1.4 Automated People Mover 2

**Existing Conditions:** LAX is not served by an APM system under existing conditions.

**Problem APM2 was Designed to Address:** Under the LAX Master Plan, the function of APM2 is to provide connection between the planned GTC and the CTA.

**SPAS Options:** As part of the LAX SPAS process, LAWA has identified three options for APM2 that are under consideration for inclusion in the LAX SPAS. The options for APM2 are depicted on Figures 3, 11 and 12 and are described below.

- Build APM2 (Approved Master Plan)**
  - Construct APM2 to connect the GTC and the CTA via a route along the south side of Century Boulevard.
  - Construct APM1 as part of the approved Master Plan.
- Do Not Build APM2 - Build a Dedicated Route between Manchester Square and the CTA (included in Ground Transportation Concept A)**
  - Under this option, LAWA would not build APM2. To provide a direct connection to the CTA, LAWA would build a dedicated route along 98th Street to provide access between the CTA, Lot C, the potential Transportation Facility south of Lot C (identified in Ground Transportation Concept A above), and the potential employee parking lot at Manchester Square (identified in Ground Transportation Concept A above). The dedicated route would also provide unimpeded access to the CTA for employees and passengers using public transportation, notably the proposed future Metro Crenshaw/Green Line station and regional bus center at Aviation and Century Boulevards.

### Notice of Preparation

services, including parking, and may serve as a CTA-access pick-up/drop-off point for certain vehicles.

- Maintain public parking in Lot C.
- The ConRAC set forth in the approved LAX Master Plan, would not be constructed under this option.
- The Intermodal Transit Center at Aviation Boulevard and Imperial Highway set forth in the approved LAX Master Plan, would not be constructed under this option. The primary purpose of the ITC was to provide replacement parking associated with the closure of the CTA to private and commercial vehicles and to provide a connection to the Metro Green Line Aviation Station. Under the potential alternative designs and configurations to be evaluated in SPAS, the CTA would not be closed to private or commercial vehicles; therefore, replacement parking at the ITC would no longer be required. Also, subsequent to approval of the LAX Master Plan, Metro developed plans to construct a light rail extension along Aviation Boulevard between Century Boulevard and Imperial Highway as part of the Metro Crenshaw-LAX project, which included a proposal for an interface with a direct airport connection (i.e., dedicated route or Automated People Mover) via a transit station along Aviation Boulevard near 98th Street. This transit route will also serve as a northerly extension of the Metro Green Line. Therefore, access to the Green Line Aviation Station at this location would no longer be required.

#### iii. **Maintain Access to CTA - Build ConRAC at Manchester Square, Public and Employee Parking in Lot C, and Transportation Facility South of Lot C and North of 98th Street (Ground Transportation Concept B) - Figure 16**

- Maintain private vehicle access to the CTA.
- Construct a ConRAC in the Manchester Square area and a Transportation Center north of 98th Street and south of Lot C. The ConRAC would connect to the CTA via an APM system, which would also provide a direct airport connection for employees and passengers using public transportation (proposed future Metro regional bus center, potential future Metro Crenshaw-LAX Transit Corridor Project, and future Green Line northerly extension to Century and Aviation Boulevards via the Crenshaw-LAX Transit Corridor Project) as well as a potential pick-up/drop-off point for certain vehicles.
- The potential Transportation Center on 98th Street would serve as a second connection point between the airport and ground transportation services, including parking and a second APM station, and may serve as a CTA-access pick-up/drop-off point for certain vehicles.
- Provide public and employee parking in Lot C and Lot D.



**Notice of Preparation**

**3.1.7 Elimination of the West Employee Parking Structure Identified in the LAX Master Plan**

The LAX Master Plan includes the development of a new parking structure near the western end of the airport, near World Way West and Taxiway AA. The subject facility, referred to as "West Employee Parking," was intended to serve as the primary point of security checks for employees at the airport. It was also intended to replace the employee parking that would be eliminated or displaced by other improvements associated with the LAX Master Plan. Under the ground transportation options currently being considered under SPAS, there would be no need for, or benefit from, developing the West Employee Parking facility. Therefore, none of these options includes construction of this facility, except for the approved LAX Master Plan option.

**3.2 EIR Alternatives Based on Yellow Light Project Options**

The discussion above focuses on potential options for alternative designs, technologies and configurations to the specific Yellow Light Projects identified in the LAX Specific Plan (as modified by the Stipulated Settlement). However, for purposes of the environmental impact report (EIR), individual options to each Yellow Light Project will be grouped together to create comprehensive project alternatives for study in the EIR. These project alternatives will be developed following the conclusion of the scoping process.

CEQA requires that an EIR include among the range of alternatives a "no project" scenario. In accordance with Section 15126.6 of the CEQA Guidelines the SPAS EIR will consider two "no project" scenarios. The first, the "No Project/No Development" Alternative, assumes that none of the Yellow Light Projects, or options thereto, are implemented. Under the "No Project/No Development," the existing conditions for each Yellow Light Project, as described above, generally remain and the only changes would be those that could be reasonably be assumed to occur in the absence of the project (i.e., airfield-related operational and safety improvements, terminal upgrades, and modifications to CTA roadways currently being advanced at LAX). The SPAS EIR will also consider the "No Project/No SPAS" Alternative, which assumes that all of the Yellow Light Projects are implemented as originally planned. This alternative assumes implementation of the approved LAX Master Plan; under this alternative, none of the new options developed as part of the SPAS process would be implemented.

In addition to the two variations of the No Project Alternative required by CEQA, the LAX SPAS EIR will consider versions and/or combinations of the various Yellow Light Project options that represent a reasonable range of alternatives. At this time, LAWA has not determined which combinations will ultimately be considered in the LAX SPAS EIR. It is anticipated that one or more of the alternatives ultimately developed will be analyzed fully in the EIR, whereas other alternatives will be analyzed at a lesser level of detail or may be eliminated from further consideration due to their infeasibility or inability to meet the project objectives.

The basic characteristics of the improvements under consideration are summarized in Table 1.

**Notice of Preparation**

- APM1, set forth in the approved LAX Master Plan, would not be built under this option. The primary purpose of APM1 was to connect the ITC to the CTA. As noted above, the ITC would not be constructed under the potential alternative designs and configurations to be evaluated in SPAS; other than the approved LAX Master Plan, therefore, APM1 would no longer be required.

**iii. Build a Modified APM2 (included in Ground Transportation Concept B)**

- Modify APM2 to provide a direct connection between the CTA, Lot C, the potential Transportation Facility south of Lot C (identified in Ground Transportation Concept B above), and the potential ConRAC at Manchester Square (identified in Ground Transportation Concept B above). APM2, which was originally planned to follow Century Boulevard, would instead be constructed along 98th Street (the route planned for APM1 under the LAX Master Plan). The alignment of APM2 would be modified within the CTA to follow the existing roadway system. The western terminus would be located within Manchester Square, east of the intersection of 98th Street and Aviation Boulevard, across Aviation Boulevard from Metro's proposed future Crenshaw/Green Line station and regional bus center, thereby providing unimpeded access to the CTA for employees and passengers using the public transportation system.

- APM1, set forth in the approved LAX Master Plan, would not be built under this option. The primary purpose of APM1 was to connect the ITC to the CTA. As noted above, the ITC would not be constructed under the potential alternative designs and configurations to be evaluated in SPAS, other than the approved LAX Master Plan, therefore, APM1 would no longer be required.

**3.1.5 On-Site Road Improvements Associated with the GTC and APM2**

The on-site road improvements associated with development of the GTC and APM2, as set forth in the approved Master Plan, would not be necessary under the potential alternatives to be evaluated in SPAS, other than the approved LAX Master Plan. Therefore, it is not necessary to develop potential alternative designs, technologies or configurations that would provide solutions to the problems that these Yellow Light Projects were designed to address (i.e., access to the GTC and APM2).

**3.1.6 Other LAX SPAS Ground Access Improvements**

The existing configuration of roadways into LAX results in congestion at the entrance to the CTA. To alleviate this constraint, on-airport road "Sky Way" would be relocated to the east, thereby moving the intersection of Sky Way and World Way farther away from Terminal 1 and alleviating congestion.

In conjunction with the various airfield options, the potential need to realign Lincoln Boulevard will be evaluated.

**Notice of Preparation**

**3.3 Probable Environmental Effects of the Project**

An Initial Study Checklist has been prepared for the proposed Project and is attached at the end of this NOP. Based on a preliminary review of the Project site and in consideration of the proposed Project activities, LAWA has determined that potentially adverse effects may occur in the following areas:

- Air Quality
- Greenhouse Gas Emissions
- Human Health Risk
- Traffic and Circulation
- Noise
- Land Use
- Cultural Resources
- Biological Resources
- Hydrology/Water Quality
- Hazardous Materials/Risk of Upset
- Aviation Safety
- Aesthetics
- Public Services
- Public Utilities (Water, Wastewater and Solid Waste)
- Cumulative Impacts

These topics will be addressed in the Draft EIR.

**3.4 Comments and Next Steps**

While the NOP review and comment period required under CEQA is 30 days, LAWA is providing an extended review/comment period to enhance the opportunity for public agencies and other stakeholders to consider the NOP. Comments regarding the scope and content of the Draft EIR will be accepted for 45 days following issuance of this notice. Comments are due to LAWA no later than November 29, 2010 and will assist LAWA in the preparation of the Draft EIR. The Draft EIR is scheduled to be completed in mid- to late-2011. At that time, a Draft EIR Notice of Completion will be filed with the Los Angeles County Clerk and the document will be circulated for a 45-day public review period.

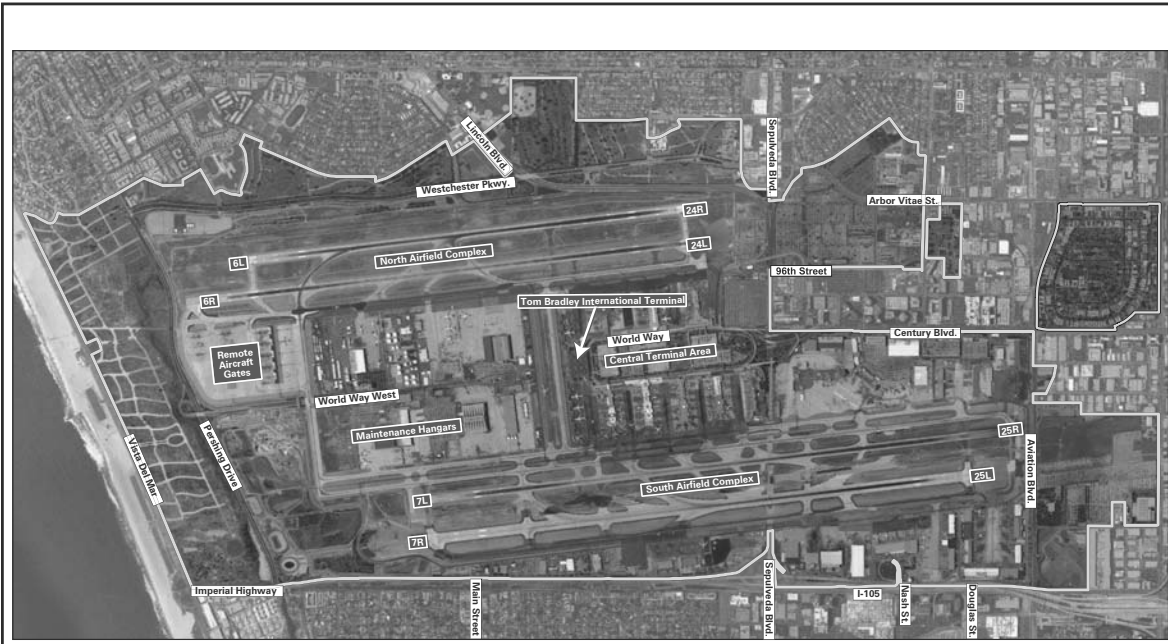
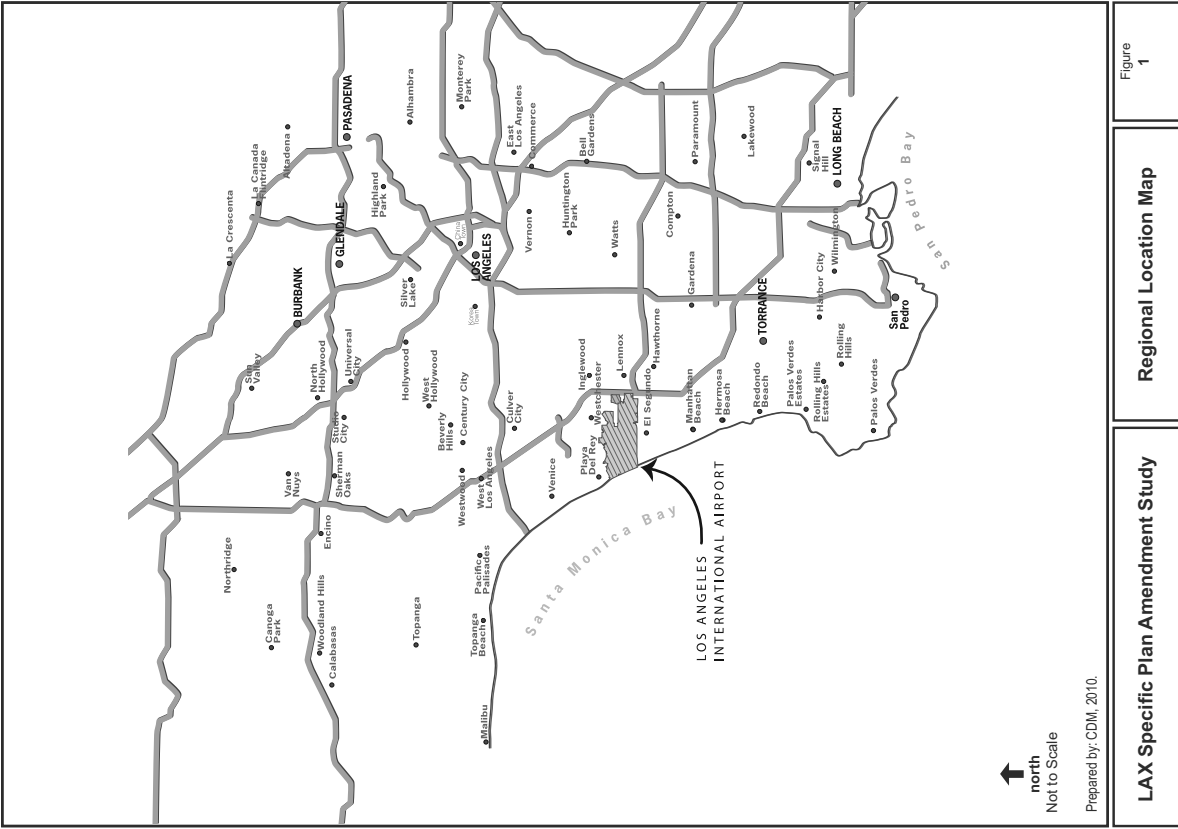
LAWA will prepare responses to comments received during the public review period regarding the adequacy of the Draft EIR. The comments and responses, together with the Draft EIR and its appendices, will comprise the Final EIR. In arriving at a decision on whether to proceed with the proposed Project, the Los Angeles City Council will consider, among other things, the information in the Final EIR and will determine the adequacy of the environmental documentation under CEQA.

**Notice of Preparation**

Table 1

**Potential Alternative Designs, Technologies and Configurations That May be Analyzed in the EIR**

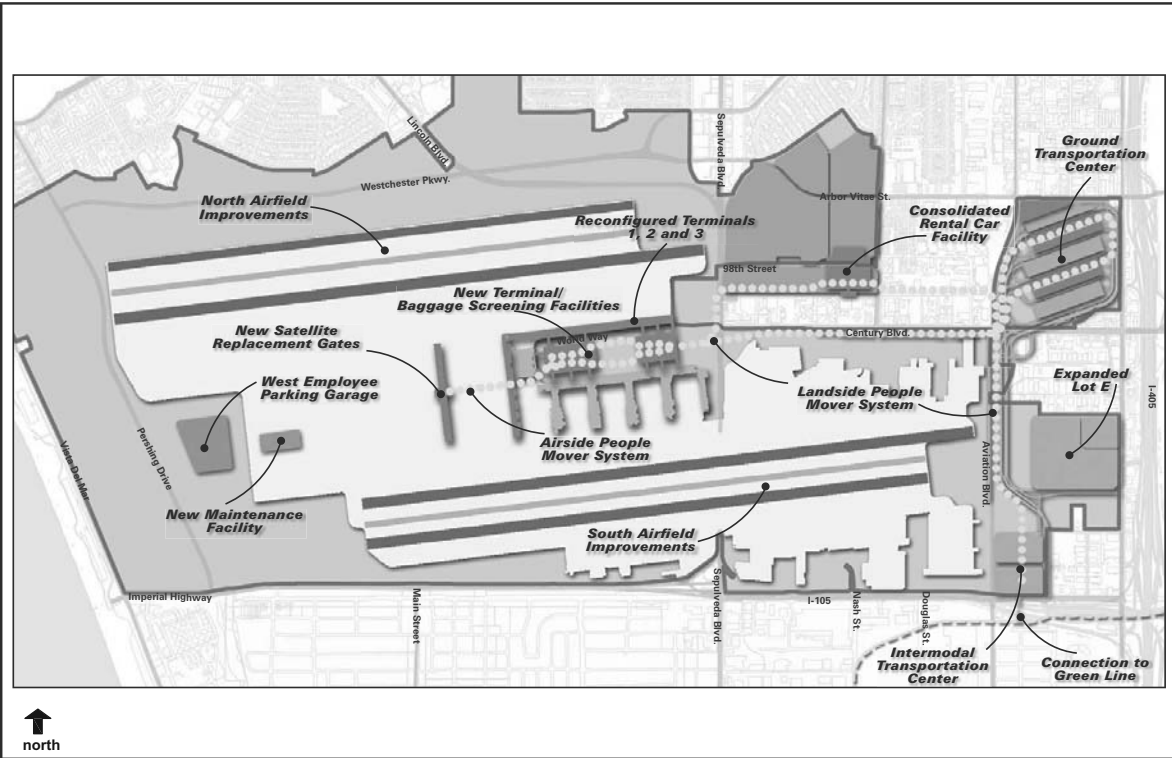
North Airfield Reconfiguration	Yellow Light Project Options
Maintain Existing Runway Layout with minor modifications	
Relocate Runway 6R/24L 340' South	
Relocate Runway 6R/24L 100' South	
Relocate Runway 6L/24R 100' North	
Relocate Runway 6L/24R 200' North	
Relocate Runway 6L/24R 300' North	
Relocate Runway 6L/24R 400' North	
<b>Demolition of Terminals 1, 2, and 3</b>	
Maintain Existing Terminal 1-3 Buildings and Gates	
Maintain Existing Terminal 1-3 Buildings with Modifications to Some Gates and Addition of Concourse 0	
Maintain General Existing Terminal 1-3 Building Layout, with Partial Demolition of Terminal 1, Modifications to Some Gates and Addition of Concourse 0	
Demolish Most of Terminals 1-3 (particularly the piers/concourses)	
<b>Ground Transportation Center</b>	
Maintain Existing CTA Ground Access System (CTA Open to Public Access - No GTC)	
Close CTA to Public Access - Build GTC	
Maintain CTA Open to Public Access - Build Employee Parking Lot at Manchester Square and Transportation Facility on 98th Street (No ConRAC or ITC)	
Maintain CTA Open to Public Access - Build ConRAC at Manchester Square and Transportation Facility on 98th Street (No ITC)	
<b>Automated People Mover 2</b>	
Existing Conditions (No APM)	
Build APM2 (Connecting GTC to CTA)	
Build Dedicated Transit Route instead of APM2 to connect employee parking, public parking, and proposed Transportation Facility to CTA (No APM1)	
Build Modified APM2 to connect public parking, proposed ConRAC and proposed Transportation Facility to CTA (No APM1)	
<b>On-Site Road Improvements Associated with the GTC and APM2</b>	
Existing System (No GTC and APM2; therefore No GTC/APM-Related Road Improvements)	
Build On-Site Road Improvements Associated with the GTC and APM2	
<b>Other LAX SPAS Ground Access Improvements</b>	
Relocate Sky Way to East	
Eliminate Proposed West Employee Parking	
Realign Lincoln Boulevard and Modify Lincoln Boulevard/Sepulveda Boulevard Intersection	



LAX Specific Plan Amendment Study

Existing Airport

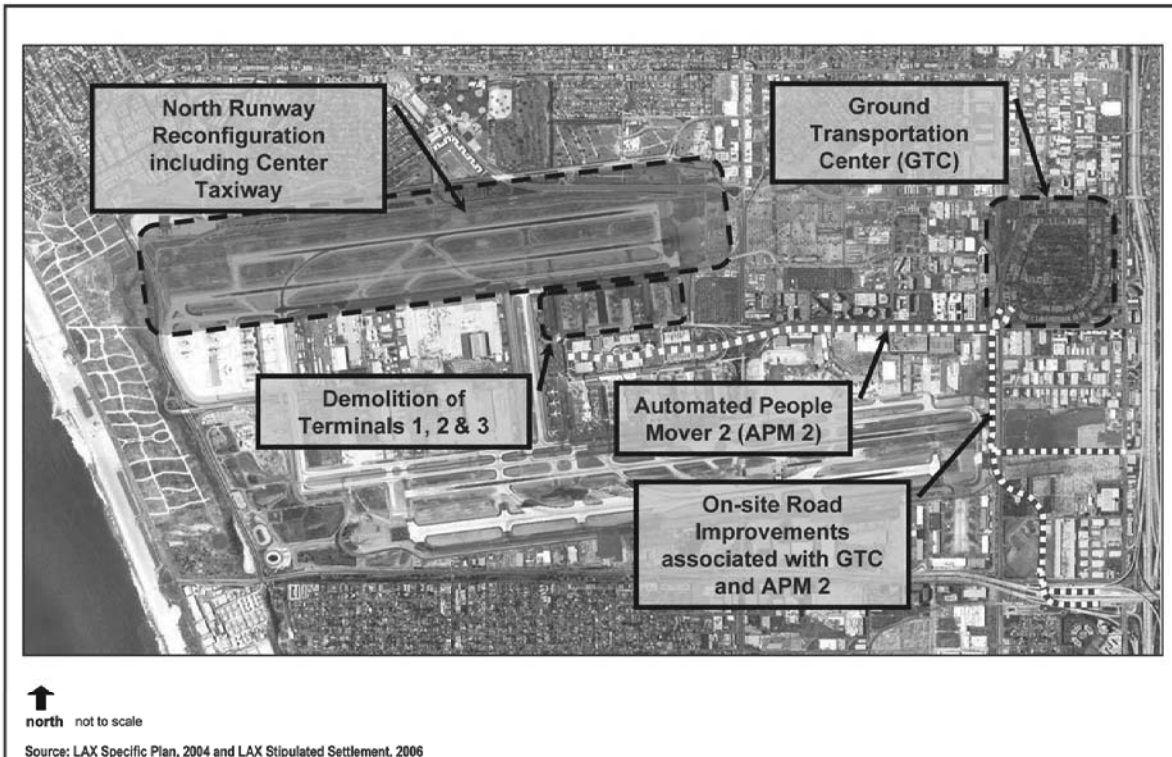
Figure 2



LAX Specific Plan Amendment Study

Approved LAX Master Plan

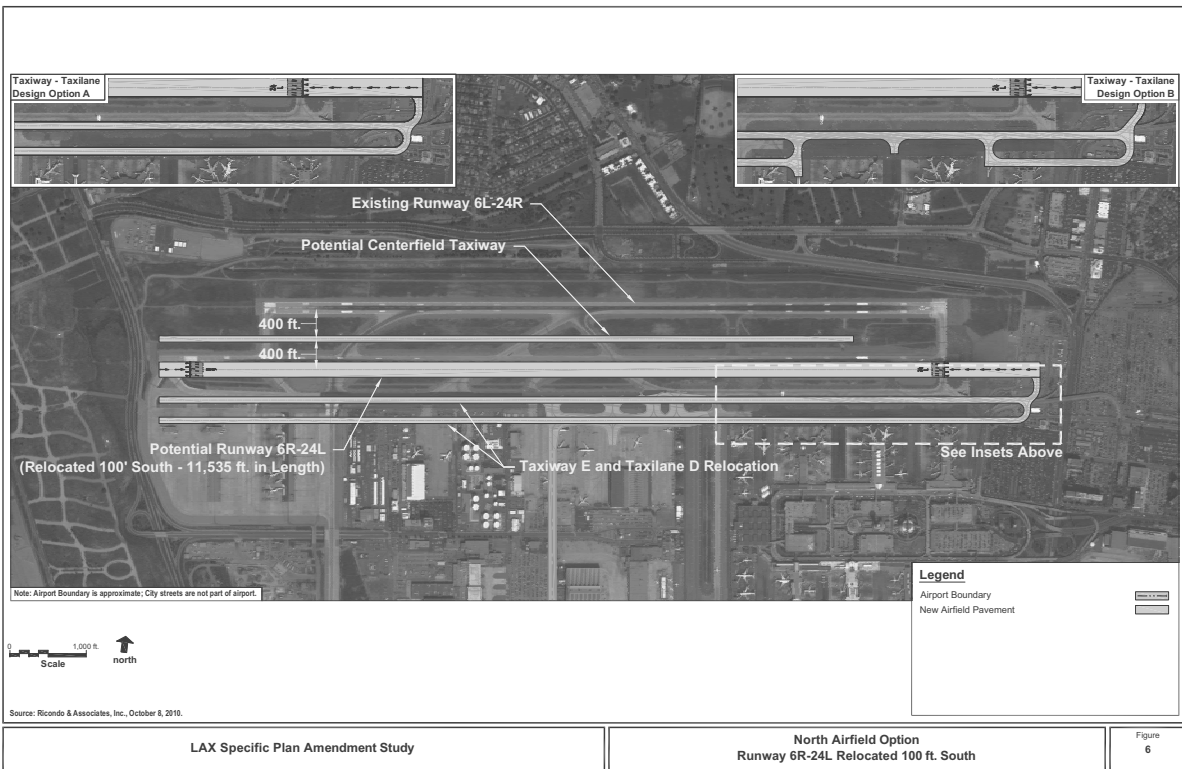
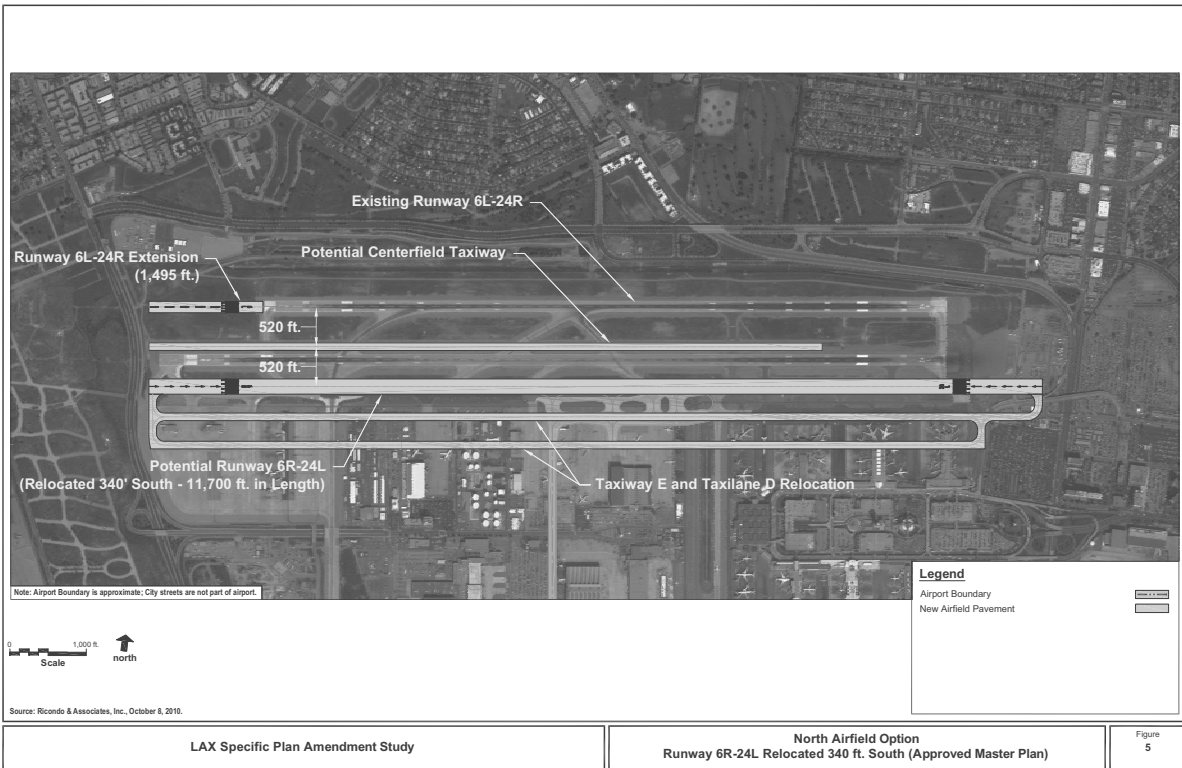
Figure 3

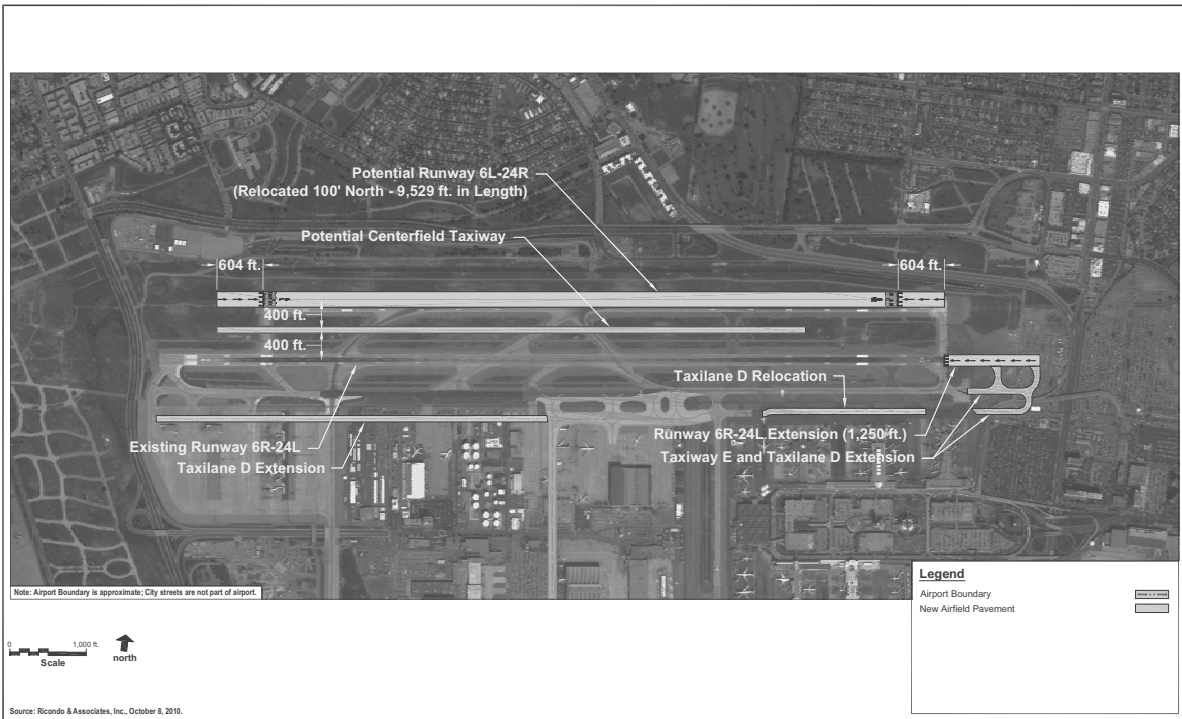


LAX Specific Plan Amendment Study

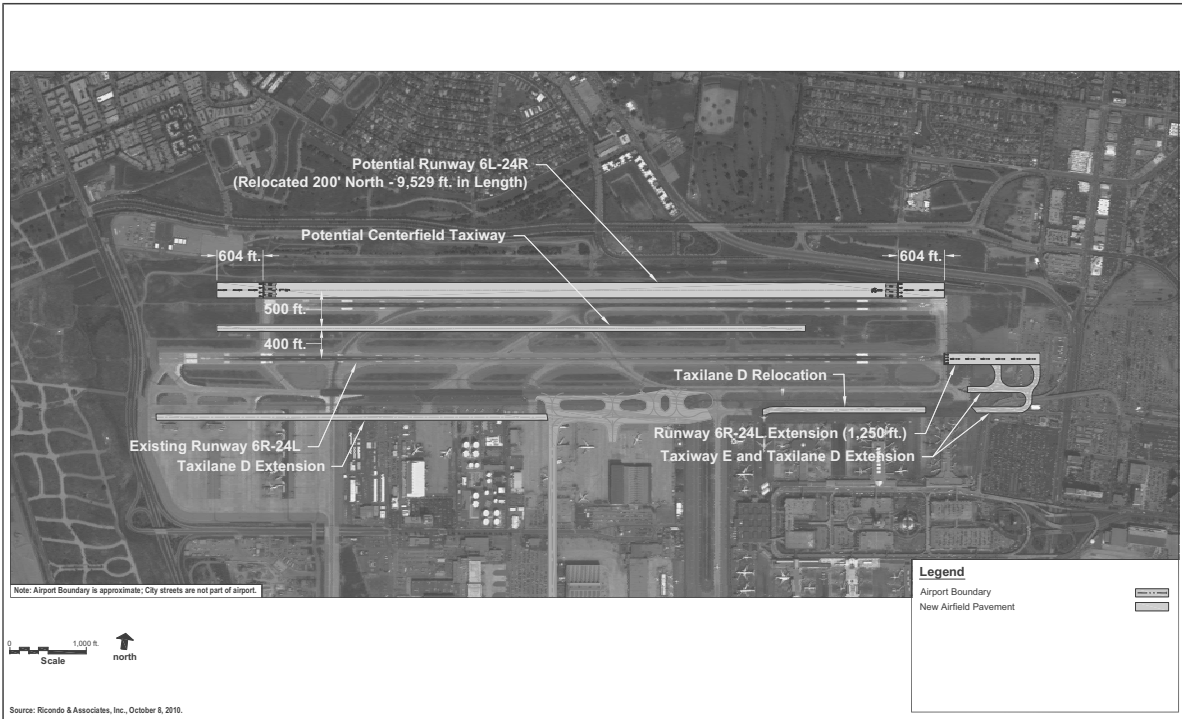
SPAS Project Site Areas

Figure 4

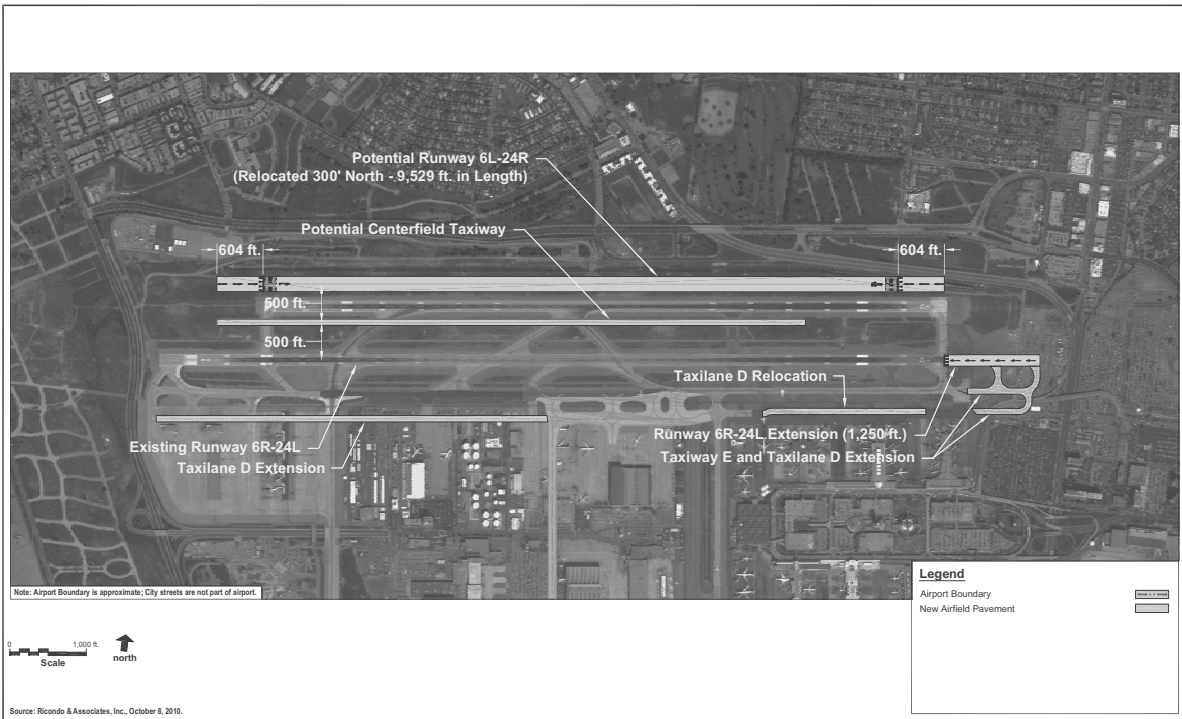




LAX Specific Plan Amendment Study	North Airfield Option Runway 6L-24R Relocated 100 ft. North (With Dual Displaced Thresholds)	Figure 7
-----------------------------------	---	-------------



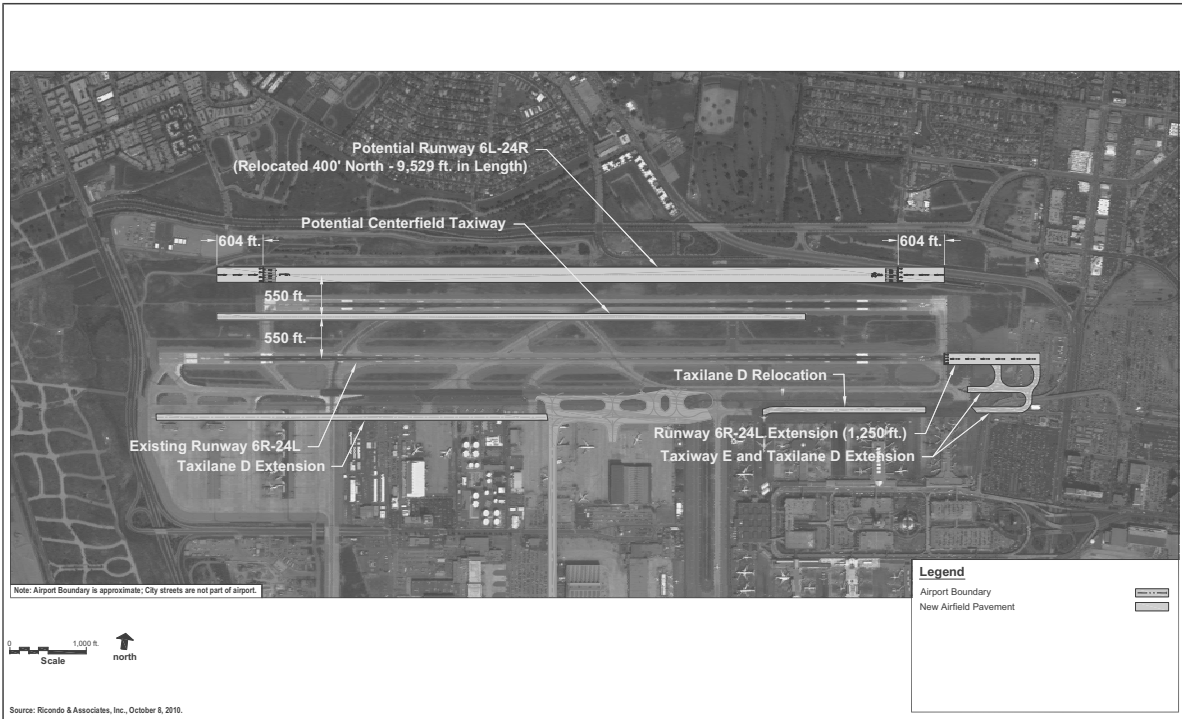
LAX Specific Plan Amendment Study	North Airfield Option Runway 6L-24R Relocated 200 ft. North (With Dual Displaced Thresholds)	Figure 8
-----------------------------------	---	-------------



LAX Specific Plan Amendment Study

North Airfield Option  
Runway 6L-24R Relocated 300 ft. North (With Dual Displaced Thresholds)

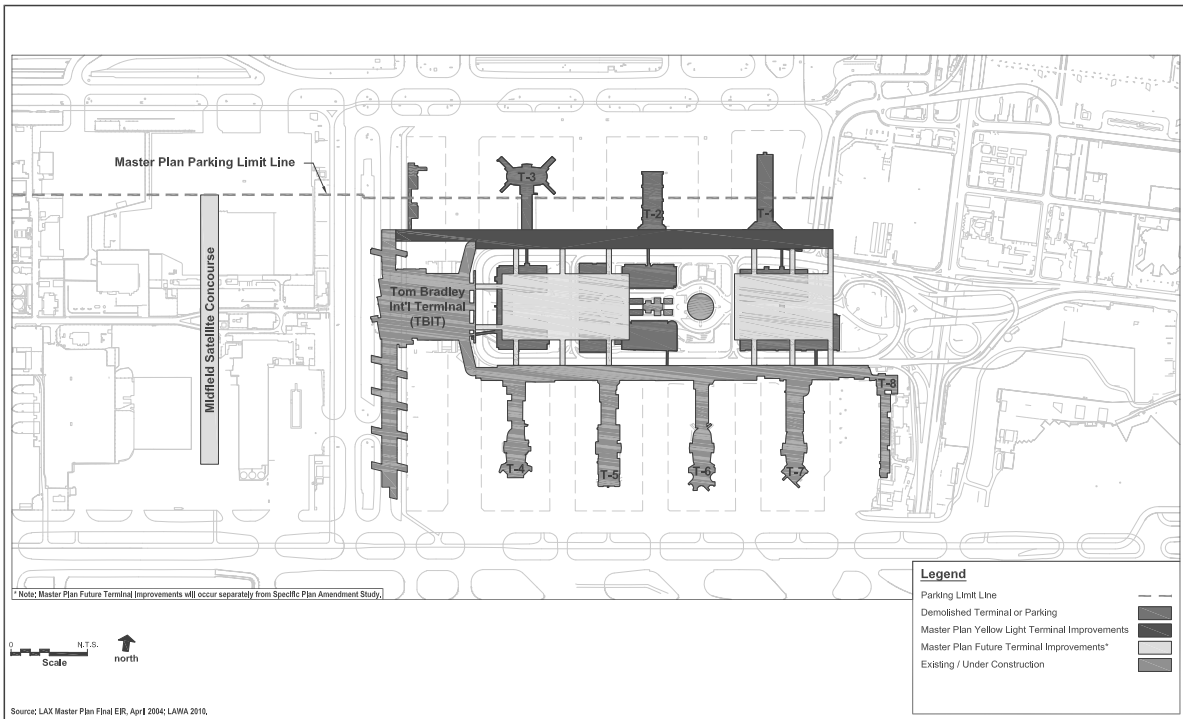
Figure 9



LAX Specific Plan Amendment Study

North Airfield Option  
Runway 6L-24R Relocated 400 ft. North (With Dual Displaced Thresholds)

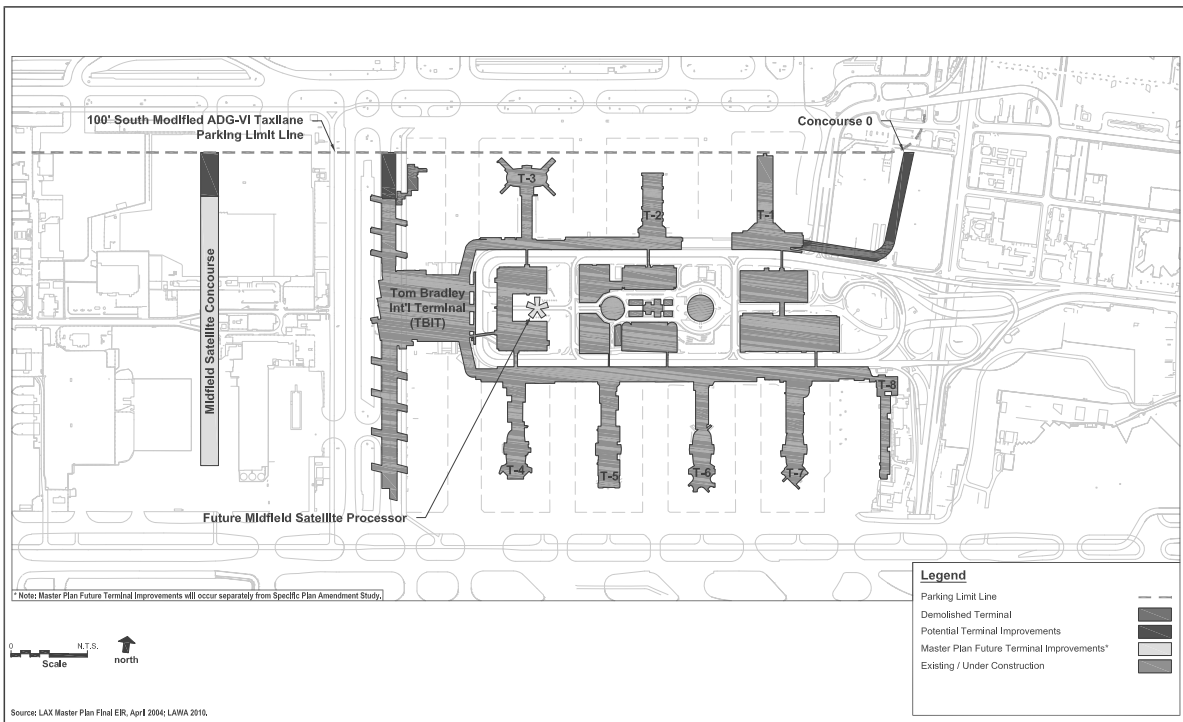
Figure 10



LAX Specific Plan Amendment Study

Terminal Option  
Approved Master Plan

Figure  
11

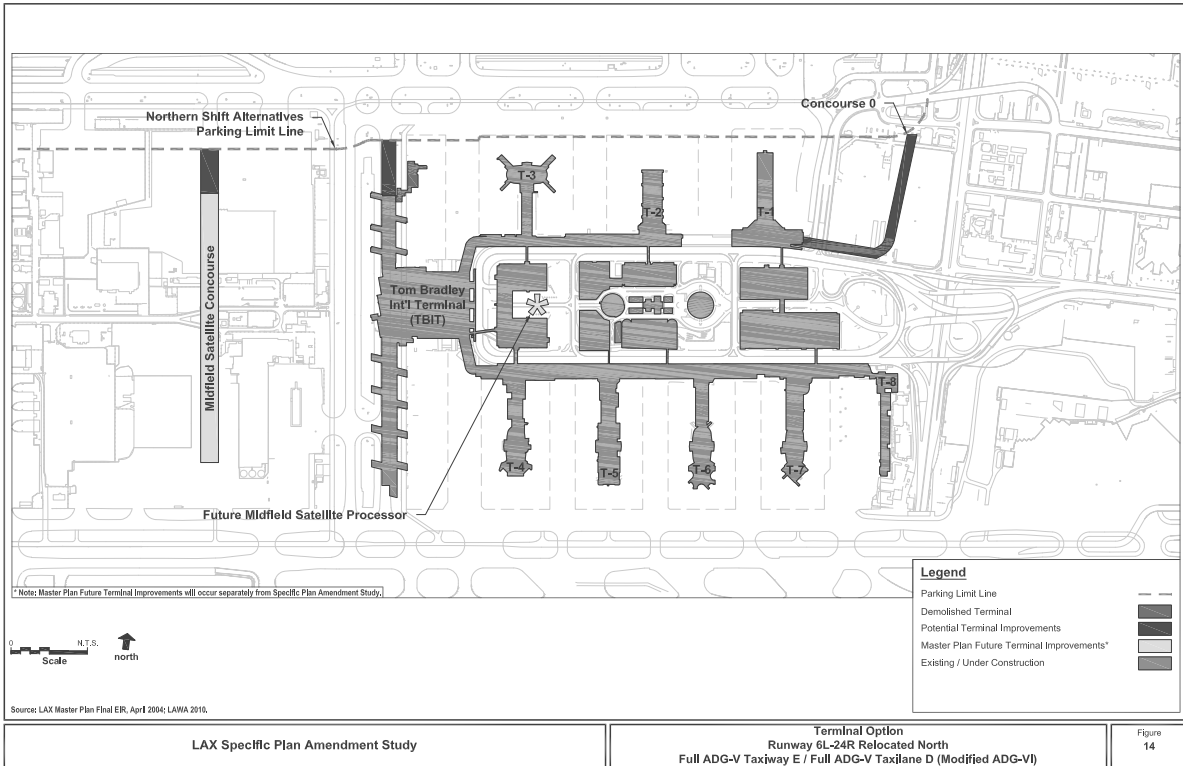
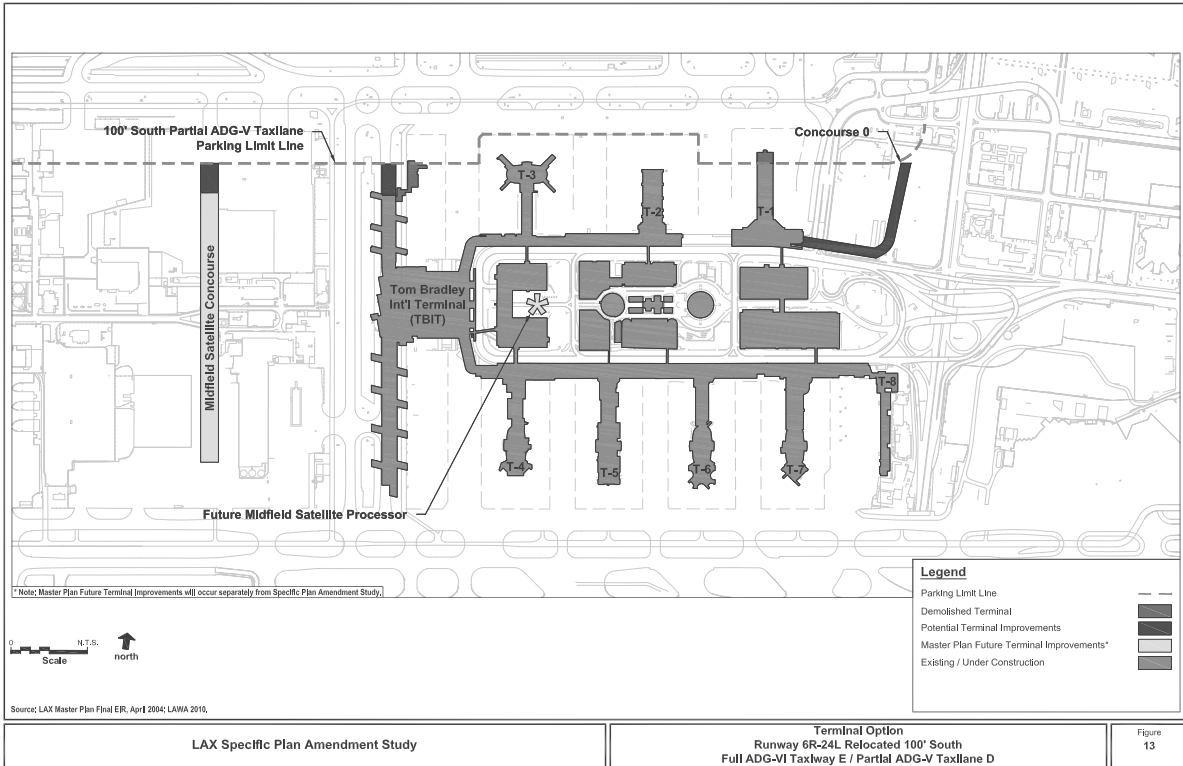


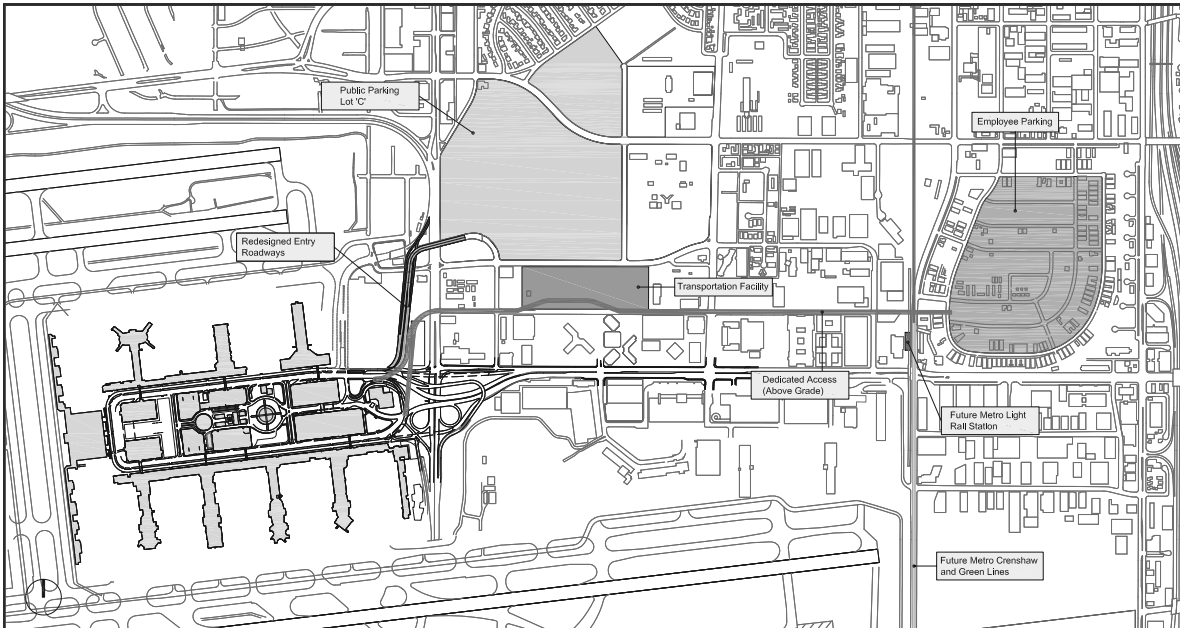
LAX Specific Plan Amendment Study

Terminal Option  
Runway 6R-24L Relocated 100' South  
Full ADG-V Taxiway E / Full ADG-V Taxiway D (Modified ADG-V)

Figure  
12





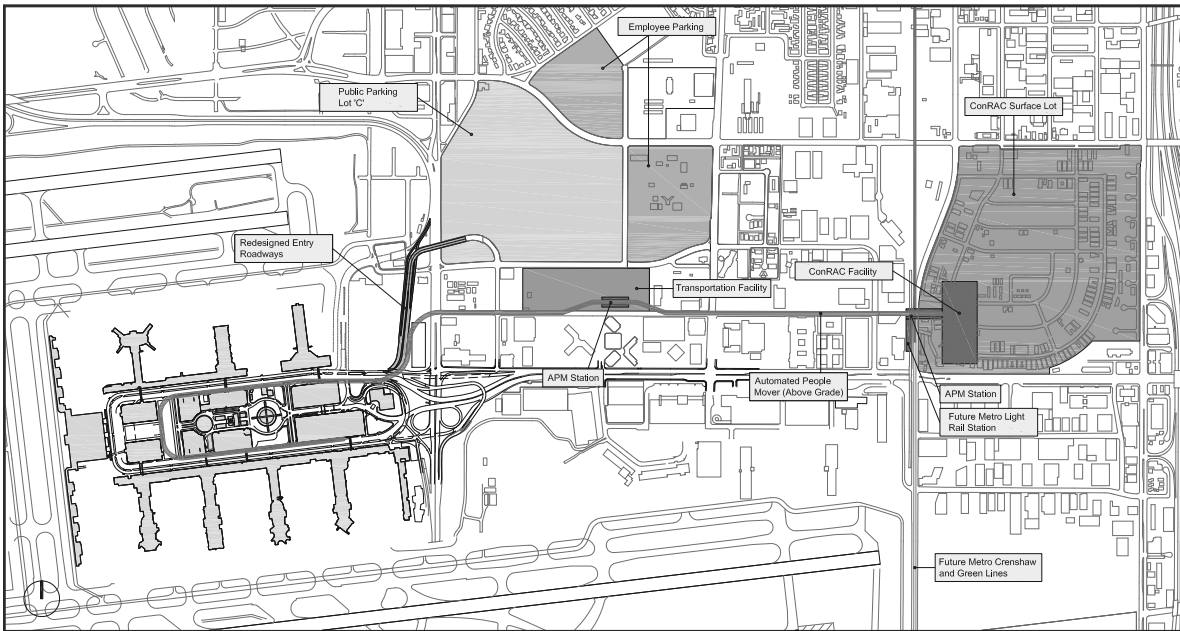


↑  
Not to Scale north  
Prepared by: STV, 2010.

LAX Specific Plan Amendment Study

Ground Transportation Concept A

Figure 15



↑  
Not to Scale north  
Prepared by: STV, 2010.

LAX Specific Plan Amendment Study

Ground Transportation Concept B

Figure 16

**CITY OF LOS ANGELES**  
 OFFICE OF THE CITY CLERK  
 ROOM 645, CITY HALL  
 LOS ANGELES, CALIFORNIA 90012

**CALIFORNIA ENVIRONMENTAL QUALITY ACT**  
**INITIAL STUDY**  
**AND CHECKLIST**  
 (Article IV City CEQA Guidelines)

LEAD CITY AGENCY	COUNCIL DISTRICT	DATE
Los Angeles World Airports	Council District 11	October 14, 2010
RESPONSIBLE AGENCIES		

PROJECT TITLE/NO.	CASE NO.
Los Angeles International Airport Specific Plan Amendment Study	AD-007-08
PREVIOUS ACTIONS CASE NO.	<input checked="" type="checkbox"/> DOES have significant changes from previous actions.
Los Angeles International Airport Master Plan Case No. CF-00-1774-S4 and CPC 2.003-4647	<input type="checkbox"/> DOES NOT have significant changes from previous actions.
GPACZ/CAN/MPR	
LAX Master Plan EIR (SCH#1997061047)	

**PROJECT DESCRIPTION:**  
 The proposed Project consists of potential alternative designs, technologies, and configurations for the LAX Master Plan Program that would provide solutions to the problems that the Yellow Light Projects were designed to address, consistent with a practical capacity of LAX at 78.9 million annual passengers, the same practical capacity as included in the approved LAX Master Plan. The Yellow Light Projects are: the Ground Transportation Center (GTC); Automated People Mover (APM) 2 from the GTC to the Central Terminal Area (CTA); Demolition of CTA Terminals 1, 2, and 3; North Runway re-configuration, including center taxiways; and, on-site road improvements associated with the GTC and APM 2. *Please see the accompanying Notice of Preparation for additional information regarding the Project Description.*

**ENVIRONMENTAL SETTING:**  
 The Project site is located within a highly-developed, urbanized area consisting of airport, commercial, transportation (i.e., interstate highways) and residential uses. West of the Project site are the Los Angeles/El Segundo Dunes, a designated Ecologically Sensitive Habitat Area, and beyond the Dunes is the Pacific Ocean.

**PROJECT LOCATION:**  
 The project site is located within LAX, generally south of Westchester Parkway, west of Interstate 405, north of Imperial Highway and east of Pershing Drive.

PLANNING DISTRICT	STATUS:
Los Angeles International Airport Specific Plan	<input type="checkbox"/> PRELIMINARY
	<input type="checkbox"/> PROPOSED
	<input checked="" type="checkbox"/> ADOPTED
	December 14, 2004

EXISTING ZONING	MAX. DENSITY ZONING	
LAX - A Zone: Airport Airside Subarea		<input checked="" type="checkbox"/> DOES CONFORM TO PLAN
LAX - L Zone: Airport Landside Subarea		
LAX - N Zone: LAX Northside Subarea	MAX. DENSITY PLAN	<input type="checkbox"/> DOES NOT CONFORM TO PLAN
PLANNED LAND USE & ZONE		
Airport-related airfield, access and ground transportation facilities.	PROJECT DENSITY	<input type="checkbox"/> NO DISTRICT PLAN
SURROUNDING LAND USES		
North - Open Space, Recreation, and Residential		
East - Airport, Commercial, Industrial, and Residential		
South - Airport		
West - Open Space		

**DETERMINATION (To be completed by Lead Agency)**

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

\_\_\_\_\_  
 SIGNATURE

\_\_\_\_\_  
 Chief of Airport Planning  
 TITLE

**EVALUATION OF ENVIRONMENTAL IMPACTS:**

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analysis," cross referenced).

**INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)**

**BACKGROUND**

**PROPOSER NAME**

Los Angeles World Airports

**PHONE NUMBER\***

424-646-5180

**PROPOSAL NAME (If Applicable)\***

Los Angeles International Airport Specific Plan Amendment Study

**AGENCY REQUIRING CHECKLIST**

Los Angeles World Airports

**DATE SUBMITTED**

October 14, 2010

5) Earlier analysis must be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:

- 1) Earlier Analysis Used. Identify and state where they are available for review.
- 2) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
- 3) Mitigation Measures. For effects that are "Less Than Significant With Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.

9) The explanation of each issue should identify:

- 1) The significance criteria or threshold, if any, used to evaluate each question; and
- 2) The mitigation measure identified, if any, to reduce the impact to less than significance.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |  |   |  |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics               | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Public Services                    |
| <input type="checkbox"/> Agricultural Resources              | <input checked="" type="checkbox"/> Hydrology/Water Quality       | <input type="checkbox"/> Recreation                                    |
| <input checked="" type="checkbox"/> Air Quality              | <input checked="" type="checkbox"/> Land Use/Planning             | <input checked="" type="checkbox"/> Transportation/Traffic             |
| <input checked="" type="checkbox"/> Biological Resources     | <input type="checkbox"/> Mineral Resources                        | <input checked="" type="checkbox"/> Utilities/Service Systems          |
| <input checked="" type="checkbox"/> Cultural Resources       | <input checked="" type="checkbox"/> Noise                         | <input checked="" type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Geology/Soils                       | <input type="checkbox"/> Population/Housing                       |  |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions |   |  |

ENVIRONMENTAL IMPACTS (Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS.</b> Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>II. AGRICULTURAL AND FOREST RESOURCES.</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with the existing zoning for agricultural use, or a Williamson Act Contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>III. AIR QUALITY.</b> The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project result in:				
a. Conflict with or obstruct implementation of the South Coast Air Quality Management Plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

IS-5

ENVIRONMENTAL IMPACTS (Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IV. BIOLOGICAL RESOURCES.</b> Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>V. CULTURAL RESOURCES:</b> Would the project:				
a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA § 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA § 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

IS-6

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
hazard for people residing or working in the project area?				
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>IX. HYDROLOGY AND WATER QUALITY.</b> Would the project result in:				
a. Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood plain structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>X. LAND USE AND PLANNING.</b> Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IS-8

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VI. GEOLOGY AND SOILS.</b> Would the project:				
a. Expose of people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Prilo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Los Angeles Building Code (2002), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>VII. GREENHOUSE GAS EMISSIONS.</b> Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS.</b>				
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

IS-7

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIV. PUBLIC SERVICES.</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a. Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Other governmental services (including roads)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>XV. RECREATION.</b>				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XVI. TRANSPORTATION/CIRCULATION.</b> Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

IS-10

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>XI. MINERAL RESOURCES.</b> Would the project result in:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XII. NOISE.</b> Would the project result in:				
a. Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XIII. POPULATION AND HOUSING.</b> Would the project:				
a. Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

IS-9

This page intentionally left blank.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVII. UTILITIES.</b> Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.</b>				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION OF THE ENVIRONMENTAL EVALUATION** (Attach additional sheets if necessary)  
(See Attachment A)



**4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?**

- d. Result in the loss of forest land or conversion of forest land to non-forest use?
- e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

*a-e. No Impact.* The project is located within a developed airport and is surrounded by airport uses, urbanized areas, and the Los Angeles/EI Segundo Dunes. As indicated in the LAX Master Plan EIR, no agricultural or forest resources or operations currently exist, or have existed in the recent past, at the project site or surrounding areas. Further, there are no Williamson Act contracts in effect for the project site or surrounding areas. The proposed project would represent a continuation of the current airport-site or surrounding areas. The proposed project would not convert farmland to non-agricultural use nor would it result in any related and urban uses and would not convert farmland to non-agricultural use nor would it result in any conflicts with existing zoning for agricultural use or a Williamson Act contract. Similarly, it would not result in the conversion of forest land to non-forest use. Therefore, no impacts to agricultural or forest resources would occur with implementation of the proposed project, and no mitigation measures are required. As such, this issue does not require any further analysis in the LAX SPAS EIR.

**III. AIR QUALITY.** *The significance criteria established by the South Coast Air Quality Management District (SCAQMD) may be relied upon to make the following determinations. Would the project result in:*

- a. Conflict with or obstruct implementation of the South Coast Air Quality Management Plan?
- b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?
- c. Result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, carbon monoxide, PM<sub>10</sub>, and PM<sub>2.5</sub>) under an applicable federal or state ambient air quality standard?
- d. Expose sensitive receptors to substantial pollutant concentrations?
- e. Create objectionable odors affecting a substantial number of people?
- f. Result in a substantial increase in greenhouse gas emissions?

<sup>1</sup> City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.16, April 2004.

**ATTACHMENT A  
EXPLANATION OF CHECKLIST DETERMINATIONS**

**I. AESTHETICS.** *Would the project:*

- a. Have a substantial adverse effect on a scenic vista?
- b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?
- c. Substantially degrade the existing visual character or quality of the site and its surroundings?
- d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

*a-d. Potentially Significant Impact.* The LAX Master Plan EIR evaluated the aesthetic impacts of the Master Plan alternatives, including potential impacts to aesthetic resources and views, as well as impacts related to light emissions and glare. However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased aesthetic impacts than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant aesthetic impacts that were not addressed in the LAX Master Plan EIR.

**II. AGRICULTURAL AND FOREST RESOURCES.** *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California agricultural land evaluation and site assessment model (1997) prepared by the California department of conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the Project:*

- a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- b. Conflict the existing zoning for agricultural use, or a Williamson Act Contract?
- c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section

jurisdictional wetlands would be impacted under any and all of the alternatives considered, including even under the No Action/No Project Alternative due to the fact that the subject ephemeral wetted areas were within the Airfield Operations Area (AOA) and would be subject to impacts from ongoing airfield operations and maintenance activities. A key consideration related to the impacts to the 1.3 acres was the fact that the subject area contained embedded cysts of the Riverside Fairy Shrimp, a federally-listed endangered species. Those embedded cysts were, however, subsequently removed from the airport in July and August 2005, pursuant to an April 20, 2004 Biological Opinion from the United States Fish and Wildlife Service (USFWS), as well as an April 8, 2005 Biological Opinion for Operation and Maintenance Activities at LAX.<sup>3</sup> The LAX SPAS EIR will provide an updated description of current conditions relevant to the SPAS Alternatives study area and address the potential for impacts to wetlands.

- d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

*Potentially Significant Impact.* Please see Response No. IV.a-b above.

- e. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?**

*Potentially Significant Impact.* Please see Response No. IV.a-b above.

- f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

*Potentially Significant Impact.* Please see Response No. IV.a-b above.

**V.** *Potentially Significant Impact. Would the project:*

- a. Cause a substantial adverse change in significance of a historical resource as defined in State CEQA §15064.5?**

*Potentially Significant Impact.* The LAX Master Plan EIR evaluated the impacts of the Master Plan alternatives to historical resources. The findings of the historic resources surveys of LAX-owned property and adjacent areas conducted as part of the LAX Master Plan EIR indicated that four buildings

<sup>3</sup> Biological Opinion from United States Fish and Wildlife Service (USFWS) of the LAX Master Plan Final EIR, April 2004. Biological Opinion from USFWS of the LAX Operation and Maintenance, April, 2005.

*a-f. Potentially Significant Impact.* The LAX Master Plan EIR evaluated the air quality impacts of the Master Plan alternatives, including the potential for the Master Plan alternatives to: conflict with or obstruct implementation of the South Coast Air Quality Management Plan; violate air quality standards or contribute to an existing or project air quality violation; result in a cumulatively considerable adverse net increase in air pollutants; and, expose sensitive receptors to substantial pollutant concentrations/odors. However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased air quality impacts than addressed in the LAX Master Plan EIR. Additionally, changes and updates to the regulatory setting for air quality have occurred since completion of the Master Plan EIR. The LAX SPAS EIR will evaluate if the SPAS Alternatives have potentially significant air quality impacts that were not addressed in the LAX Master Plan EIR.

**IV.** *BIOLOGICAL RESOURCES. Would the project:*

- a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

- b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

*a-b. Potentially Significant Impact.* The LAX Master Plan EIR evaluated the biological resources impacts of the Master Plan alternatives, including potential impacts to biotic communities, endangered and threatened species of flora and fauna, and wetlands. However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased biological resources impacts than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant impacts to biological resources that were not addressed in the LAX Master Plan EIR.

- c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

*Potentially Significant Impact.* The LAX Master Plan EIR identified a number of small ephemeral wetted areas within the LAX Master Plan boundaries, totaling 1.3 acres, subject to U.S. Army Corps of Engineers jurisdiction. The 1.3 acres of jurisdictional wetlands were identified in the western portion of the north and south airfields.<sup>2</sup> The LAX Master Plan EIR determined that the 1.3 acres of

<sup>2</sup> City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.12, April 2004.

California. This unit was deposited in a shallow sea that covered the region some 124,000 years ago. The results of the records search conducted as part of the LAX Master Plan EIR indicate that the Palos Verdes Sand formation is a formation with a high potential for yielding unique paleontological deposits. The Palos Verdes Sand formation covers half of the LAX area, beginning at Sepulveda Boulevard and extending easterly beyond the airport.

The records search conducted for the LAX Master Plan EIR identified the presence of two vertebrate fossil occurrences within the study area, three more in the immediate vicinity of the study area, and one beyond the study area within two miles from the center of LAX proper. These fossils were found at depths ranging from 13 to 70 feet. The deposits within which these resources occur were found to underlie the entire LAX area and surrounding vicinity.<sup>5</sup> The abundance of fossils within the LAX study area at depths generally greater than six feet strongly suggests that grading and excavations for a variety of construction activities, including those associated with the LAX SPAS alternatives, have the potential to expose and damage potentially important fossils. This would be a significant impact on the region's paleontological resources. Furthermore, the exposure of the fossil sites, and the accompanying potential for making the site accessible for unauthorized fossil collection, could result in the loss of additional fossil remains, associated scientific data, and fossil sites.

Because the proposed project is located within an area identified as having a high potential for yielding unique paleontological deposits, in accordance with the LAX Master Plan Mitigation Monitoring & Reporting Program Paleontological Management Treatment Plan (PMTP),<sup>6</sup> it is subject to oversight by a professional paleontologist. In addition, as noted above, the potential exists for grading and excavation to uncover vertebrate fossil remains. The potential destruction of fossils during construction would result in a significant impact to a paleontological resource; however, the following mitigation measures, set forth in the PMTP, are applicable to all LAX Master Plan projects, including any improvements occurring under the SPAS.

**Mitigation Measure CRI:** Prior to the initiation of grading and construction activities, LAWA will retain a professional paleontologist, as defined in the Paleontologist Management Treatment Plan (PMTP), who will determine if the project site exhibits a high or low potential for subsurface resources. If the project site is determined to exhibit a high potential for subsurface resources, paleontological monitoring will be conducted in accordance with the procedures stipulated in the PMTP. If the project site is determined to exhibit a low potential for subsurface deposits, excavation need not be monitored as per the PMTP. In the event that paleontological resources are discovered, the procedures outlined in the PMTP for the identification of resources will be followed.

<sup>5</sup> City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.9.2, April 2004.

<sup>6</sup> City of Los Angeles, Los Angeles World Airports, Environmental Management Division, Final LAX Master Plan Mitigation Monitoring & Reporting Program, Paleontological Management Treatment Plan, June 2005.

within the overall boundary of LAX are considered potentially significant historic/architectural resources. These buildings are as follows:<sup>4</sup>

- Hangar One (listed on National Register) on the southeastern portion of LAX near the northwest corner of Aviation Boulevard and Imperial Highway;
- Theme Building (eligible for National Register) in the center of the LAX terminals;
- WWII Munitions Storage Bunker (eligible for National Register) near the western boundary of LAX; and
- Intermediate Terminal Complex (eligible for the California Register) on the south side of Century Boulevard between Sepulveda Boulevard and Airport Boulevard.

None of the proposed SPAS Alternatives would physically impact any of the potentially significant historic resources identified above; however, the LAX SPAS EIR will provide an updated review of potentially historic resources in or near the study area and an evaluation of potential impacts associated with each of the SPAS alternatives.

**b. Cause a substantial adverse change in significance of an archaeological resource pursuant to State CEQA §15064.5?**

*Potentially Significant Impact.* The LAX Master Plan EIR evaluated the impacts of the Master Plan alternatives to archaeological resources. However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased impacts to archaeological resources than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant impacts to archaeological resources that were not addressed in the LAX Master Plan EIR. The analysis will include an updated records search and consultation with the state Native American Heritage Commission.

**c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

*Potentially Significant Unless Mitigation Incorporated.* As indicated in the LAX Master Plan EIR, the LAX property lies in the northwestern portion of the Los Angeles Basin, a broad structural syncline with a basement of older igneous and metamorphic rocks overlain by thick younger marine and terrestrial deposits. The older deposits that underlie the LAX area are assigned to the Palos Verdes Sand formation. The Palos Verdes Sand formation is one of the better known Pleistocene age deposits in southern

<sup>4</sup> City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.9.1, April 2004.

*Less Than Significant Impact.* Fault rupture is the surface displacement that occurs along the surface of a fault during an earthquake. As indicated in the LAX Master Plan EIR, while the site is located within the seismically active southern California region, it is not located within an Alquist-Priolo Special Study Zone.<sup>7</sup> Geotechnical literature indicates that the Charnock Fault, a potentially active fault, may be located near or through eastern portions of LAX property. However, as stated in the LAX Master Plan EIR, recent evaluation indicates that the Charnock Fault is considered to have low potential for surface rupture independently or in conjunction with movement on the Newport-Inglewood Fault Zone, which is located approximately three miles east of LAX.<sup>8</sup> Therefore, impacts to people or structures resulting from rupture of a known earthquake fault are considered less than significant, and no mitigation measures are required.

**ii. Strong seismic ground shaking?**

*Less Than Significant Impact.* As indicated in the LAX Master Plan EIR, the project site is located in the seismically active southern California region; however, there is no evidence of faulting on the site, and it is not located within an Alquist-Priolo Special Study Zone.<sup>9</sup> Nevertheless, under the proposed project, structures and people (relative to existing conditions) would be exposed to seismically-induced ground shaking throughout the design life of the improvements. As noted in the LAX Master Plan EIR, this is a condition that exists throughout the Los Angeles region.

As part of the proposed project, all construction would be designed in accordance with the provisions of the Uniform Building Code (UBC) and the City of Los Angeles Building Code (LABC). Since the proposed project would comply with UBC and LABC requirements, potential impacts associated with strong seismic ground shaking would be less than significant, and no mitigation measures are required.

**iii. Seismic-related ground failure, including liquefaction?**

*Less Than Significant Impact.* Liquefaction is a seismic hazard that occurs when strong ground shaking causes saturated granular soil (such as sand) to liquefy and lose strength. The susceptibility of soil to liquefy tends to decrease as the density of the soil increases and the intensity of ground shaking decreases. As indicated in the LAX Master Plan EIR, the depth to groundwater at LAX is generally greater than 90 feet, which would indicate that the site has a very low susceptibility to liquefaction.

<sup>7</sup> City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.22, April 2004.  
<sup>8</sup> City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.22, April 2004.  
<sup>9</sup> City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.22, April 2004.

**Mitigation Measure CR2:** In accordance with the PMTP, construction personnel will be briefed by the consulting paleontologist in the identification of fossils or fossiliferous deposits and in the correct procedures for notifying the relevant individuals should such a discovery occur.

Implementation of these mitigation measures would reduce potential impacts associated with paleontological resources to a level that is less than significant. As such, no further analysis of potential impacts to paleontological resources is required for the LAX SPAS EIR.

**d. Disturb any human remains, including those interred outside of formal cemeteries?**

*Potentially Significant Unless Mitigation Incorporated.* The project site is developed with aviation-related uses, and the airport is located within a highly urbanized area. Within the project area, traditional burial resources would likely be associated with the Native American group known as the Gabrielino. Based on previous surveys conducted at LAX and the results of the record searches completed in 1995, 1997, and 2000 for the LAX Master Plan EIR, no traditional burial sites have been identified within the LAX boundaries or in the vicinity. However, if human remains are encountered, the following mitigation measure is required.

**Mitigation Measure CR3:** If human remains are found, all grading and excavation activities in the vicinity shall cease immediately and the appropriate LAWA authority shall be notified. Compliance with those procedures outlined in Section 7050.5(b) and (c) of the State Health and Safety Code, Section 5097.94(k) and (l) and Section 5097.98(a) and (b) of the Public Resources Code shall be required. In addition, those steps outlined in Section 15064.5(c) of the CEQA Guidelines shall also be implemented.

Implementation of this mitigation measure would ensure that potential impacts associated with human remains would be less than significant. As such, this issue does not require any further analysis in the LAX SPAS EIR.

**VI. GEOLOGY AND SOILS. Would the project:**

**a. Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:**

- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

In summary, the potential for seismic-related ground failure at the project site is considered low. As part of the proposed project, all construction would be designed in accordance with the provisions of the UBC and the LABC. Since the proposed project would comply with UBC and LABC requirements, potential impacts associated with seismic-related ground failure would be less than significant, and no mitigation measures are required.

#### iv. Landslides?

*No Impact.* The project site and vicinity are relatively flat and are primarily surrounded by existing airport and urban development. Furthermore, the City of Los Angeles Landslide Inventory and Hillside Areas map does not identify any areas in the vicinity of the project site that contain unstable slopes which may be prone to seismically-produced landslides.<sup>18</sup> Implementation of the proposed project would not result in the exposure of people or structures to the risk of landslides during a seismic event. Therefore, no impacts resulting from landslides would occur, and no mitigation measures are required.

#### b. Result in substantial soil erosion or the loss of topsoil?

*Less Than Significant Impact.* As indicated in the LAX Master Plan EIR, the potential for soil erosion on the project site is low due to the generally level topography of the project site. In addition, the majority of the project site is developed with buildings and covered with impervious surfaces. The proposed project would result in substantial grading, excavation and use of fill during construction of the airport facilities. Conformance with LABC Sections 91.7000 through 91.7016, which include construction requirements for grading, excavation, and use of fill, would reduce the potential for wind or waterborne erosion. In addition, the LABC requires an erosion control plan that is reviewed by the Department of Building and Safety prior to construction if grading exceeds 200 cubic yards and occurs during the rainy season (between November 1 and April 15). The project applicant, LAWA, would be required to prepare an erosion control plan to reduce soil erosion. Therefore, proposed project impacts related to soil erosion are anticipated to be less than significant, and no mitigation measures are required.

#### c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

*Less Than Significant Impact.* Settlement of foundation soils beneath engineered structures or fills typically results from the consolidation and/or compaction of the foundation soils in response to the increased load induced by the structure or fill. As indicated in the LAX Master Plan EIR, the presence of undocumented and typically weak artificial fill at LAX creates the potential for settlement. The Lakewood

<sup>18</sup> City of Los Angeles Planning Department, Safety Element of the City of Los Angeles General Plan, Exhibit C, Landslide Inventory & Hillside Areas In the City of Los Angeles, June 1994.

However, perched groundwater<sup>10</sup> conditions have been noted in the upper 20 to 60 feet at some locations at LAX, and the density of sand deposits in the upper 30 feet is generally considered to be low to medium dense. Liquefaction could, therefore, potentially occur in very localized areas; however, the overall potential for liquefaction at LAX is considered low.<sup>11</sup>

Strong ground shaking will also tend to densify loose to medium dense deposits of partially saturated granular soils and could result in seismic settlement of foundations and the ground surface at LAX. Due to variations in material type, seismic settlements would tend to vary considerably across LAX, but are generally estimated to be between negligible and 0.5 inch; the overall potential for damaging seismically-induced settlement is considered to be low.<sup>12</sup>

Seismically-induced ground shaking can also cause slope-related hazards through various processes including slope failure, lateral spreading,<sup>13</sup> flow liquefaction, and ground lurching.<sup>14</sup> Because existing slopes in the LAX vicinity are relatively small in area and of low angle and height (less than 15 feet) the overall potential for such failures is considered to be low.<sup>15</sup>

The California Department of Conservation (CDC) is mandated by the Seismic Hazards Act of 1990<sup>16</sup> to identify and map the state's most prominent earthquake hazards in order to help avoid damage resulting from earthquakes. The CDC's Seismic Hazard Zone Mapping Program charts areas prone to liquefaction and earthquake-induced landslides throughout California's principal urban and major growth areas. According to the Seismic Hazard Map for the Inglewood Quadrangle, no potential liquefaction zones are located within the LAX area. Isolated zones of potential seismic slope instability are identified near the western edge of the airport, within the dune area.<sup>17</sup>

<sup>10</sup> Groundwater, generally shallow, that is isolated and not connected to an aquifer.

<sup>11</sup> City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.22, April 2004.

<sup>12</sup> City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.22, April 2004.

<sup>13</sup> Lateral Spreading: Deformation of very gently sloping ground (or virtually flat ground adjacent to an open body of water) that occurs when cyclic shear stresses caused by an earthquake induce liquefaction, reducing the shear strength of the soil and causing failure and "spreading" of the slope.

<sup>14</sup> Ground Lurching: Ground-lurching (and related lateral extension) is the horizontal movement of soil, sediments, or fill located on relatively steep embankments or scarps as a result of earthquake-induced ground shaking. Damage includes lateral movement of the slope in the direction of the slope face, ground cracks, slope bulging, and other deformations.

<sup>15</sup> City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.22, April 2004.

<sup>16</sup> Public Resources Code 2690-2699.6.

<sup>17</sup> City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.22, April 2004.

## VII. GREENHOUSE GAS EMISSIONS. *Would the project:*

- a. **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

*Potentially Significant Impact.* Construction and operation of the improvements being considered for the proposed project could generate substantial amounts of greenhouse gas emissions. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant greenhouse gas emission impacts.

- b. **Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?**

*Potentially Significant Impact.* Construction and operation of the improvements being considered for the proposed project could generate substantial amounts of greenhouse gas emissions. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

## VIII. HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*

- a. **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

*Less Than Significant Impact.* Construction and operation of the proposed project would involve the use of potentially hazardous materials, including vehicle fuels, oils, transmission fluids, and cleaning solvents. As indicated in the LAX Master Plan EIR, compliance with existing federal, state and local regulations and routine precautions would reduce the potential for accidental releases of a hazardous material to occur and would minimize the impact of an accident should one occur.<sup>21</sup> As such, construction of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and no mitigation measures are required.

- b. **Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

*Potentially Significant Impact.* The LAX Master Plan EIR evaluated the potential impacts related to the risk of upset at facilities that store acutely hazardous materials (i.e., the Central Utility Plant) or large

<sup>21</sup> City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.23, April 2004.

Formation also includes some silt and clay layers prone to settlement. However, foundation design and construction methods can reduce the potential for excessive settlement at LAX, and the overall potential for damaging settlement is considered low.<sup>19</sup> See also Responses VI.a.iii and VI.a.iv above.

- d. **Be located on expansive soil, as defined in Table 18-1-B of the Los Angeles Building Code (2002), creating substantial risks to life or property?**

*Less Than Significant Impact.* Expansive soils are typically composed of certain types of silts and clays that have the capacity to shrink or swell in response to changes in soil moisture content. Shrinking or swelling of foundation soils can lead to damage to foundations and engineered structures including tilting and cracking. As indicated in the LAX Master Plan EIR, fill materials located in some portions of the LAX area could be prone to expansion, and some portions of the Lakewood Formation found beneath the eastern portion of LAX may also be susceptible, due to their higher content of clay and silt.<sup>20</sup>

New structures under the SPAS Alternatives could be subject to the effects of expansive soils. As project construction would occur in accordance with the LABC Sections 91.7000 through 91.7016, which include construction requirements for grading, excavation, and foundation work, the potential for hazards to occur as a result of expansive soils would be minimized. Therefore, proposed project implementation would not result in significant impacts associated with expansive soils, and no substantial risks to life or property would occur. No mitigation measures are required.

- e. **Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

*No Impact.* The project site is located in an urbanized area where wastewater infrastructure is currently in place. The proposed project would not use septic tanks or alternative wastewater disposal systems. Therefore, the ability of on-site soils to support septic tanks or alternative wastewater systems would not be relevant to the proposed project, and no mitigation measures are required.

**Conclusion:** Based on the above discussion of Items VI.a. through VI.e., the analysis provided in Section 4.22 of the LAX Master Plan EIR, relative to potential impacts associated with geology and soils, is considered to be adequate, current, and complete. No significant impacts are anticipated to occur under any of the SPAS Alternatives and no further evaluation is required for the LAX SPAS EIR.

<sup>19</sup> City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.22, April 2004.

<sup>20</sup> City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.22, April 2004.

- e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

*Potentially Significant Impact.* The LAX Master Plan EIR evaluated the aviation safety impacts of the Master Plan alternatives. However, the North Airfield reconfiguration alternatives for the LAX SPAS have the potential to create new or substantially different/increased aviation safety impacts than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the LAX SPAS alternatives to have significant aviation safety impacts that were not addressed in the LAX Master Plan EIR.

The airport plan adopted as part of the LAX Master Plan was designed in light of safety and security considerations resulting from the terrorism events of September 11, 2001. As required by the LAX Master Plan Stipulated Settlement, the LAX SPAS will include evaluation of security considerations, which will be reflected in the LAX SPAS EIR.

- f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?**

*No Impact.* The project site is not located within the vicinity of a private airstrip but rather within a public airport.

- g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

*Potentially Significant Impact.* As indicated in Response No. XIII.a and Response No. XIII.b below, the LAX Master Plan EIR evaluated the impacts on emergency services from implementation of the Master Plan alternatives. However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased impacts on emergency access than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant impacts on emergency access that were not addressed in the LAX Master Plan EIR.

- h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?**

*No Impact.* The project site and vicinity are predominantly paved and/or developed. There are no fire hazard areas containing flammable brush, grass, or trees on the project site. Furthermore, the project site is not within a City of Los Angeles Wildfire Hazard Area, as delineated in the Safety Element of the

quantities of flammable or explosive fuels or other materials (i.e., the fuel farm, liquefied natural gas (LNG)/compressed natural gas (CNG) facilities) from implementation of the Master Plan alternatives. However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased impacts associated with risk of upset than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant risk of upset impacts that were not addressed in the LAX Master Plan EIR.

- c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

*Potentially Significant Impact.* The proposed project does not include the use or storage of acutely hazardous materials, substances, or waste. However, schools within one-quarter mile of LAX may be adversely impacted by hazardous air emissions from aircraft and airport-related vehicles/traffic. The LAX Master Plan EIR evaluated the human health risks of increased emissions of toxic air pollutants on sensitive receptors, including children at schools, associated with implementation of the Master Plan alternatives. However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased human health impacts than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant human health impacts that were not addressed in the LAX Master Plan EIR.

- d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

*Potentially Significant Impact.* As part of the LAX Master Plan EIR, pursuant to Government Code Section 65962.5, a hazardous waste site database search for the LAX Master Plan alternatives was conducted. The results of the database search identified a number of existing known contamination/remediation sites within the LAX boundaries. As part of the LAX SPAS EIR, a new hazardous waste site database search will be conducted to identify any potential additional hazardous waste contamination/remediation sites within or adjacent to LAX that may be impacted by construction of the LAX SPAS alternatives. In addition, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased hazardous material impacts with respect to existing contamination and remediation activities than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant hazardous material impacts related to existing contamination and remediation activities that were not addressed in the LAX Master Plan EIR.

developed and paved, although there are areas of disturbed, undeveloped pervious areas adjacent to the runways in the North Airfield. Similar to the conclusion made in the LAX Master Plan EIR, although the SPAS Alternatives may result in a net increase in impervious area and an associated decrease in the volume of surface recharge within the LAX area when compared to existing conditions, the reduction in surface recharge would not substantially change the groundwater storage or groundwater elevation beneath LAX. Moreover, groundwater production would not be affected. In summary, impacts to groundwater supplies and recharge would be less than significant, and no mitigation measures are required. As such, this issue does not require any further analysis in the LAX SPAS EIR.

- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?**

*Potentially Significant Impact.* Please see Response No. VIII.a. above.

- d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?**

*Potentially Significant Impact.* Please see Response No. VIII.a. above.

- e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?**

*Potentially Significant Impact.* Please see Response No. VIII.a. above.

- f. Otherwise substantially degrade water quality?**

*Potentially Significant Impact.* Please see Response No. VIII.a. above.

- g. Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?**

- h. Place within a 100-year flood plain structures which would impede or redirect flood flows?**

*g-h. No Impact.* As indicated in the LAX Master Plan EIR, no 100-year floodplain areas are located within the LAX Master Plan boundaries.<sup>24</sup> Further, the LAX SPAS alternatives do not involve the

<sup>24</sup> City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.13, April 2004.

General Plan.<sup>22</sup> Therefore, implementation of the proposed project would not result in the exposure of people or structures to hazards associated with wildland fires, and no mitigation measures are required. As such, this issue does not require any further analysis in the LAX SPAS EIR.

**IX. HYDROLOGY AND WATER QUALITY. Would the project:**

- a. Violate any water quality standards or waste discharge requirements?**

*Potentially Significant Impact.* As indicated in the LAX Master Plan EIR, surface water at the project site drains into storm drain facilities within the jurisdiction of the County of Los Angeles and the City of Los Angeles, which discharge to either San Pedro Bay, via the Dominguez Channel, or to Santa Monica Bay. Construction and operation of the improvements proposed under the LAX Master Plan would alter existing surface drainage patterns at LAX, mainly due to changes in the location and amounts of impervious surfaces within the airport area, and would generate surface water pollutants posing the potential to exceed state water quality standards. Such potential impacts would, however, be reduced to a level that is less than significant based on development and implementation of Master Plan Commitment HWQ-1, which provides for a Conceptual Drainage Plan. That Plan is designed to address the potential changes in surface drainage patterns at LAX and includes numerous Best Management Practices (BMPs) that address water quality pollutants associated with construction and operations. The Conceptual Drainage Plan for LAX was formalized in conjunction with the LAX South Airfield Improvement Project (SAIP) EIR and applies to all Master Plan improvements at LAX. The SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities contemplated in the LAX Master Plan EIR and associated Conceptual Drainage Plan and, therefore, the proposed project has the potential to create new or substantially different/increased hydrology and water quality impacts than addressed in the LAX Master Plan EIR and Conceptual Drainage Plan. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant impacts on hydrology and surface water quality that were not addressed in the LAX Master Plan EIR.

- b. Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?**

*Less Than Significant Impact.* As indicated in the LAX Master Plan EIR, the project site is located within the West Coast Groundwater Basin. Groundwater beneath LAX is not used for municipal or agricultural purposes.<sup>23</sup> Construction and operation of the proposed project would not require the use of groundwater and, thus, would not deplete groundwater supplies. The majority of the project site is

<sup>22</sup> City of Los Angeles Planning Department, Safety Element of the City of Los Angeles General Plan, Exhibit D, Selected Wildfire Hazard Areas In the City of Los Angeles, April 1996.

<sup>23</sup> City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.7, April 2004.



- b. Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

*Potentially Significant Impact.* The LAX Master Plan EIR evaluated the land use impacts of the Master Plan alternatives, including the potential for construction and operation activities to result in land use incompatibilities and/or inconsistencies with applicable federal, state, and local regulations, plans, and policies. However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased land use impacts than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant land use impacts that were not addressed in the LAX Master Plan EIR.

- c. Conflict with any applicable habitat conservation plan or natural community conservation plan?**

*Potentially Significant Impact.* Changes in the placement of navigational aids associated with alternative configurations of the North Airfield runways have the potential to result in impacts to biological resources in the Los Angeles/EI Segundo Dunes. The Los Angeles/EI Segundo Dunes, a designated Ecologically Sensitive Habitat Area, contains the EI Segundo Blue Butterfly Habitat Restoration Area. The LAX SPAS EIR will evaluate if the SPAS Alternatives would result in potential conflicts with the Los Angeles/EI Segundo Dunes Specific Plan that were not addressed in the LAX Master Plan EIR.

**XI. MINERAL RESOURCES. Would the project:**

- a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

*No Impact.* The State Mining and Geology Board classifies mineral resource zones throughout the State. As indicated in the LAX Master Plan EIR, the project site is contained within a MRZ-3 zone, which represents areas with mineral deposits whose significance cannot be evaluated from available data.<sup>27</sup> The project site is developed with airport-related or other urban uses that are mostly paved with some disturbed open space and limited landscaping. There are no actively-mined mineral or timber resources on the project site. Therefore, the proposed SPAS Alternatives would not affect access to or the availability of valued mineral resources, and no mitigation measures are required. As such, this issue does not require any further analysis in the LAX SPAS EIR.

<sup>27</sup> City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.17, April 2004.

construction of housing. Therefore, no impacts resulting from the placement of housing or other structures within a 100-year floodplain would occur, and no mitigation measures are required. As a result, this issue does not require any further analysis in the LAX SPAS EIR.

- i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?**

*No Impact.* Please see Response No. VIII.g-h above. In addition, as delineated on the City of Los Angeles Inundation and Tsunami Hazard Areas map,<sup>25</sup> the project site is not within a boundary of an inundation area from a flood control basin. Further, the project site is not located within the downstream influence of any levee or dam. Therefore, no impacts due to the exposure of people or structures to a risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam would occur, and no mitigation measures are required. As such, this issue does not require any further analysis in the LAX SPAS EIR.

- j. Inundation by seiche, tsunami, or mudflow?**

*No Impact.* The project site is located approximately .5 mile east of the Pacific Ocean and is not delineated as a potential inundation or tsunami impacted area in the City of Los Angeles Inundation and Tsunami Hazard Areas map.<sup>26</sup> Mudflows are not a risk as the project site is located on, and is surrounded by, relatively level terrain and urban development. Therefore, no impacts resulting from inundation by seiche, tsunami, or mudflow are anticipated to occur, and no mitigation measures are required. As such, this issue does not require any further analysis in the LAX SPAS EIR.

**X. LAND USE AND PLANNING. Would the project:**

- a. Physically divide an established community?**

*No Impact.* The improvements contemplated in the proposed SPAS Alternatives would occur largely on airport property, with the possible exception of potential APM routes and other transportation-related improvements. No land use acquisition or new facilities are proposed that would physically divide an established community. While it is not anticipated that the project would physically divide an established community, the LAX SPAS EIR will include an analysis of potential land use impact associated with each alternative.

<sup>25</sup> City of Los Angeles Planning Department, Safety Element of the City of Los Angeles General Plan, Exhibit G, Inundation & Tsunami Hazard Areas in the City of Los Angeles, March 1994.

<sup>26</sup> City of Los Angeles Planning Department, Safety Element of the City of Los Angeles General Plan, Exhibit G, Inundation & Tsunami Hazard Areas in the City of Los Angeles, March 1994.

*No Impact.* The project site is not located within the vicinity of a private airstrip, but rather within a public airport. However, those residing or working in the project area may be exposed to excessive noise levels as indicated in Response No. XI.a-e above.

### XIII. POPULATION AND HOUSING. *Would the project:*

- a. **Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

*No Impact.* The proposed project evaluates alternative configurations of certain LAX Master Plan facilities. The project does not include residential or business development. Therefore, the proposed project would not directly induce population growth.

In accordance with the LAX Master Plan Stipulated Settlement, the planning framework for the LAX SPAS alternatives is such that they would not exceed a practical capacity of 78.9 million annual passengers (MAP), the same passenger capacity as projected under the approved LAX Master Plan. In addition, the projected cargo activity for the LAX SPAS alternatives would remain the same as that under the approved LAX Master Plan (3.1 million annual tons). The LAX Master Plan EIR addresses the growth implications associated with the cargo and passenger activity levels and concludes that the Master Plan would not induce substantial growth. Based on the comparable levels of passenger and cargo activity, it is not expected that the growth implications associated with operation of the LAX SPAS alternatives would be materially different than those previously addressed in the LAX Master Plan EIR. Similarly, the LAX Master Plan does not involve the expansion or extension of infrastructure into under-developed or undeveloped areas. Thus, the proposed project is not anticipated to result in substantial direct or indirect growth in population and housing, and no mitigation measures are required. As such, this issue does not require any further analysis in the LAX SPAS EIR.

- b. **Displace substantial numbers of existing housing necessitating the construction of replacement housing elsewhere?**

- c. **Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?**

*b-c. Less Than Significant Impact.* As discussed in the LAX Master Plan EIR, independent of the LAX Master Plan, LAX has an existing relocation program underway to mitigate aircraft noise impacts on area residences, as part of LAX's Aircraft Noise Mitigation Program (ANMP).<sup>29</sup> A total of over

<sup>29</sup> Under the ANMP, LAX may acquire Airport/Belford and Manchester Square properties voluntarily offered for acquisition. These areas are impacted by noise, traffic, and incompatible adjacent land uses. Residents in those areas approached the airport and requested that their properties be acquired rather than soundproofed.

- b. **Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?**

*No Impact.* The project site is not within an area delineated on the City of Los Angeles Oil Field & Oil Drilling Areas map in the City of Los Angeles General Plan Safety Element.<sup>28</sup> Furthermore, the project site is developed or disturbed, and the proposed project would not affect the availability of a locally-important mineral resource recovery site. As such, no mitigation measures are required and this issue will not be evaluated any further in the LAX SPAS EIR.

### XII. NOISE. *Would the project result in:*

- a. **Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**
- b. **Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?**
- c. **A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?**
- d. **A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?**
- e. **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

*a-e. Potentially Significant Impact.* The LAX Master Plan EIR evaluated the noise impacts of the Master Plan alternatives, including potential increases in noise levels from aircraft, surface roadways, and construction traffic and equipment in the communities surrounding LAX. However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased noise impacts than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant noise impacts that were not addressed in the LAX Master Plan EIR.

- f. **For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?**

<sup>28</sup> City of Los Angeles Planning Department, Safety Element of the City of Los Angeles General Plan, Exhibit E, Oil Field & Oil Drilling Areas in the City of Los Angeles, May 1994.

### c. Schools?

*Less than Significant.* The proposed project evaluates alternative configurations of certain LAX Master Plan facilities and does not include residential development, which could contribute to increases in school enrollment. Further, the proposed project would not directly physically impact/alter any public schools. Similar to the approved LAX Master Plan, under the proposed project there would be a reduction in airport-related employment due to productivity increases (i.e., the production of more economic output per worker).<sup>30</sup> This decrease in employment is anticipated to result in a decrease of students associated with LAX employment in the Los Angeles Unified School District and other school districts in the region over the planning period. The estimated decrease in employment and its effect on enrollment is not expected to cause a school closure or the need for new or modified school facilities in any of these districts. The project-related decreases in enrollment would occur over time and be more than offset by enrollment increases associated with other projects. Although enrollment impacts are considered to be less than significant, any indirect enrollment impacts on schools associated with the proposed project would be mitigated through payment of school impact fees by LAWA or its non-governmental tenants for commercial and industrial development, thereby avoiding any significant impacts.<sup>31</sup> As such, the issue of direct impacts to schools does not require any further analysis in the LAX SPAS EIR. Non-enrollment impacts on schools relative to noise, air quality, health risk, and traffic/access will be addressed in the LAX SPAS EIR.

### d. Parks?

*No Impact.* The proposed project evaluates alternative configurations of certain LAX Master Plan facilities and does not include residential development, which could contribute to increases in park demand. Further, the proposed project would not directly physically impact/alter any public park or recreation areas. As discussed in Section XIII.c above, similar to the approved LAX Master Plan, under the proposed project there would be a reduction in airport-related employment due to productivity increases. Thus, employment-related demand for parkland would decrease due to the reduction in direct employment generated by LAX. As indicated in the LAX Master Plan EIR, although no residential development is proposed, increases in passenger activity, compared with existing conditions, may increase demand for parks and recreation. However, demand from passengers is not considered substantial as most visitors to the airport are focused on arriving or departing directly from the immediate area. In addition, this increase is expected to be offset by the projected decrease of airport-related employees that would occur under the approved LAX Master Plan, as well as the proposed project.<sup>32</sup> Therefore, the proposed

<sup>30</sup> City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles

International Airport Proposed Master Plan Improvements, Section 4.5, April 2004.

<sup>31</sup> City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles

International Airport Proposed Master Plan Improvements, Section 4.27, April 2004.

<sup>32</sup> City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International

Airport Proposed Master Plan Improvements, Section 4.26.3, April 2004.

Notice of Preparation

A-22

LAX Specific Plan Amendment Study

October 2010

2,500 houses and apartments in Manchester Square, the location of the GTC project under the approved Master Plan, and the Belford residential area (which is not included in the proposed project site boundaries), have been or are planned to be acquired and the residents relocated under the program existing plan. Voluntary property acquisition commenced in the spring of 1998.

Similar to the approved LAX Master Plan, no residential acquisition is proposed for the LAX SPAS alternatives. However, depending on the LAX SPAS alternative ultimately selected, should the ANMP land acquisition under LAWA's Existing ANMP Relocation Plan for Manchester Square not be completed by the time the LAX SPAS alternative is approved and advanced into implementation, the City of Los Angeles and LAWA will begin to explore the most appropriate and practical measures consistent with the project construction sequencing plan. The LAX SPAS EIR will include a discussion of the current status of the property acquisitions in Manchester Square and Belford and the proposed use of the subject area with respect to the SPAS alternatives.

**XIV. PUBLIC SERVICES.** *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?*

#### a. Fire protection?

*Potentially Significant Impact.* The LAX Master Plan EIR evaluated the impacts on fire protection from implementation of the Master Plan alternatives, including whether the proposed alternatives would directly increase demand on fire protection and emergency services resulting in facility capacity constraints, inadequate fire flows, or unacceptable emergency response times. However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased impacts on fire protection than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant impacts on fire protection that were not addressed in the LAX Master Plan EIR.

#### b. Police protection?

*Potentially Significant Impact.* The LAX Master Plan EIR evaluated the impacts on law enforcement services from implementation of the Master Plan alternatives, including whether the proposed alternatives would directly increase demand for law enforcement services to an extent that would result in understaffed law enforcement services, inadequate facilities, or increased and unacceptable response times. However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased impacts on law enforcement services than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant impacts on law enforcement services that were not addressed in the LAX Master Plan EIR.

Notice of Preparation

A-21

LAX Specific Plan Amendment Study

October 2010

result in substantial physical deterioration of existing area recreational facilities or require the construction or expansion of recreational facilities. As such, this issue does not require any further analysis in the LAX SPAS EIR.

**XVI. TRANSPORTATION/CIRCULATION. Would the project:**

**a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

**b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

*a-b. Potentially Significant Impact.* The LAX Master Plan EIR evaluated the transportation impacts of the Master Plan alternatives, including potential impacts to on-airport transportation (airport roadway, curbfront, and parking systems; remote parking facilities; commercial vehicle staging areas; remote parking facilities; rental car facilities; transit systems; Automated People Mover; and, pedestrian activities) and off-airport transportation (arterial roads and highway segments and ramps that serve traffic approaching and departing the airport). However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased transportation impacts than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant transportation impacts that were not addressed in the LAX Master Plan EIR.

**c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?**

*Potentially Significant Impact.* The LAX Master Plan EIR evaluated the aviation safety impacts of the Master Plan alternatives. However, the North Airfield reconfiguration alternatives for the LAX SPAS have the potential to create new or substantially different/increased aviation safety impacts than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the LAX SPAS alternatives to have significant aviation safety impacts that were not addressed in the LAX Master Plan EIR.

**d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

*Potentially Significant Impact.* Please see Response No. XV.a-b and Response No. XV.c above.

project would not result in the need for new/altered parks and no mitigation measures are required. As such, this issue does not require any further analysis in the LAX SPAS EIR.

**e. Other governmental services (including roads)?**

*Potentially Significant Impact.* The SPAS alternatives may include some modifications to local roads at, or near, LAX that were not addressed in the LAX Master Plan EIR. These modifications, as well as any resulting potential impacts associated with area roads, will be discussed in the LAX SPAS EIR.

With respect to libraries, the proposed project does not include residential development, which could contribute to increases in library services demand. Further, the proposed project would not directly physically impact/alter any public libraries. As discussed in Section XIII.c above, similar to the approved LAX Master Plan, under the proposed project there would be a reduction in airport-related employment due to productivity increases. Thus, employment-related demand for library services would decrease due to the reduction in direct employment generated by LAX. As indicated in the LAX Master Plan EIR, although no new residential development is proposed, it is possible that increases in passenger activity, compared with existing conditions, could result in an increase in demand for library services. However, demand from passengers is not anticipated to be substantial and this potential increase is expected to be offset by the projected decrease of airport-related employees that would occur under the approved LAX Master Plan, as well as the proposed project.<sup>33</sup> Therefore, the proposed project would not result in the need for new/altered libraries, and no mitigation measures are required. As such, no further analysis of potential impacts to libraries is required for the LAX SPAS EIR.

**XV. RECREATION.**

**a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

**b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

*a-b. No Impact.* The proposed project does not include development of recreational facilities. As indicated in Response No. XIII.d above, although no residential development is proposed as part of the project, increases in passenger activity, compared with existing conditions, may increase demand for parks and recreation. However, demand from passengers is not considered substantial as most visitors to the airport are focused on arriving or departing directly from the immediate area. In addition, this increase is expected to be offset by the projected decrease of airport-related employees that would occur under the approved LAX Master Plan, as well as the proposed project. Therefore, the proposed project would not

<sup>33</sup> City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.26-4, April 2004.

**d. Have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?**

*Potentially Significant Impact.* The LAX Master Plan EIR evaluated the impacts on water supply from implementation of the Master Plan alternatives. However, the SPAS Alternatives propose different land acquisition than the Master Plan alternatives, with the potential to create new or substantially different/increased impacts on water supply than addressed in the LAX Master Plan EIR. In addition, the LAX SPAS EIR will provide an updated description of current conditions relative to water supply and will evaluate the potential for changes in conditions to result in new impacts. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant impacts on potable water supply that were not addressed in the LAX Master Plan EIR. With respect to impacts of the SPAS alternatives on reclaimed water supply, as indicated in the LAX Master Plan EIR, LAWA would maximize the use of reclaimed water in new facilities and within irrigated areas, such as landscaping. With the planned expansion of existing reclaimed water production and existing distribution capacity, ample supply and facilities would be available to accommodate the demand for reclaimed water use.<sup>34</sup> Therefore, no significant impacts with respect to reclaimed water supply would occur. As such, the issue of impacts on reclaimed water supply does not require any further analysis in the LAX SPAS EIR.

**e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

*Potentially Significant Impact.* Please see Response No. XVI.a-b above.

**f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

**g. Comply with federal, state, and local statutes and regulations related to solid waste?**

*f-g. Potentially Significant Impact.* The LAX Master Plan EIR evaluated the impacts on solid waste generation and disposal from implementation of the Master Plan alternatives. However, the SPAS Alternatives propose different land acquisition than the Master Plan alternatives, with the potential to create new or substantially different/increased impacts on solid waste generation and disposal than addressed in the LAX Master Plan EIR. In addition, the LAX SPAS EIR will provide an updated description of current conditions relative to solid waste disposal and will evaluate the potential for changes in conditions to result in new impacts. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant impacts on municipal solid waste generation and disposal that were not

<sup>34</sup> City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.25.1, April 2004.

**e. Result in inadequate emergency access?**

*Potentially Significant Impact.* As indicated in Response No. XIII.a and Response No. XIII.b, the LAX Master Plan EIR evaluated the impacts on emergency services from implementation of the Master Plan alternatives. However, the SPAS Alternatives propose a different configuration of certain LAX Master Plan facilities and, therefore, the proposed project has the potential to create new or substantially different/increased impacts on emergency access than addressed in the LAX Master Plan EIR. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant impacts on emergency access that were not addressed in the LAX Master Plan EIR.

**f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?**

*Potentially Significant Impact.* Please see Response No. XV.a-b above.

**XVII. UTILITIES. Would the project:**

**a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?**

**b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

*a-b. Potentially Significant Impact.* The LAX Master Plan EIR evaluated the impacts on water and wastewater conveyance and treatment facilities from implementation of the Master Plan alternatives. However, the SPAS Alternatives propose different land acquisition than the Master Plan alternatives, with the potential to create new or substantially different/increased impacts on water and wastewater conveyance and treatment facilities than addressed in the LAX Master Plan EIR. In addition, the LAX SPAS EIR will provide an updated description of current conditions relative to wastewater treatment and will evaluate the potential for changes in conditions to result in new impacts. The LAX SPAS EIR will evaluate the potential for the SPAS Alternatives to have significant impacts on water and wastewater conveyance and treatment facilities that were not addressed in the LAX Master Plan EIR.

**c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

*Potentially Significant Impact.* Please see Response No. VIII.a. above.

*Potentially Significant Impact.* Implementation of the proposed project may result in adverse environmental effects which could potentially result in substantial adverse effects on humans. The potential for the proposed project to result in significant adverse impacts on humans will be evaluated in the LAX SPAS EIR.

addressed in the LAX Master Plan EIR. With respect to impacts of the SPAS alternatives on inert solid waste (e.g., concrete and asphalt from construction and demolition activities) disposal capacity, as indicated in the LAX Master Plan EIR, as of December 2000, the total remaining permitted inert waste capacity in Los Angeles County was estimated to be approximately 57.7 million tons. Based on the average 2000 disposal rate, this capacity would be exhausted in approximately 44 years. Therefore, there is anticipated to be no shortfall in disposal capacity for inert waste within the county.<sup>35</sup> As such, the issue of impacts to inert solid waste disposal capacity does not require any further analysis in the LAX SPAS EIR.

#### XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.

- a. **Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

*Potentially Significant Impact.* The proposed project has the potential to degrade the quality of the environment and has the potential to affect biological and cultural resources. The potential for significant impacts to these resources will be evaluated in the LAX SPAS EIR.

- b. **Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).**

*Potentially Significant Impact.* Implementation of the proposed project may result in cumulative impacts when considered with other past, present and probable future projects on the airport and in the surrounding area. The potential for the proposed project to contribute to cumulative adverse environmental impacts will be evaluated in the LAX SPAS EIR.

- c. **Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?**

<sup>35</sup> City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, Section 4.19, April 2004.

This page intentionally left blank.

**REFERENCES**

Biological Opinion from United States Fish and Wildlife Service (USFWS) of the LAX Master Plan Final EIR, April 2004.  
Biological Opinion from United States Fish and Wildlife Service (USFWS) of the LAX Operation and Maintenance, April, 2005.  
City of Los Angeles, Los Angeles World Airports (LAWA), Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, April 2004.  
City of Los Angeles, Los Angeles World Airports (LAWA), Environmental Management Division, Final LAX Master Plan Mitigation Monitoring & Reporting Program, Paleontological Management Treatment Plan, June 2005.  
City of Los Angeles Planning Department, Safety Element of the City of Los Angeles General Plan, adopted November 1996.





# **2010 NOP PowerPoint Presentation**



**LAX***Los Angeles World Airports**Los Angeles International Airport***Specific Plan Amendment Study (SPAS)**

## Specific Plan Amendment Study Scoping Meeting Agenda

- Purpose of Public Scoping/Environmental Impact Report (EIR) Process
- Project Background
- Yellow Light Projects
- Potential Options
- EIR Process Next Steps/Timeline

## Purpose of Public Scoping/EIR Process

- These scoping meetings reinitiate the EIR process for the Specific Plan Amendment Study (SPAS)
- Today's meeting is to receive your comments and input regarding the environmental issues to be addressed in the EIR
- LAWA will review all scoping comments and, if necessary, adjust the scope of the EIR
- All scoping comments will be included in an appendix to the Draft EIR when it is published

3

## Purpose of Public Scoping/EIR Process

- Following this presentation, we will open the meeting to oral comments
- Written comments can also be submitted
- Written comments can also be emailed or mailed to LAWA until November 29<sup>th</sup>

4

## SPAS Background

- LAX Master Plan approved and LAX Specific Plan adopted in December 2004
- LAX Specific Plan established special procedures for “Yellow Light Projects”
- Yellow Light Projects include:
  - Ground Transportation Center (GTC)
  - Automated People Mover (APM) 2 from GTC to Central Terminal Area (CTA)
  - Terminal 1, 2 and 3 Demolition
  - North Runway Reconfiguration
  - On-Site Roadway Improvements associated with GTC and APM2

5

## SPAS Background

### Yellow Light Projects



6

## SPAS Background

- Per the Stipulated Settlement for the LAX Master Plan and the LAX Specific Plan, LAWA is proceeding with the LAX Specific Plan Amendment Study process
- The Specific Plan Amendment Study is focused on:
  - The study of “potential alternative designs, technologies, and configurations that would provide solutions to the problems that the Yellow Light Projects were designed to address consistent with a practical capacity of LAX at 78.9 million annual passengers”
  - Security, traffic and aviation implications of these alternatives
  - Potential environmental impacts and mitigation measures associated with replacement of the Yellow Light projects with alternative projects

7

## SPAS Background

- Original SPAS EIR NOP circulated in March 2008
- Subsequent information and events include:
  - Completion of North Airfield Safety Study in 2010 and FAA and City response to the study
  - Updates to Los Angeles County mass transit plans
  - Further analysis of the ground transportation system by LAWA
  - Acquisition of Park One by LAWA
- As a result, LAWA expanded and refined options for the potential alternative SPAS designs, technologies and configurations
- Revised NOP identifies various airfield, terminal and ground transportation options
- Following scoping process, EIR alternatives will be formulated that combine airfield, terminal and ground transportation components

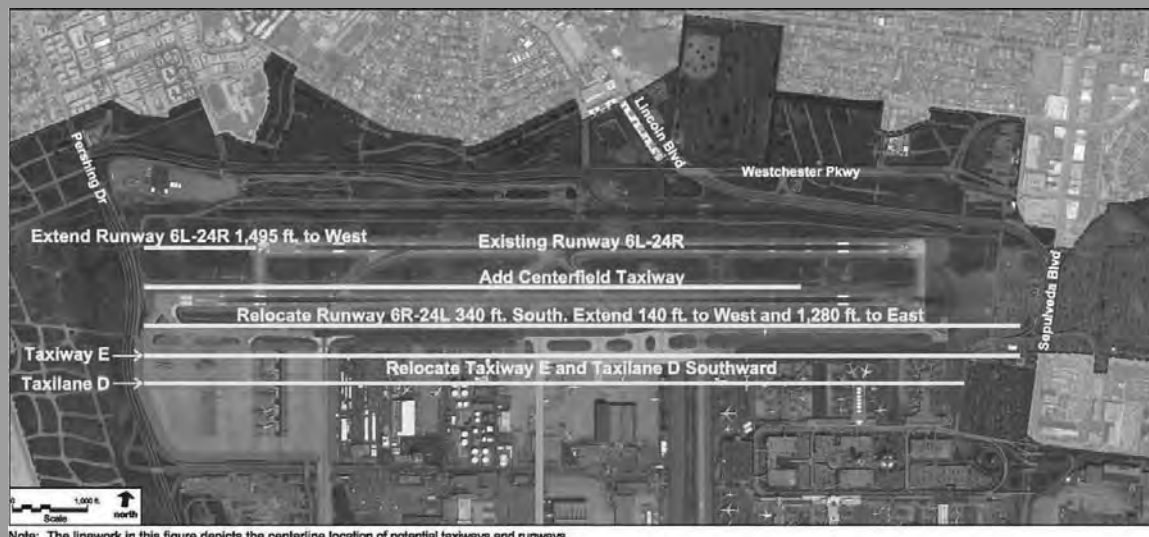
8

## Potential SPAS Airfield Options

- Airfield Options include:
- Moving Runway 6R-24L 340' south (approved Master Plan)
  - Moving Runway 6R-24L 100' south
  - Moving Runway 6L-24R 100' north
  - Moving Runway 6L-24R 200' north
  - Moving Runway 6L-24R 300' north
  - Moving Runway 6L-24R 400' north

9

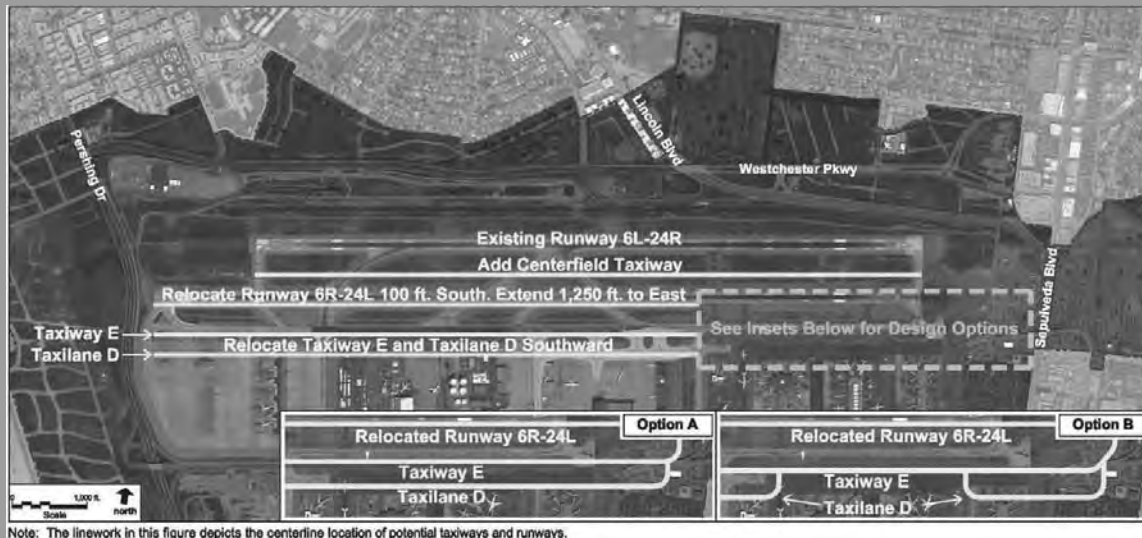
## Potential Airfield Option: Approved Master Plan



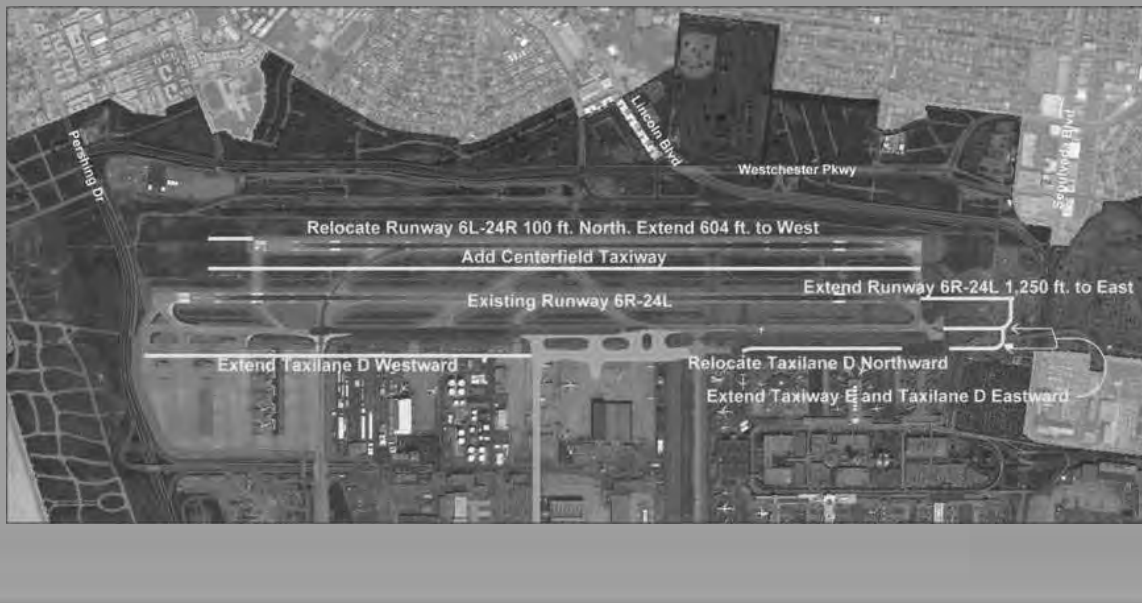
Note: The linework in this figure depicts the centerline location of potential taxiways and runways.

10

# Potential Airfield Option: Move 6R-24L 100' South

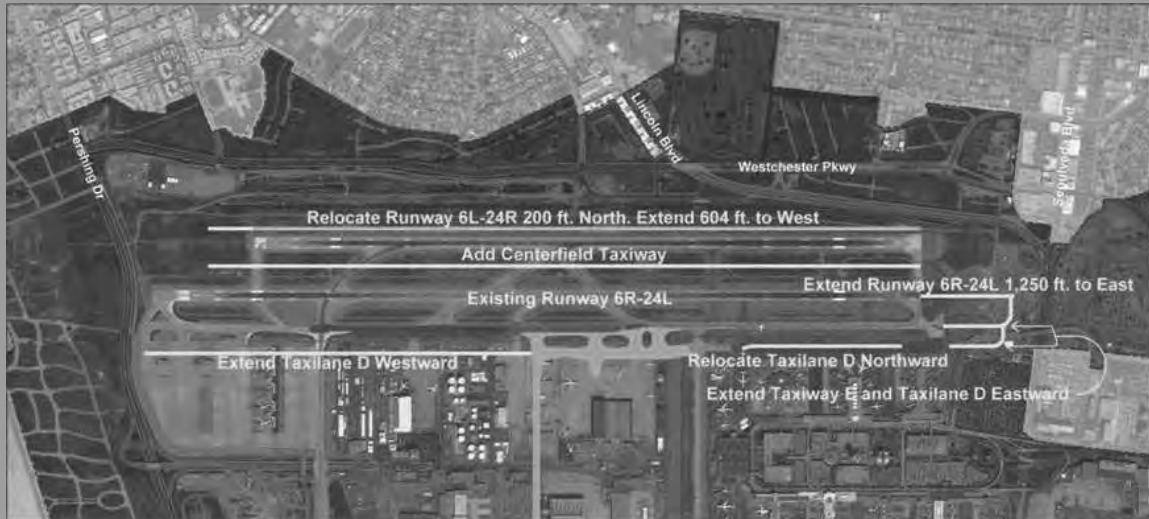


# Potential Airfield Options: Northerly Movement of 6L-24R

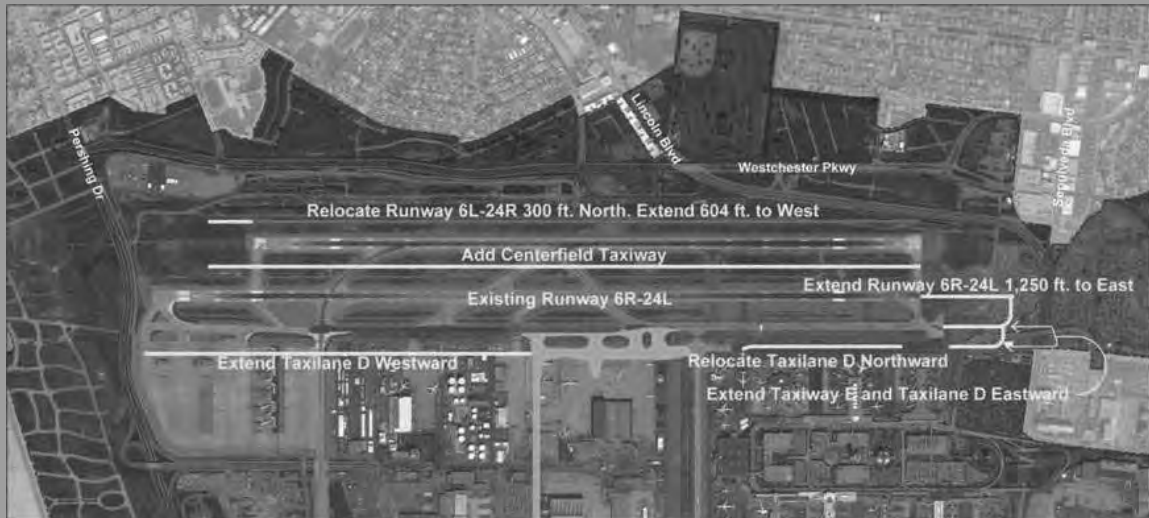




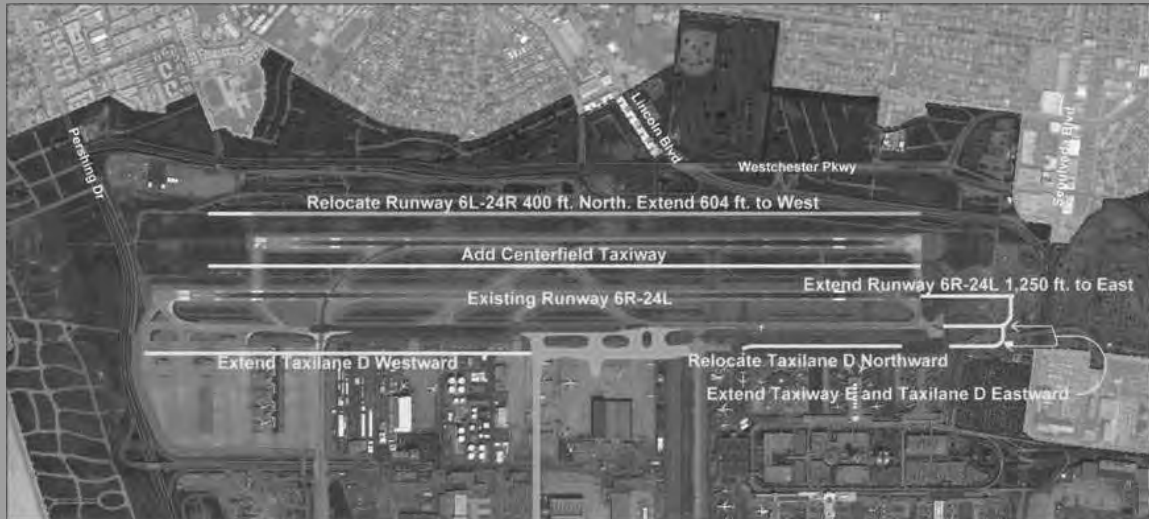
# Potential Airfield Options: Northerly Movement of 6L-24R



# Potential Airfield Options: Northerly Movement of 6L-24R



# Potential Airfield Options: Northerly Movement of 6L-24R



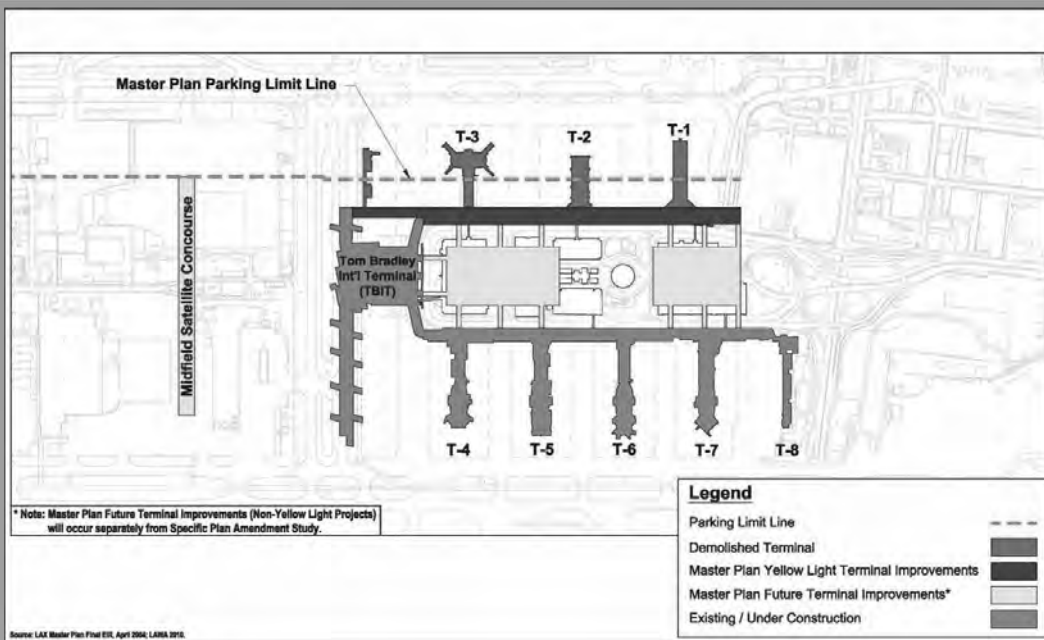
# Potential Airfield Options: Northerly Movement of 6L-24R



# Potential SPAS Options – Terminals

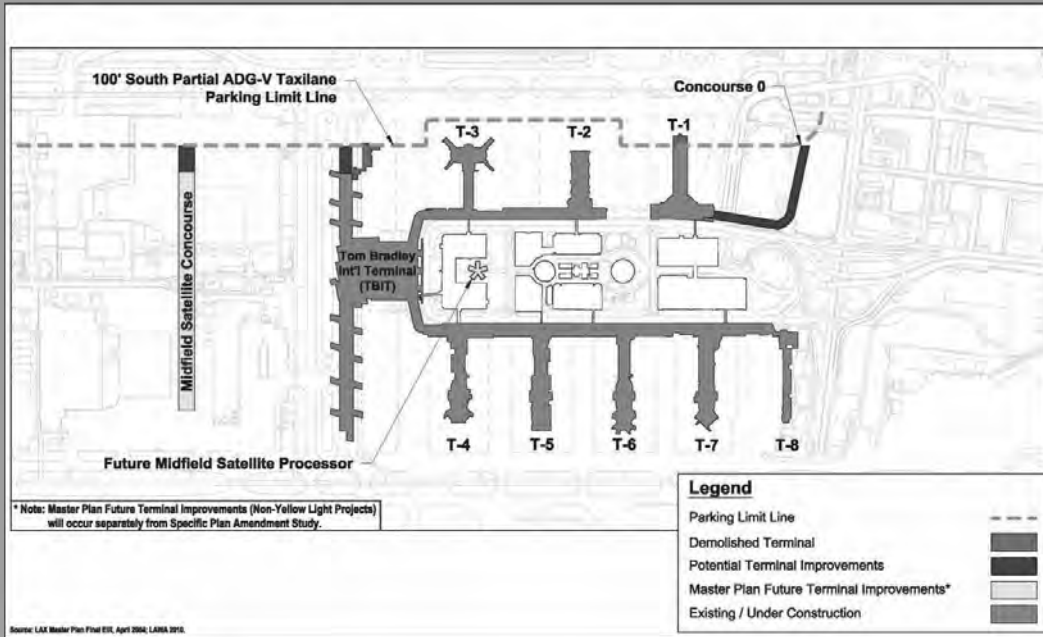
- Terminal Options include:
  - Approved Master Plan
  - SPAS options that would complement the various airfield options under consideration

## Potential Terminal Option: Demolish Terminals 1, 2 and 3 and Build Linear Concourse (Approved Master Plan)



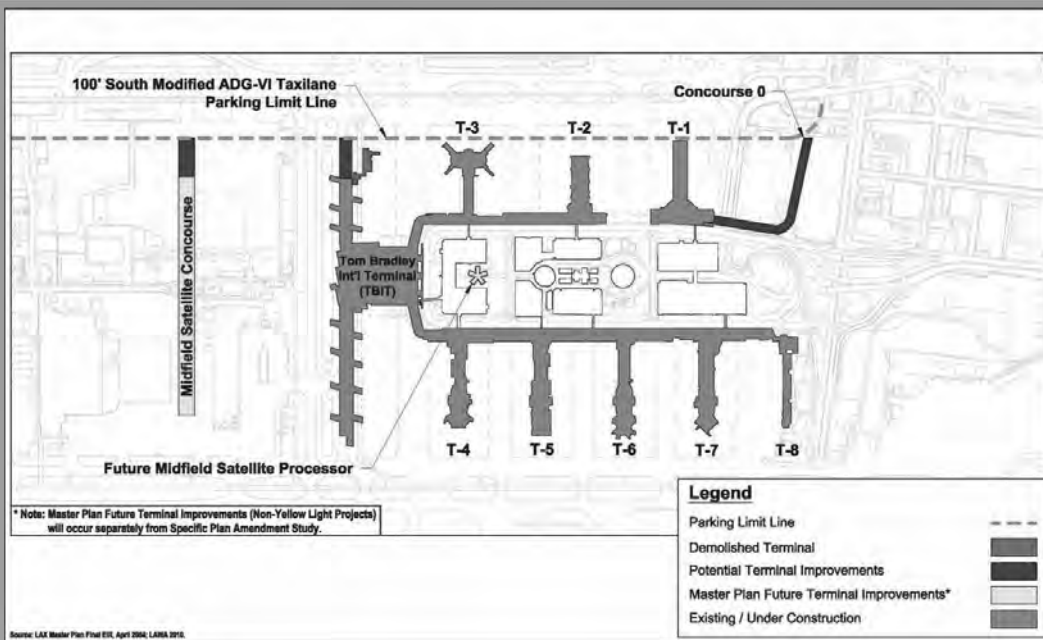
# Potential Terminal Option:

## Partially Demolish Terminal 1, Alter Gates, Add Concourse 0 (Runway 6R-24L 100' South with Partial Taxilane)



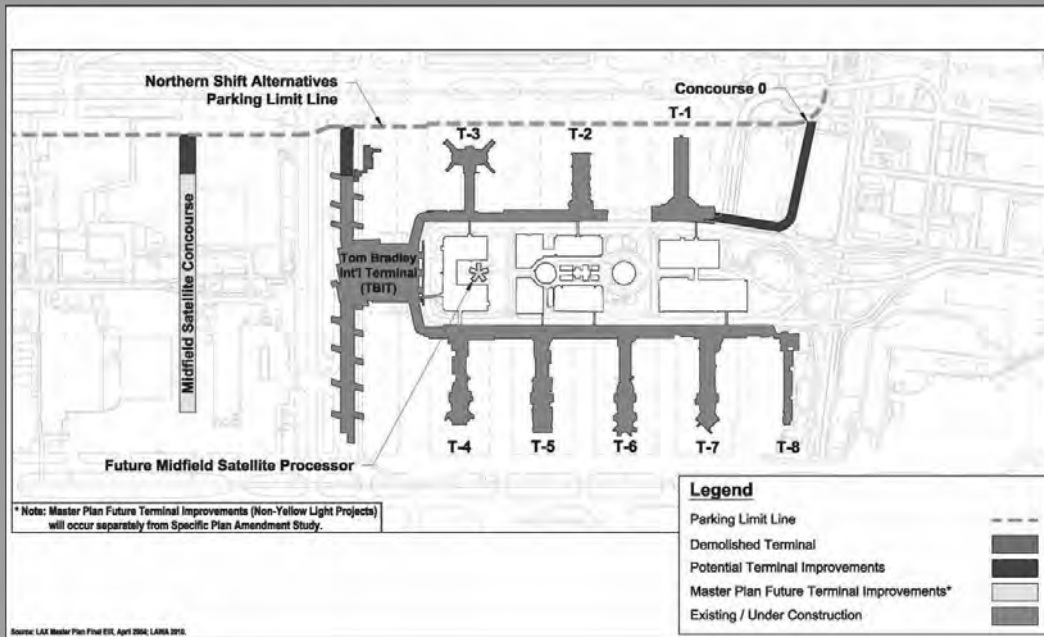
# Potential Terminal Option:

## Preserve Terminals 1, 2 and 3, Alter Gates, Add Concourse 0 (Runway 6R-24L 100' South with Full Taxilane)



## Potential Terminal Option:

Preserve Terminals 1, 2 and 3, Alter Gates, Add Concourse 0 (Runway 6L-24R Northerly Movements)



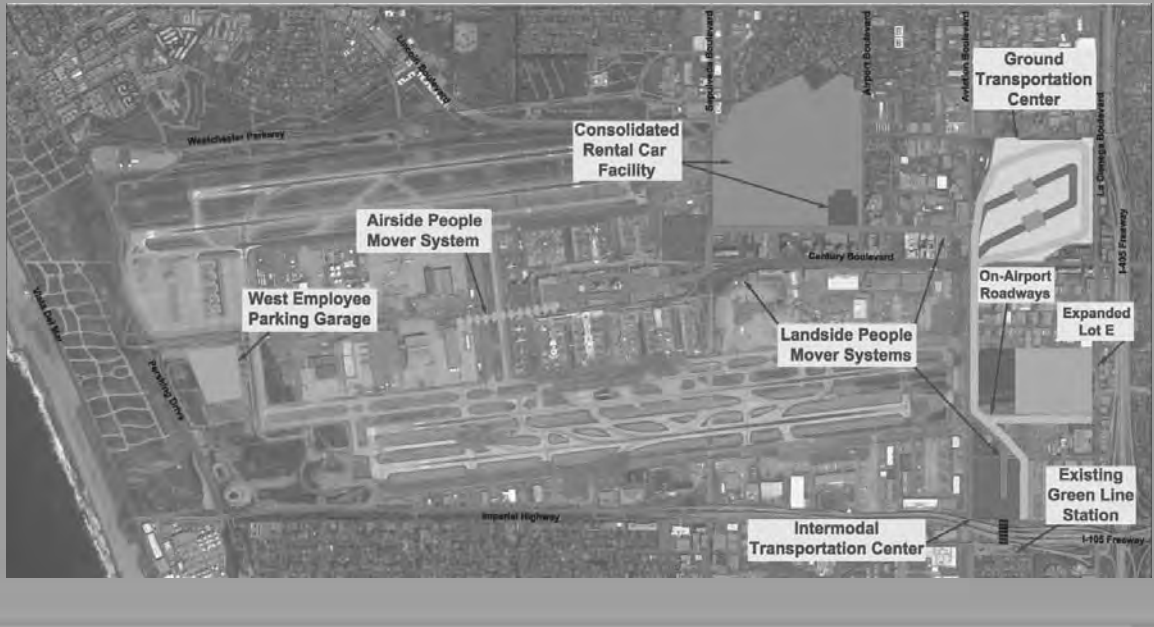
21

## Potential SPAS Options – Ground Transportation

- Ground Transportation Options include:
  - Approved Master Plan
  - Two SPAS Options: Concept A and Concept B

22

# Potential Ground Transportation Option: Approved Master Plan



# Potential Ground Transportation Option: Concept A



## Potential Ground Transportation Option: Concept B



25

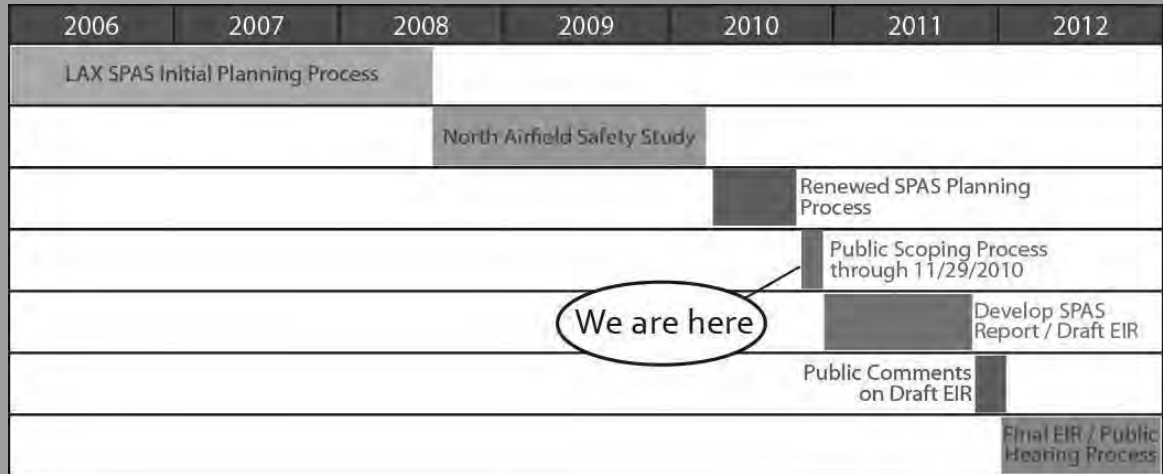
## EIR Process Next Steps/Timeline

- The purpose of the scoping process is to provide the public with an opportunity to comment on the issues to be addressed in the EIR
- LAWA will consider all of the comments received
- Following completion of scoping, LAWA will formulate alternatives to be carried into the EIR
- As required by CEQA, the Draft EIR will be circulated for public review and comment
- The Draft EIR is expected to be available for review in late 2011

26

# Environmental Impact Report Process

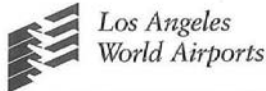
## LAX Specific Plan Amendment Study and EIR Timeline





## **2010 NOP Sign In Sheets**

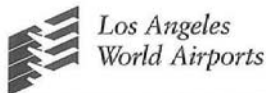




**LAX Specific Plan Amendment Study Environmental Impact Report**  
 Reporte de Impacto Ambiental del Estudio de Enmienda al Plan Especifico de LAX  
**Public Scoping Meeting**  
 Reunión Pública de Ambito  
**Saturday, November 6, 2010**  
 Sábado, 6 de Noviembre del 2010

**SIGN - IN**  
**Public/Registro de Público**

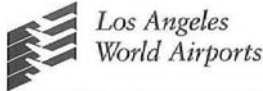
Name/Nombre	Organization/Organización	Address/Domicilio	Phone/Teléfono	Fax	E-mail/Correo electrónico
Paul Austin		8512 TUSCANY AVE #46 PDR CA 90045	30-422-1844		
Tommy Rays		7577 McCONNELL WESTCHESTER	310/445-8148		
Paul Kang		2824 Blackberry Ct. Fullerton, CA 92835	714-213-2547		
Charles Belden		7830 W. 80th P.D.R.	310-822-4022		
W. Keefe		8225 SUNNYSIDE DR PDR CA	310-881-5431		
Mary Jean Baca		8140 Barnsley Ave. L.A. 90045			
Lynndi HURT		141 NAPOLEON PLAYA DEL REY, CA 90295	(213) 300-3646		



**LAX Specific Plan Amendment Study Environmental Impact Report**  
 Reporte de Impacto Ambiental del Estudio de Enmienda al Plan Especifico de LAX  
**Public Scoping Meeting**  
 Reunión Pública de Ambito  
**Saturday, November 6, 2010**  
 Sábado, 6 de Noviembre del 2010

**SIGN - IN**  
**Public/Registro de Público**

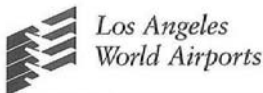
Name/Nombre	Organization/Organización	Address/Domicilio	Phone/Teléfono	Fax	E-mail/Correo electrónico
Ellie Holm	Kentwood Hm Gardens	7417 Hensler Av 90045	310 3095195		
Helen Jorna		7819 81st PDR 90293	310 822 6680		
Olivia Valentine	LAX Advisory Council	2519 W. 115th Pl. Hawthorne 90250	323 779-4691		ojvalentine@aol.com
Angela Barst		257 Redlands St	310 821-1595		angola61@msn.com
ROBERT ACHORMAN	APSAC	1055 W 75th Pl WESTCHESTER, CA 90045	310 927-2127		RACHORMAN@NETVIP.COM
Helen Coyne-Hoerle	V Anti-bes	13210 F Admiral Ave Marina del Rey 90292	310-251-6108		COYNE-HOERLE@CA.RR.COM



**LAX Specific Plan Amendment Study Environmental Impact Report**  
 Reporte de Impacto Ambiental del Estudio de Enmienda al Plan Específico de LAX  
**Public Scoping Meeting**  
 Reunión Pública de Ambiente  
**Saturday, November 6, 2010**  
 Sábado, 6 de Noviembre del 2010

**SIGN - IN**  
**Public/Registro de Público**

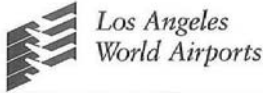
Name/Nombre	Organization/Organización	Address/Domicilio	Phone/Teléfono	Fax	E-mail/Correo electrónico
JAMES PATRICK SMITH	SELF	947 VIRGINIA EL SEGUNDO CT 90245	(310) 322-9552	(SAME)	CJ757947@BOX.COM
SANDRA BRAY		8712 YORKTOWN LA 90045			
SOO YEUN PARK		310 De Neve Dr. Los Angeles, CA 90024	(805) 631-8501		sooyeunpark@hotmail.com
GROUZLA HOOTI					
DENNY SCHNEIDER	ARSAC WNA	<del>DE</del> 7929 BREEN AV LA 90045	310 641-4199		DENNY@ WGLIVINGFREE.COM
Eric Hoch		6208 Rte Verde Rd Irvine, CA 92617			ehoch@uci.edu
FRANK JENSON	RESIDENT	7544 TIBBUL AVE PLAYA DEL REY, CA 90213	(602) 571-1248		



**LAX Specific Plan Amendment Study Environmental Impact Report**  
 Reporte de Impacto Ambiental del Estudio de Enmienda al Plan Específico de LAX  
**Public Scoping Meeting**  
 Reunión Pública de Ambiente  
**Saturday, November 6, 2010**  
 Sábado, 6 de Noviembre del 2010

**SIGN - IN**  
**Public/Registro de Público**

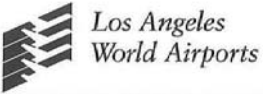
Name/Nombre	Organization/Organización	Address/Domicilio	Phone/Teléfono	Fax	E-mail/Correo electrónico
E Cortese	-	8512 TUSCANY AVE PDR			COOKIEPRES@VERIZON.NET
JACK TOPAL	W/P/D/C N.O.				PLAYA8200@AOL.COM
Denise Gustafson	Resident Westchester WISH Parent	8100 ALVERSTONE AVE. LA, CA			denisegust@me.com
Brian Gustafson	RESIDENT WISH parent	8100 ALVERSTONE AVE LA, CA 90045			
BRUCE SCHELDEN	-				bgscheldenc@verizon.net
JOHN DRAGONE	LAXAAC	922 SHELDON EL SEGUNDO			JOHN90304@YAHOO.COM
ELSIE SHARPE STAN SHARPE	resident	Playa del Rey			TWO SHARPES @ AOL .COM



**LAX Specific Plan Amendment Study Environmental Impact Report**  
 Reporte de Impacto Ambiental del Estudio de Enmienda al Plan Específico de LAX  
**Public Scoping Meeting**  
 Reunión Pública de Ambiente  
**Saturday, November 6, 2010**  
 Sábado, 6 de Noviembre del 2010

**SIGN - IN**  
**Public/Registro de Público**

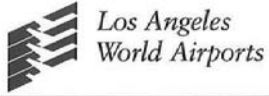
Name/Nombre	Organization/Organización	Address/Domicilio	Phone/Teléfono	Fax	E-mail/Correo electrónico
Sheila Mickelson	Westchester Democratic Club	1133 Alhambra Ave #8, LA 90045 90293	(310) 749-8525		SMickelson@bellsouth.net
Glenn Roth		8601 Falmouth Ave #323	(310) 251-8447		grroth@verizon.net
Cherie Jason Deane		5411 W 79th St LA 90045			cherietosh@hotmail.com
Carl + Kim Carlson		6031 Hill Rogue St Westchester			chcarlson5050@aol.com
Debra Landau Corin		8726 S Sepulveda Blvd #211 LA CA	(310) 435-6025		dclenday@aol.com
MONICA CASTRONEVES		322 CULVER BLVD #127 PLAYA DEL REY, CA 90293	310-712-2574	—	



**LAX Specific Plan Amendment Study Environmental Impact Report**  
 Reporte de Impacto Ambiental del Estudio de Enmienda al Plan Específico de LAX  
**Public Scoping Meeting**  
 Reunión Pública de Ambiente  
**Saturday, November 6, 2010**  
 Sábado, 6 de Noviembre del 2010

**SIGN - IN**  
**Elected Officials/Registro de Funcionarios Electos**

Name/Nombre	Organization/Organización	Address/Domicilio	Phone/Teléfono	Fax	E-mail/Correo electrónico
Val Velasco	V.P. BOAC				
Chad Molnar	CBM				
Carl Sanchez	EL SERRANO				



**LAX Specific Plan Amendment Study Environmental Impact Report**  
*Reporte de Impacto Ambiental del Estudio de Enmienda al Plan Especifico de LAX*  
**Public Scoping Meeting**  
*Reunión Pública de Ámbito*  
**Saturday, November 6, 2010**  
*Sábado, 6 de Noviembre del 2010*

**SIGN - IN**  
**Media/Registro de Prensa**

Name/Nombre	Organization/Organización	Address/Domicilio	Phone/Teléfono	Fax	E-mail/Correo electrónico
Ana Bakalis	Patch.com		323-770-4477		abakalis@yahoo.com

Empty registration area for media/press.

## **2010 NOP List of Commentors**





**LAX Specific Plan Amendment Study 2010 Revised NOP Response Letters**

<b>Ltr/ID</b>	<b>Commentor</b>	<b>Affiliation/Agency</b>	<b>Department</b>	<b>Date</b>	<b>Received Via</b>
1	Morgan, Scott	State of California	Governor's Office of Planning and Research	October 14, 2010	Hand delivered from Evelyn Quintanilla
2	Watson, Dianna	State of California	Department of Transportation	November 9, 2010	Hand delivered from Evelyn Quintanilla
3	Hartwell, Scott	Metropolitan Transportation Authority		November 29, 2010	Email from Evelyn Quintanilla
4	Lieb, Jacob	Southern California Association of Governments		November 23, 2010	Email from Evelyn Quintanilla
5	Rosendahl, Bill	City of Los Angeles	City Council, 11th District	November 10, 2010	Hand delivered from Evelyn Quintanilla
6	Chow, Denise	City of Los Angeles	Bureau of Sanitation	October 27, 2010	Email from Evelyn Quintanilla
7	Chow, Denise	City of Los Angeles	Bureau of Sanitation	November 1, 2010	Email from Evelyn Quintanilla
8	Chow, Denise	City of Los Angeles	Bureau of Sanitation	November 8, 2010	Email from Evelyn Quintanilla
9	Poosti, Ali	City of Los Angeles	Bureau of Sanitation	November 17, 2010	Hand delivered from Evelyn Quintanilla
10	Poosti, Ali	City of Los Angeles	Bureau of Sanitation	November 18, 2010	Hand delivered from Evelyn Quintanilla
11	Ross, Gabriel M.B.	City of El Segundo		September 14, 2010	Email from Rick Wells
12	Ross, Gabriel M.B.	City of El Segundo		November 29, 2010	Email from Evelyn Quintanilla
13	Calzada, Michael F.	City of Inglewood	Residential Sound Insulation Department	November 29, 2010	Email from Evelyn Quintanilla
14	Lichman, Barbara	City of Inglewood and Culver City		September 15, 2010	Email from Rick Wells
15	Lichman, Barbara	City of Inglewood and Culver City		November 29, 2010	Email from Herb Glasgow
16	Lichman, Barbara	City of Ontario and County of San Bernardino		November 29, 2010	Email from Herb Glasgow
17	Acherman, Robert	None Provided		November 29, 2010	Email from Evelyn Quintanilla
18	Aelony, Avram	None Provided		November 3, 2010	Hand delivered from Evelyn Quintanilla
19	Allen, William C.	Los Angeles County Economic Development Corporation		November 2, 2010	Hand delivered from Evelyn Quintanilla
20	Alter, Judy	None Provided		November 28, 2010	Email from Evelyn Quintanilla
21	Anderson, Donna	None Provided		November 28, 2010	Email from Evelyn Quintanilla
22	Austin, Richard	None Provided		November 10, 2010	Hand delivered from Evelyn Quintanilla
23	Balsamo, Michael	OC Public Works		November 29, 2010	Email from Herb Glasgow
24	Baur, Geri	None Provided		November 7, 2010	Hand delivered from Evelyn Quintanilla
25	Bixler, Terry and Hyon	None Provided		November 3, 2010	Hand delivered from Evelyn Quintanilla
26	Bromiley, Jennifer	None Provided		November 24, 2010	Email from Evelyn Quintanilla
27	Brown, Rod	None Provided		November 5, 2010	Hand delivered from Evelyn Quintanilla
28	Chaine, Randy	None Provided		November 29, 2010	Email from Evelyn Quintanilla
29	Cope, Danna	None Provided		November 29, 2010	Email from Evelyn Quintanilla
30	Cornwell, Ben	None Provided		November 8, 2010	Hand delivered from Evelyn Quintanilla
31	Coyne-Hoerle, Helen	None Provided		November 6, 2010	Hand delivered from Evelyn Quintanilla
32	Craton, Fay	None Provided		November 28, 2010	Email from Evelyn Quintanilla
33	Dakoske Koslu, Jennifer	None Provided		November 4, 2010	Hand delivered from Evelyn Quintanilla
34	Dame, Cherze	None Provided		November 6, 2010	Hand delivered from Evelyn Quintanilla
35	Davis, Christina	LAX Coastal Area Chamber of Commerce		November 18, 2010	Hand delivered from Evelyn Quintanilla

**LAX Specific Plan Amendment Study 2010 Revised NOP Response Letters**

<b>Ltr/ID</b>	<b>Commentor</b>	<b>Affiliation/Agency</b>	<b>Department</b>	<b>Date</b>	<b>Received Via</b>
36	Dial, Karen Drollinger	H.B. Drollinger Co.		November 19, 2010	Hand delivered from Evelyn Quintanilla
37	Dragone, John	Los Angeles International Airport Area Advisory Committee		November 19, 2010	Hand delivered from Evelyn Quintanilla
38	Dunagan, Bob	None Provided		November 3, 2010	Hand delivered from Evelyn Quintanilla
39	Edie, Patricia	None Provided		November 10, 2010	Email from Evelyn Quintanilla
40	Farris, Lisa	None Provided		November 4, 2010	Hand delivered from Evelyn Quintanilla
41	Felicioni, R.J.	None Provided		November 28, 2010	Email from Evelyn Quintanilla
42	Ferrandino, Nancy	None Provided		November 28, 2010	Email from Evelyn Quintanilla
43	Flintoft, Thomas	Los Angeles County Business Federation		November 19, 2010	Hand delivered from Evelyn Quintanilla
44	Folan, Gail	None Provided		November 28, 2010	Email from Evelyn Quintanilla
45	Garrison, Stuart H.	None Provided		November 3, 2010	Hand delivered from Evelyn Quintanilla
46	Greene, Pamela	None Provided		November 3, 2010	Hand delivered from Evelyn Quintanilla
47	Greene, Scott	None Provided		November 3, 2010	Hand delivered from Evelyn Quintanilla
48	Grubb, Timothy	None Provided		November 24, 2010	Email from Evelyn Quintanilla
49	Gustafson, Brian	None Provided		November 8, 2010	Hand delivered from Evelyn Quintanilla
50	Gustafson, Brian and Denise	None Provided		No Date	Email from Evelyn Quintanilla
51	Hakim, Jackie	None Provided		November 28, 2010	Email from Evelyn Quintanilla
52	Hamilton, Jacqueline	None Provided		November 6, 2010	Hand delivered from Evelyn Quintanilla
53	Hasenberg, Megan	None Provided		November 30, 2010	Email from Evelyn Quintanilla
54	Holt, Steven R.	LAX Airline Airport Affairs Committee		November 29, 2010	Email from Evelyn Quintanilla
55	Hontz, Jenny	None Provided		November 2, 2010	Hand delivered from Evelyn Quintanilla
56	Hontz, Jenny	None Provided		November 10, 2010	Email from Evelyn Quintanilla
57	Huth, Graciella	None Provided		November 3, 2010	Hand delivered from Evelyn Quintanilla
58	Jacobs, Jennifer	None Provided		November 28, 2010	Email from Evelyn Quintanilla
59	James, John	None Provided		November 2, 2010	Hand delivered from Evelyn Quintanilla
60	Jorna, Helen	None Provided		November 6, 2010	Hand delivered from Evelyn Quintanilla
61	Jorna, Helen	None Provided		November 9, 2010	Email from Evelyn Quintanilla
62	Keller, Eve	None Provided		November 17, 2010	Email from Evelyn Quintanilla
63	Leach, Erica	None Provided		November 8, 2010	Hand delivered from Evelyn Quintanilla
64	Loftus, Katy	None Provided		November 12, 2010	Email from Evelyn Quintanilla
65	Lozano, Sylvia	None Provided		November 29, 2010	Email from Evelyn Quintanilla
66	Lynch, Renee	None Provided		November 29, 2010	Email from Evelyn Quintanilla
67	Marsh, Beth	None Provided		November 28, 2010	Email from Evelyn Quintanilla
68	Mascari, Jennifer	None Provided		November 9, 2010	Hand delivered from Evelyn Quintanilla
69	McGovern, David & Pamela	None Provided		November 14, 2010	Email from Evelyn Quintanilla
70	Morrison, Nancy-Gene	None Provided		November 29, 2010	Email from Evelyn Quintanilla
71	Platis, Margaret	None Provided		November 29, 2010	Email from Evelyn Quintanilla
72	Poyourow, Joanne	Transition Los Angeles		November 27, 2010	Hand delivered from Evelyn Quintanilla
73	Press, Stuart	None Provided		November 4, 2010	Hand delivered from Evelyn Quintanilla
74	Quan, Pam	None Provided		November 28, 2010	Email from Evelyn Quintanilla
75	Rice, Daymond and Waldman,	Valley Industry & Commerce Association		November 3, 2010	Hand delivered from Evelyn Quintanilla

**LAX Specific Plan Amendment Study 2010 Revised NOP Response Letters**

<b>Ltr/ID</b>	<b>Commentor</b>	<b>Affiliation/Agency</b>	<b>Department</b>	<b>Date</b>	<b>Received Via</b>
	Stuart				
76	Ross, Erika Higgins	WISH Charter Association		November 23, 2010	Hand delivered from Evelyn Quintanilla
77	Roys, Tommy	None Provided		November 6, 2010	Hand delivered from Evelyn Quintanilla
78	Schneider, Denny	ARSAC		September 15, 2010	Email from Rick Wells
79	Schneider, Denny	ARSAC		November 28, 2010	Email from Evelyn Quintanilla
80	Schneider, Denny	ARSAC		November 29, 2010	Hand delivered from Evelyn Quintanilla
81	Scott, Jenifer	None Provided		November 10, 2010	Email from Evelyn Quintanilla
82	Shaw, Kate	None Provided		November 29, 2010	Email from Evelyn Quintanilla
83	Silverstein, Irma	None Provided		November 28, 2010	Email from Evelyn Quintanilla
84	Singleton, Dave	Native American Heritage Commission		October 14, 2010	Hand delivered from Evelyn Quintanilla
85	Smith, Ruth and Frank	None Provided		November 28, 2010	Email from Evelyn Quintanilla
86	Spann, Aviva	None Provided		November 4, 2010	Hand delivered from Evelyn Quintanilla
87	Steinberg, Ivey	None Provided		November 16, 2010	Email from Evelyn Quintanilla
88	Syta, Teresa	None Provided		November 28, 2010	Email from Evelyn Quintanilla
89	Tena, Arnold	None Provided		November 28, 2010	Email from Evelyn Quintanilla
90	Tran, Debbie	None Provided		November 9, 2010	Hand delivered from Evelyn Quintanilla
91	Tritasavit, Sophie	None Provided		November 28, 2010	Email from Evelyn Quintanilla
92	Varghese, Lynette	None Provided		November 29, 2010	Email from Evelyn Quintanilla
93	Washburn, Amy	None Provided		November 10, 2010	Email from Evelyn Quintanilla
94	Weitz, Sheri	None Provided		November 29, 2010	Email from Evelyn Quintanilla
95	Wexler, Adelle	The Guilded Cage		November 23, 2010	Hand delivered from Evelyn Quintanilla
96	Wicksman, Jennifer	None Provided		November 29, 2010	Email from Evelyn Quintanilla
97	Williams, Martha	None Provided		November 8, 2010	Email from Evelyn Quintanilla
98	Wilson, Jennifer	None Provided		November 11, 2010	Email from Evelyn Quintanilla
99	None Provided	None Provided		November 28, 2010	Email from Evelyn Quintanilla
100	Austin, Richard	None Provided		November 3, 2010	Hand delivered from Evelyn Quintanilla
101	Bennett, Howard	None Provided		November 3, 2010	Hand delivered from Evelyn Quintanilla
102	Bischoff, David	None Provided		November 3, 2010	Hand delivered from Evelyn Quintanilla
103	Cope, Danna	None Provided		November 3, 2010	Hand delivered from Evelyn Quintanilla
104	Covarrubias, Joel	None Provided		November 3, 2010	Hand delivered from Evelyn Quintanilla
105	Eggers, Craig	Board of Westchester/Playa del Rey Neighborhood Council		November 3, 2010	Hand delivered from Evelyn Quintanilla
106	Garcia, Art	None Provided		November 3, 2010	Hand delivered from Evelyn Quintanilla
107	Hamilton, Jacqueline	None Provided		November 3, 2010	Hand delivered from Evelyn Quintanilla
108	Huth, Graciela	None Provided		November 3, 2010	Hand delivered from Evelyn Quintanilla
109	Kanter, Karen	None Provided		November 3, 2010	Hand delivered from Evelyn Quintanilla
110	Martin, Chris	None Provided		November 3, 2010	Hand delivered from Evelyn Quintanilla
111	Mishelevich, Bonnie	ARSAC		November 3, 2010	Hand delivered from Evelyn Quintanilla
112	Rodine, Robert	None Provided		November 3, 2010	Hand delivered from Evelyn Quintanilla
113	Rubin, Martin	Concerned Residents Against Airport Pollution		November 3, 2010	Hand delivered from Evelyn Quintanilla
114	Saenz, Edgar	None Provided		November 3, 2010	Hand delivered from Evelyn Quintanilla

**LAX Specific Plan Amendment Study 2010 Revised NOP Response Letters**

<b>Ltr/ID</b>	<b>Commentor</b>	<b>Affiliation/Agency</b>	<b>Department</b>	<b>Date</b>	<b>Received Via</b>
115	Schneider, Denny	ARSAC		November 3, 2010	Hand delivered from Evelyn Quintanilla
116	Schneider, Nan	Westchester Neighborhood Association		November 3, 2010	Hand delivered from Evelyn Quintanilla
117	Stevens, Mike	None Provided		November 3, 2010	Hand delivered from Evelyn Quintanilla
118	Voss, David	None Provided		November 3, 2010	Hand delivered from Evelyn Quintanilla
119	Wallace, Diane	None Provided		November 3, 2010	Hand delivered from Evelyn Quintanilla
120	Acherman, Robert	None Provided		November 6, 2010	Hand delivered from Evelyn Quintanilla
121	Austin, Richard	None Provided			
122	Gustafson, Denise	None Provided		November 6, 2010	Hand delivered from Evelyn Quintanilla
123	Hunt, Lynn	None Provided		November 6, 2010	Hand delivered from Evelyn Quintanilla
124	Huth, Graciela	None Provided		November 6, 2010	Hand delivered from Evelyn Quintanilla
125	Schneider, Denny	ARSAC		November 6, 2010	Hand delivered from Evelyn Quintanilla
126	Sharpe, Stan	None Provided		November 6, 2010	Hand delivered from Evelyn Quintanilla
127	Topal, Jack	Board of Westchester/Playa del Rey Neighborhood Council		November 6, 2010	Hand delivered from Evelyn Quintanilla
128	Velaso, Frank	None Provided		November 6, 2010	Hand delivered from Evelyn Quintanilla

## **2010 NOP Comment Letters**



**Document Details Report**  
**State Clearinghouse Data Base**

SCH# 1997061047  
Project Title Los Angeles International Airport Specific Plan Amendment Study (SPAS) Project  
Lead Agency Los Angeles World Airports

Type NOP Notice of Preparation  
Description NOTE: Revised, review per lead

The proposed project consists of the Specific Plan Amendment Study including related amendments to the adopted LAX Plan and LAX Specific Plan as identified through the evaluation of potential alternative designs, technologies, and configurations for the LAX Master Plan Program that would provide solutions to the problems that the Yellow Light Projects were designed to address, consistent with a practical capacity of LAX at 78.9 million annual passengers, the same practical capacity as included in the approved LAX Master Plan.

Various options that have been formulated by LAWA based on input received from the community and from the LAX SPAS Advisory Committee established through the Stipulated Settlement, taking into account the new circumstances and information described above. At this time, LAWA has not determined which combinations of the various alternative elements (i.e., north airfield configuration options, options regarding Terminals 1-3, ground transportation options, and Automated People Mover (APM) options) will be considered as alternatives in the EIR.

**Lead Agency Contact**

Name Mr. Herb Glasgow  
Agency Los Angeles World Airport  
Phone 424 646-5180  
email LAXSPAS@lawa.org  
Address 1 World Way, Room 218  
City Los Angeles State CA Zip 90045  
Fax

**Project Location**

County Los Angeles  
City Los Angeles, City of  
Region  
Cross Streets Sepulveda Blvd. & Century Blvd.  
Lat / Long 33° 56' 38.47" N / 118° 24' 8.89" W  
Parcel No.  
Township  
Range  
Section  
Base

**Proximity to:**

Highways I-405, I-105  
Airports LAX  
Railways  
Waterways Pacific Ocean  
Schools St. Bernards High School  
Land Use LAX A Zone - Airport Airside Subarea; LAX L Zone - Airport Landside Subarea

**Project Issues**

Aesthetic/Visual; Air Quality, Archaeologic-Historic; Biological Resources; Drainage/Absorption; Noise; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Growth Inducing; Landuse; Cumulative Effects

**Reviewing Agencies**

Resources Agency; California Coastal Commission; Department of Conservation; Office of Historic Preservation; Department of Parks and Recreation; Resources, Recycling and Recovery; Department of Water Resources; Department of Fish and Game; Region 5; Native American Heritage Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 7; Air Resources Board; Airport Projects; Department of Toxic Substances Control; Regional Water Quality Control Board,

Note: Blanks in data fields result from insufficient information provided by lead agency.



Arnold Schwarzenegger  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



**Notice of Preparation**

October 14, 2010

To: Reviewing Agencies  
Re: Los Angeles International Airport Specific Plan Amendment Study (SPAS) Project  
SCH# 1997061047

Attached for your review and comment is the Notice of Preparation (NOP) for the Los Angeles International Airport Specific Plan Amendment Study (SPAS) Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Mr. Herb Glasgow  
Los Angeles World Airport  
1 World Way, Room 218  
Los Angeles, CA 90045

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Attachments  
cc: Lead Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044  
TEL: (916) 446-0613 FAX: (916) 325-3018 www.spr.ca.gov

Document Details Report  
State Clearinghouse Data Base

Region 4

Date Received 10/14/2010 Start of Review 10/14/2010 End of Review 11/29/2010

Note: Blanks in data fields result from insufficient information provided by lead agency.

NOT DISTRIBUTION LIST

Resources Agency

- Resources Agency  
Nadeli Ggyou
- Dept. of Boating & Waterways  
Mike Soleio
- California Coastal Commission  
Elizabeth A. Fuchs
- Colorado River Board  
Gerald R. Zimmerman
- Dept. of Conservation  
Rebecca Salazar
- California Energy Commission  
Eric Knight
- Cal Fire  
Allen Robertson
- Central Valley Flood Protection Board  
James Herota
- Office of Historic Preservation  
Wayne Donaldson
- Dept of Parks & Recreation  
Environmental Stewardship Section
- California Department of Resources, Recycling & Recovery  
Sue O'Leary
- S.F. Bay Conservation & Dev't. Comm.  
Steve McAdam
- Dept. of Water Resources  
Resources Agency  
Nadeli Ggyou
- Conservancy
- Fish and Game**
- Depart. of Fish & Game  
Scott Fitt  
Environmental Services Division
- Fish & Game Region 1  
Donald Koch

- Fish & Game Region 1E  
Laurie Harnsberger
- Fish & Game Region 2  
Jeff Drongesen
- Fish & Game Region 3  
Charles Armor
- Fish & Game Region 4  
Julie Vance
- Fish & Game Region 5  
Don Chadwick  
Habitat Conservation Program
- Fish & Game Region 6  
Gabrina Gatchel  
Habitat Conservation Program
- Fish & Game Region 6 I/M  
Brad Henderson  
Inyo/Mono, Habitat Conservation Program
- Dept. of Fish & Game M  
George Isaac  
Marine Region
- Other Departments**
- Food & Agriculture  
Steve Shaffer  
Dept. of Food and Agriculture
- Depart. of General Services  
Public School Construction
- Dept. of General Services  
Anna Garbell  
Environmental Services Section
- Dept. of Public Health  
Bridgette Binning  
Dept. of Health/Drinking Water
- Independent Commissions/Boards**
- Delta Protection Commission  
Linda Flack
- Cal EMA (Emergency Management Agency)  
Dennis Castrillo
- Governor's Office of Planning & Research  
State Clearinghouse

County: Los Angeles

- Native American Heritage Comm.  
Debbie Treadway
- Public Utilities Commission  
Leo Wong
- Santa Monica Bay Restoration  
Guangyu Wang
- State Lands Commission  
Marina Brand
- Tahoe Regional Planning Agency (TRPA)  
Chery Jacques
- Business, Trans & Housing**
- Caltrans - Division of Aeronautics  
Sandy Hosnard
- Caltrans - Planning  
Terri Pencovic
- California Highway Patrol  
Scott Loetscher  
Office of Special Projects
- Housing & Community Development  
CEQA Coordinator  
Housing Policy Division
- Dept. of Transportation**
- Caltrans, District 1  
Rex Jackman
- Caltrans, District 2  
Marcelino Gonzalez
- Caltrans, District 3  
Bruce de Terra
- Caltrans, District 4  
Lisa Carboni
- Caltrans, District 5  
David Murray
- Caltrans, District 6  
Michael Navarro
- Caltrans, District 7  
Elmer Alvarez

SCH# 1997061047

- Caltrans, District 8  
Dan Kopulsky
- Caltrans, District 9  
Gayle Rosander
- Caltrans, District 10  
Tom Dumas
- Caltrans, District 11  
Jacob Armstrong
- Caltrans, District 12  
Chris Herre
- Cal EPA**
- Air Resources Board**
- Airport Projects  
Jim Lerner
- Transportation Projects  
Douglas Ito
- Industrial Projects  
Mike Tollstrup
- State Water Resources Control Board  
Regional Programs Unit  
Division of Financial Assistance
- State Water Resources Control Board  
Student Intern, 401 Water Quality Certification Unit  
Division of Water Quality
- State Water Resources Control Board  
Steven Herrera  
Division of Water Rights
- Dept. of Toxic Substances Control  
CEQA Tracking Center
- Department of Pesticide Regulation  
CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- RWQCB 1  
Cathleen Hudson  
North Coast Region (1)
- RWQCB 2  
Environmental Document Coordinator  
San Francisco Bay Region (2)
- RWQCB 3  
Central Coast Region (3)
- RWQCB 4  
Teresa Rodgers  
Los Angeles Region (4)
- RWQCB 5S  
Central Valley Region (5)
- RWQCB 5F  
Central Valley Region (5)  
Fresno Branch Office
- RWQCB 5R  
Central Valley Region (5)  
Redding Branch Office
- RWQCB 6  
Lahontan Region (6)
- RWQCB 6V  
Lahontan Region (6)  
Victorville Branch Office
- RWQCB 7  
Colorado River Basin Region (7)
- RWQCB 8  
Santa Ana Region (8)
- RWQCB 9  
San Diego Region (9)

Other \_\_\_\_\_

Last Updated on 03/24/10



Mr. Herb Glasgow  
November 9, 2010  
Page 2 of 2

- State Route 1 (Sepulveda Boulevard/Lincoln Boulevard) from Rosecrans Avenue north to Route 90
- I-105 Freeway from Sepulveda Boulevard to Chrenshaw Boulevard
- I-405 Freeway from Rosecrans Avenue north to Interstate 10

We recommend the use of HCM analysis for all State highway segments including mainline freeways, freeway merging and weaving analysis, freeway on/off-ramps, and freeway ramp intersections. Please identify specific freeway chokepoints between Century Boulevard and State Route 90 and measures necessary to improve freeway operations along the I-405 corridor.

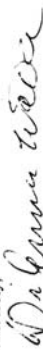
The use of a travel demand model should be included in the traffic analysis to evaluate future demand on the highway system. The transportation model will need to include trip generation, trip distribution, mode choice, and trip assignment. The travel demand model will need to be consistent with SCAG's travel demand model and other sub-regional travel demand models. The purpose of these models is to predict future highway demand, level of congestion and needed capacity improvements.

As previously identified in the LAX Master Plan, the typical peak hour recurring congestion for LAX includes 3 distinctive peak hour periods. The impact of these recurrent 3 Peak periods should identify the impact of LAX generated traffic on the transportation system. The need for any LAX traffic mitigation should be identified in the traffic study. A discussion regarding traffic mitigation measures and scheduling considerations, implementation responsibilities, financing, and mitigation monitoring will need to be included in the report.

Any proposed new lateral crossings of State Route 1 (Sepulveda Boulevard) such as a light rail transit (LRT) and/or automated people mover (APM), will require a Caltrans Encroachment Permit. Projects which are expected to cost over \$3 million will require a Caltrans Project Study Report.

If you have any questions regarding our comments, please contact Carl Shiigi, Project Coordinator at (213) 897-1726 and refer to record number 101027/CS.

Sincerely,



DIANNA WATSON  
IGR/CEQA Program Manager  
Office of Regional Planning

cc: Scott Morgan, State Clearinghouse

*"Caltrans improves mobility across California"*

DEPARTMENT OF TRANSPORTATION

DISTRICT 7, OFFICE OF PUBLIC  
TRANSPORTATION AND REGIONAL PLANNING

IGR/CEQA BRANCH  
100 SOUTH MAIN STREET  
LOS ANGELES, CA 90012  
PHONE (213) 897-1726  
FAX (213) 897-1337



NOV 10 PM 4:52

*Flex your power!  
Be energy efficient!*

November 9, 2010

IGR/CEQA NOP CS101027  
Los Angeles International Airport  
LAX Specific Plan Amendment Study (SPAS)  
Project  
Vic. LA-1/105, SCH# 1997061047

Mr. Herb Glasgow  
Los Angeles World Airport  
1 World Way, Room 218  
Los Angeles, CA 90045

Dear Mr. Glasgow:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Notice of Preparation (NOP) of a Draft Environmental Impact Report for the LAX Specific Plan Amendment Study (SPAS) Project. Based on the information received, we have the following comments:

If the Specific Plan Amendment Study (SPAS) determines the need to realign Lincoln Boulevard (State Route 1) along the north side of LAX and modify the Lincoln Boulevard/Sepulveda Boulevard intersection, then Caltrans recommends that the local agency initiate relinquishment proceedings (legislative process) in order to turn over control of State Route 1 (Sepulveda Boulevard/Lincoln Boulevard) from the State over to the City. The limits of the relinquishment of State Route 1 should be from Sepulveda Boulevard at the I-105 (Glenn Anderson Freeway) north to Manchester Avenue/Lincoln Boulevard. We would like to mention that Caltrans is also currently negotiating the relinquishment of Lincoln Boulevard with the City of Santa Monica which is located a little over 4 miles to the north of LAX.

The Ground Transportation Center (GTC) as proposed in the LAX Master Plan would be built just to the west of the I-405 (San Diego Freeway). The development of the GTC should also include new I-405 Freeway ramps at Lennox Boulevard as originally envisioned in the LAX Master Plan. These new freeway ramps would provide convenient access to the GTC and LAX.

A revised traffic study will be necessary to evaluate the impact of the SPAS on the transportation system. All State Highways in the vicinity of LAX will need to be included in the traffic study. The traffic study should include existing volumes, project traffic volumes, cumulative (related projects) traffic volumes and cumulative plus project traffic volumes along with level-of-service (LOS) calculations for all major intersections and highway segments in the study area. The traffic study would include at a minimum the following State Highway facilities:

*"Caltrans improves mobility across California"*



Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2932

213.922.2000 Tel  
metro.net

**Metro**

November 29, 2010

Mr. Herb Glasgow, Chief of Airport Planning I  
City of Los Angeles, Los Angeles World Airports  
1 World Way, Room 218  
Los Angeles, CA 90045

Dear Mr. Glasgow:

Thank you for the opportunity to comment on the Revised Notice of Preparation (NOP) for the Los Angeles International Airport (LAX) Specific Plan Amendment Study (SPAS). This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) concerning issues that are germane to our agency's statutory responsibilities in relation to the proposed project.

Regarding connections to the Public Transportation System:

1. Metro supports the development of Transportation Centers that promote links between existing and future fixed guideway transit facilities and an APM system that connects directly to the LAX Central Terminal Area (CTA). Metro especially supports the development of an intermodal transit hub at Manchester Square (near the northeast corner of Aviation and Century Boulevards). This facility could serve multiple regional transportation facilities, including a future extension of the Metro Green Line as well as transit connections defined by the Crenshaw/LAX Project.

2. The SPAS should acknowledge that the Metro Green Line to LAX Study, to be conducted by Metro, will explore Automated People Mover (APM), light rail and other transit technologies that may provide a direct connection between the CTA and the planned light rail transit station at Aviation and Century Boulevards.

Regarding the Transportation Centers and Automated People Mover Connections to the Central Terminal Area (CTA):

3. Metro recognizes that the modified APM2 option is much shorter in length than either of the two APM projects identified in the approved LAX Master Plan. As such, Metro hopes this revised alternative will allow for the expedited implementation of the APM project. For proper planning and coordination, LAWA should articulate a schedule and budget for implementation of the APM.

4. Metro recommends that the SPAS adequately addresses the need for kiss-and-ride, remote drop-off, and public and private shuttle access at all APM stations to limit the spillover traffic impact at the planned Metro Aviation and Century station.

5. With any demolition, alteration, or new construction of terminals and passenger processing facilities, Metro recommends that LAWA provide integrated interfaces between terminal facilities and public transportation facilities (e.g. APM, Metro light rail transit facilities). In addition, terminal plans should provide for stations and effective passenger circulation to stations.

6. Metro recommends that LAWA provide direct passenger circulation between the Metro light rail station at Aviation and Century Boulevards and the Transportation Center at Manchester Square. Such a facility should be developed with adequate provisions for the LAWA APM project. Furthermore, Metro recommends LAWA develop the APM project concurrent with the Manchester Square facility.

Regarding provisions for Bus Transit Centers within Transportation Centers:

7. Metro recommends that connections to bus and shuttle services be incorporated into the planning and design of Transportation Centers, especially the proposed Manchester Square Transportation Center (Aviation and Century Boulevards). Should plans by LAWA involve impacts to or relocation of the LAX City Bus Center, Metro recommends that LAWA mitigate this by incorporating a bus transit center and transfer facility at the Manchester Square Transportation Center or other nearby site that provides a practicable connection to the APM project. There should be sufficient capacity for bus layovers and bus stops to host the number and frequency of routes that are planned to serve the LAX area (including routes planned and operated by multiple service providers). Furthermore, any bus facilities should also include support facilities (such as passenger information and operator restrooms) and passenger waiting areas at least the equivalent size of the LAX City Bus Center.

A Traffic Impact Analysis (TIA), with highway, freeway, and transit components, is required under the State of California Congestion Management Program (CMP) statute. The CMP TIA Guidelines are published in the "2004 Congestion Management Program for Los Angeles County", Appendix D. The geographic area examined in the TIA must include the following, at a minimum:

8. All CMP arterial monitoring intersections, including monitored freeway on/off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hour (of adjacent street traffic); and

9. Mainline freeway-monitoring locations where the project will add 150 or more trips, in either direction, during either the a.m. or p.m. weekday peak hour.

Among the required steps for the analysis of development-related impacts to transit are:

10. Evidence that in addition to Metro, all affected Municipal transit operators received the NOP for the Draft EIR;

11. A summary of the existing transit services in the area;



**ASSOCIATION OF GOVERNMENTS**  
**Main Office**  
 818 West Seventh Street  
 12th Floor  
 Los Angeles, California  
 90017-3435

t (213) 236-1800  
 f (213) 236-1825  
 www.scag.ca.gov

**Officers**

President  
 Larry McCallon, Highland  
 First Vice President  
 Pam O'Connor, Santa Monica  
 Second Vice President  
 Glen Becker, Simi Valley

**Executive/Administration Committee Chair**

Larry McCallon, Highland

**Policy Committee Chairs**

Community, Economic and Human Development  
 Bill John, Big Bear Lake

Energy & Environment  
 Margaret Clark, Rosemead  
 Transportation  
 Greg Pettis, Cathedral City

November 23, 2010

Mr. Herb Glasgow  
 Chief of Airport Planning I  
 City of Los Angeles  
 Los Angeles World Airports  
 1 World Way, Room 218  
 Los Angeles, CA 90045  
 LAXSPAS@LAWA.ORG

**RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Los Angeles International Airport Specific Plan Amendment Study [I20100341]**

Dear Mr. Glasgow,

Thank you for submitting the **Notice of Preparation of a Draft Environmental Impact Report for the Los Angeles International Airport Specific Plan Amendment Study [I20100341]** to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372 (replacing A-95 Review). Additionally, pursuant to Public Resources Code Section 21083(d) SCAG reviews Environmental Impact Reports of projects of regional significance for consistency with regional plans per the California Environmental Quality Act Guidelines, Sections 15125(d) and 15206(e)(1). SCAG is also the designated Regional Transportation Planning Agency and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP) under California Government Code Section 65080 and 65082.

SCAG staff has reviewed this project and determined that the proposed project is regionally significant per California Environmental Quality Act (CEQA) Guidelines, Sections 15125 and/or 15206. The proposed project consists of a Specific Plan Amendment Study (SPAS), including related amendments to the adopted LAX Plan and LAX Specific Plan.

Policies of SCAG's Regional Transportation Plan (RTP) and Compass Growth Visioning (CGV) that may be applicable to your project are outlined in the attachment. The RTP, CGV, and table of policies can be found on the SCAG web site at: <http://scag.ca.gov/gvr>. For ease of review, we would encourage you to use a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or non-applicability of the policy and supportive analysis in a table format (example attached).

The attached policies are meant to provide guidance for considering the proposed project within the context of our regional goals and policies. We also encourage the use of the SCAG List of Mitigation Measures extracted from the RTP to aid with demonstrating consistency with regional plans and policies. **When available, please send environmental documentation ONLY to SCAG's main office in Los Angeles and provide a minimum of 45 days for SCAG to review.** If you have any questions regarding the attached comments, please contact Bernard Lee at (213) 236-1895 or [lee@scag.ca.gov](mailto:lee@scag.ca.gov). Thank you.

Sincerely,  
  
 Jagob Lieb, Manager  
 Environmental and Assessment Services

The Regional Council is comprised of 84 elected officials representing 190 cities, six counties, six County Transportation Commissions and a Tribal Government representative within Southern California.

10.4.10

12. Estimated project trip generation and mode assignment for both morning and evening peak periods;

13. Documentation on the assumptions/analyses used to determine the number and percentage of trips assigned to transit;

14. Information on facilities and/or programs that will be incorporated into the development plan that will encourage public transit usage and transportation demand management (TDM) policies and programs; and

15. An analysis of the expected project impacts on current and future transit services along with proposed project mitigation.

Metro looks forward to reviewing the Draft EIR. Questions and coordination efforts related to the planned Metro Green Line extension and Crenshaw/LAX Project should be directed to Roderick Diaz, Transportation Planning Manager, at 213-922-3018. If you have any other questions regarding this response, including those related to the CMP, please call me at 213-922-2836 or by email at [hartwells@metro.net](mailto:hartwells@metro.net). Please send the Draft EIR to the following address:

Metro CEQA Review Coordination  
 One Gateway Plaza MS 99-23-2  
 Los Angeles, CA 90012-2952  
 Attn: Scott Hartwell

Sincerely,

Scott Hartwell  
 CEQA Review Coordinator, Long Range Planning

November 23, 2010  
Mr. Glasgow

SCAG No. I20100341

**Adopted City of Los Angeles Subregion Forecasts<sup>1</sup>**

	2010	2015	2020	2025	2030	2035
Population	4,140,516	4,214,082	4,292,139	4,367,538	4,440,017	4,509,435
Households	1,386,658	1,445,177	1,506,564	1,554,478	1,600,754	1,638,823
Employment	1,860,672	1,905,337	1,933,860	1,967,393	2,003,196	2,037,472

**Adopted City of Los Angeles Forecasts<sup>1</sup>**

	2010	2015	2020	2025	2030	2035
Population	4,057,484	4,128,125	4,204,329	4,277,732	4,348,282	4,415,773
Households	1,366,985	1,424,701	1,485,519	1,532,998	1,578,850	1,616,578
Employment	1,820,092	1,864,061	1,892,139	1,925,148	1,960,393	1,994,134

<sup>1</sup> The 2008 RTP growth forecast at the regional, subregional, and city level was adopted by the Regional Council in May 2008. City totals are the sum of small area data and should be used for advisory purposes only.

The **2008 Regional Transportation Plan (RTP)** also has goals and policies that may be pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

**Regional Transportation Plan Goals:**

- RTP G1 *Maximize mobility and accessibility for all people and goods in the region.*
- RTP G2 *Ensure travel safety and reliability for all people and goods in the region.*
- RTP G3 *Preserve and ensure a sustainable regional transportation system.*
- RTP G4 *Maximize the productivity of our transportation system.*
- RTP G5 *Protect the environment, improve air quality and promote energy efficiency.*
- RTP G6 *Encourage land use and growth patterns that complement our transportation investments.*
- RTP G7 *Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.*

**GROWTH VISIONING**

The fundamental goal of the **Compass Growth Visioning** effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

- GV P1.1 *Improve mobility for all residents.*
- GV P1.2 *Encourage transportation investments and land use decisions that are mutually supportive.*
- GV P1.3 *Locate new housing near existing jobs and new jobs near existing housing.*
- GV P1.4 *Encourage transit-oriented development.*
- GV P1.4 *Promote a variety of travel choices*

November 23, 2010  
Mr. Glasgow

SCAG No. I20100341

**COMMENTS ON THE REVISED NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE LOS ANGELES INTERNATIONAL AIRPORT SPECIFIC PLAN AMENDMENT STUDY [I20100341]**

**PROJECT LOCATION**

The Project is located at Los Angeles International Airport (LAX), situated within the City of Los Angeles and Los Angeles County. LAX is bordered by the community of Westchester (part of the City of Los Angeles), the City of El Segundo, the City of Inglewood, the unincorporated community of Lennox, and the Pacific Ocean. The airport is located approximately 12 miles southwest of downtown Los Angeles.

**PROJECT DESCRIPTION**

The proposed project consists of a Specific Plan Amendment Study (SPAS), including related amendments to the adopted LAX Plan and LAX Specific Plan. Potential amendments will be identified through the evaluation of potential alternative designs, technologies, and configurations for the LAX Master Plan Program that would provide solutions to the problems that certain LAX Master Plan projects, referred to as the Yellow Light Projects were designed to address, consistent with a practical capacity of LAX at 78.9 million annual passengers. This is the same practical capacity as included in the approved LAX Master Plan. Yellow Light Projects are subject to particular approval procedures in the LAX Specific Plan and include the following:

- Develop a Ground Transportation Center (GTC)
- Construct an Automated People Mover 2 (APM2) from the GTC to the Central Terminal Area (CTA)
- Demolish CTA Terminals 1, 2 and 3
- Reconfigure the runway, including center taxiways
- Make on-site road improvements associated with the GTC and APM2

LAWA circulated an NOP for this Project on March 12, 2008. Since circulation of the NOP, new circumstances and information have led LAWLA to reconsider and refine various options for the potential alternative designs, technologies and configurations to be evaluated in SPAS and the SPAS EIR.

**CONSISTENCY WITH REGIONAL TRANSPORTATION PLAN**

**Regional Growth Forecasts**

The DEIR should reflect the most current SCAG forecasts, which are the 2008 RTP (May 2008) Population, Household and Employment forecasts. The forecasts for your region, subregion and city are as follows:

**Adopted SCAG Regionwide Forecasts<sup>1</sup>**

	2010	2015	2020	2025	2030	2035
Population	19,418,344	20,465,830	21,468,948	22,395,121	23,255,377	24,057,286
Households	6,086,986	6,474,074	6,840,328	7,156,645	7,449,484	7,710,722
Employment	8,349,453	8,811,406	9,183,029	9,546,773	9,913,376	10,287,125

**SUGGESTED SIDE BY SIDE FORMAT - COMPARISON TABLE OF SCAG POLICIES**

For ease of review, we would encourage the use of a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format. All policies and goals must be evaluated as to impacts. Suggested format is as follows:

- The complete table can be found at: <http://www.scag.ca.gov/igr/>
- Click on "Demonstrating Your Project's Consistency With SCAG Policies"
  - Scroll down to "Table of SCAG Policies for IGR"

Goal/ Principle Number	Policy Text	SCAG Regional Transportation Plan Goals and Compass Growth Visioning Principles Regional Transportation Plan Goals	
		Non-Consistency, or Not Applicable	Statement of Consistency, or Not Applicable
RTP G1	Maximize mobility and accessibility for all people and goods in the region.	Consistent: Statement as to why Not-Consistent: Statement as to why or Not Applicable: Statement as to why	Consistent: Statement as to why Not-Consistent: Statement as to why or Not Applicable: Statement as to why
RTP G2	Ensure travel safety and reliability for all people and goods in the region.	Consistent: Statement as to why Not-Consistent: Statement as to why or Not Applicable: Statement as to why	Consistent: Statement as to why Not-Consistent: Statement as to why or Not Applicable: Statement as to why
RTP G3	Preserve and ensure a sustainable regional transportation system.	Consistent: Statement as to why Not-Consistent: Statement as to why or Not Applicable: Statement as to why	Consistent: Statement as to why Not-Consistent: Statement as to why or Not Applicable: Statement as to why
Etc.	Etc.	Etc.	Etc.

**Principle 2: Foster livability in all communities.**

- GV P2.1 Promote infill development and redevelopment to revitalize existing communities.
- GV P2.2 Promote developments, which provide a mix of uses.
- GV P2.3 Promote "people scaled," walkable communities.
- GV P2.4 Support the preservation of stable, single-family neighborhoods.

**Principle 3: Enable prosperity for all people.**

- GV P3.1 Provide, in each community, a variety of housing types to meet the housing needs of all income levels.
- GV P3.2 Support educational opportunities that promote balanced growth.
- GV P3.3 Ensure environmental justice regardless of race, ethnicity or income class.
- GV P3.4 Support local and state fiscal policies that encourage balanced growth
- GV P3.5 Encourage civic engagement.

**Principle 4: Promote sustainability for future generations.**

- GV P4.1 Preserve rural, agricultural, recreational, and environmentally sensitive areas
- GV P4.2 Focus development in urban centers and existing cities.
- GV P4.3 Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.
- GV P4.4 Utilize "green" development techniques

**CONCLUSION**

As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA. We recommend that you review the SCAG List of Mitigation Measures for additional guidance, and encourage you to follow them, where applicable to your project. The SCAG List of Mitigation Measures may be found here: [http://www.scag.ca.gov/igr/documents/SCAG\\_IGRMRP\\_2008.pdf](http://www.scag.ca.gov/igr/documents/SCAG_IGRMRP_2008.pdf)

Open Letter to Los Angeles World Airports (LAWA) Chief of Airport Planning in Response to a Revised Notice of Preparation of a Draft Environmental Impact Report for the LAX Specific Plan Amendment Study

"For projected 2020 traffic levels and traffic mix, the LAX North Airfield is extremely safe under the current configuration."

- LAX North Airfield Safety Study Panel

Dear Mr. Glasgow,

Last month, Los Angeles World Airports (LAWA) released a Revised Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the LAX Specific Plan Amendment Study (SPAS). The NOP serves as notice that LAWA will pursue a proposal for moving the LAX North Runways up to 400 feet North into Westchester and Playa del Rey, citing safety and operational efficiency as reasons for making the move.

This latest runway proposal comes on the heels of a landmark effort by the Los Angeles City Council that urged LAWA to form the North Airfield Runway Safety Advisory Committee (NORSAC) and commission an unimpeachable study of safety on the LAX North Airfield. Working with LAWA, the FAA, and a host of stakeholders representing competing interests, NORSAC hired NASA and a distinguished panel of academic experts to examine runway safety. The panel, all aviation experts, concluded unanimously in May 2010 that the north runways are extremely safe, and that no compelling case could be made for reconfiguring the runways based on safety reasons.

When I ran for office in 2005 I was very clear that I would not support reconfiguring those runways unless it was necessary to maintain safety. My position has not changed, and I do not support the proposals that have been offered to reconfigure the LAX North Runways. I'm disappointed that the safety argument continues to be used as justification for the projects. Those safety claims are misleading, and at the appropriate time I intend on calling on the experts to testify to the City Council to clear the air once again. If safety is the primary concern, then there are far more effective ways to spend the money.

I've said from the start: "Modernization, Yes; Expansion, NO." It is in that spirit that we settled the lawsuits that put the brakes on modernization, began a complete reconstruction of the Tom Bradley International Terminal concourses and the Central Utility Plant, and restarted the Specific Plan Amendment process to address the remaining airfield and landside improvements that are critical to preparing our airport for the next generation of travelers. It is my hope that the same principle will guide the Specific Plan Amendment process, and help us reach a compromise that will meet our airport modernization needs while minimizing the impact on the surrounding communities.

Ultimately, this is a decision that rests in the hands of the Los Angeles City Council, and as such I want to be sure that we have all of the information we need to make the right choices for our city. To that end, I request that the Draft Environmental Impact Report address the following questions, specifically:

- Noise impacts should be studied to the 60 CNEL. Following the lead of other jurisdictions around the country that have made similar moves, I intend on submitting a motion this week calling for that expanded review.
- Any cost estimates for the North Airfield projects should include costs associated with roadway reconfigurations and improvements, particularly with Lincoln Blvd., as well as costs associated with the purchase and demolition of all properties that would fall within the respective Runway Protection Zones for each alternative, as specified by the Federal Aviation Administration's published guidelines.
- All environmental impacts caused by moving the Runway Protection Zone to the North for Runway 24R should be studied, including any associated demolition of buildings and any population movement or traffic impacts associated with relocating businesses or homes. A clear accounting should be made of all impacted properties.
- For the North Runway alternatives that would move Runway 24R by 200ft North, 300ft North, and 400ft North, each should be evaluated against an alternative that would move Runway 24L by 100ft to the South in an effort to achieve the same runway separation while minimizing the movement North and reducing the environmental impact on the neighboring communities. For example, the alternative to move Runway 24R 200ft North should be evaluated against an alternative that would move 24L 100ft South in conjunction with moving 24R 100ft North in order to achieve the same 200 ft additional runway separation.
- The EIR should include results of the Air Quality and Source Apportionment Study now underway at LAX, including analysis of ultra-fine particle emissions and any increases in exposure to those emissions that might result from the proposed projects.
- Special attention should be paid to the structural integrity of the unfinished Lincoln Blvd. tunnel that is presently buried under the North Runways, and any impact the tunnel may have on construction of the proposed projects, or environmental impacts associated.
- The environmental impact of the proposed Concourse "0" should be well studied, including air quality and noise impacts on the neighboring communities.

**QUINTANILLA, EVELYN**

**From:** Denise Chow [denise.chow@lacity.org]  
**Sent:** Wednesday, October 27, 2010 5:24 PM  
**To:** LAX Specific Plan Amendment  
**Subject:** RE: Los Angeles International Airport Specific Plan Amendment Study - NOP Draft EIR

Hi Mr. Glasgow,

My name is Denise Chow with Bureau of Sanitation and I am currently performing a wastewater capacity analysis for the project stated above. For the purposes of our study, could you please provide the detailed existing and proposed land usage? For example, parking- 60000sf, terminal- demo 200000sf, comfort station - 20 fixtures, etc. That way we may perform an accurate wastewater analysis. Please advise and let me know if you have questions, thank you!

Denise Chow  
Environmental Engineering Associate  
p 323.342.1564  
Bureau of Sanitation  
City of Los Angeles

..... Confidentiality Notice .....  
This e-mail and any files transmitted with it are confidential. If you are not the intended recipient, please do not disseminate, distribute or take any action in reliance on the contents of this information. If you have received this e-mail in error, please notify the sender immediately by e-mail and delete this e-mail message and any attachments without making or saving it.  
..... Confidentiality Notice .....

11/3/2010

Please accept these as my formal comments to the Revised Notice of Preparation of a Draft Environmental Impact Report for the LAX Specific Plan Amendment Study. I look forward to your responses as part of the Draft EIR.

Regards,

**BILL ROSENDAHL**  
*Councilmember, 11<sup>th</sup> District*

**QUINTANILLA, EVELYN**

**From:** Denise Chow [denise.chow@lacity.org]  
**Sent:** Monday, November 08, 2010 8:48 AM  
**To:** LAX Specific Plan Amendment  
**Subject:** 3RD REQUEST RFI: Los Angeles International Airport Specific Plan Amendment Study - NOP Draft EIR

Mr. Glasgow,

Please let me know the status of the request. The study has been pending and requires attention.

Thanks,  
Denise Chow  
Environmental Engineering Associate  
p 323.342.1564  
Bureau of Sanitation  
City of Los Angeles

-----Confidentiality Notice-----  
This electronic communication contains information from the City of Los Angeles, which may be confidential. If you are not the intended recipient, be aware that any disclosure, copying, distribution or use of the content of this information is prohibited. If you have received this communication in error, please notify us immediately by e-mail and delete the original message and any attachment without reading or saving in any manner.

On Mon, Nov 1, 2010 at 9:29 AM, Denise Chow <denise.chow@lacity.org> wrote:  
Mr. Glasgow,

As a quick follow-up to the request, do you know if the project details have been distinguished? If not, the response may indicate the project has insufficient details to offer an analysis at this time. Please advise, I would like to send out a response soon. Thanks for your help.

Thanks,  
Denise Chow  
Environmental Engineering Associate  
p 323.342.1564  
Bureau of Sanitation  
City of Los Angeles

-----Confidentiality Notice-----  
This electronic message transmission contains information from the City of Los Angeles, which may be confidential. If you are not the intended recipient, be aware that any disclosure, copying, distribution or use of the content of this information is prohibited. If you have received this communication in error, please notify us immediately by e-mail and delete the original message and any attachment without reading or saving in any manner.

On Wed, Oct 27, 2010 at 5:23 PM, Denise Chow <denise.chow@lacity.org> wrote:  
Hi Mr. Glasgow,

My name is Denise Chow with Bureau of Sanitation and I am currently performing a wastewater capacity analysis

11/8/2010

**QUINTANILLA, EVELYN**

**From:** Denise Chow [denise.chow@lacity.org]  
**Sent:** Monday, November 01, 2010 9:30 AM  
**To:** LAX Specific Plan Amendment  
**Subject:** Re: RFI: Los Angeles International Airport Specific Plan Amendment Study - NOP Draft EIR

Mr. Glasgow,

As a quick follow-up to the request, do you know if the project details have been distinguished? If not, the response may indicate the project has insufficient details to offer an analysis at this time. Please advise, I would like to send out a response soon. Thanks for your help.

Thanks,  
Denise Chow  
Environmental Engineering Associate  
p 323.342.1564  
Bureau of Sanitation  
City of Los Angeles

-----Confidentiality Notice-----  
This electronic message transmission contains information from the City of Los Angeles, which may be confidential. If you are not the intended recipient, be aware that any disclosure, copying, distribution or use of the content of this information is prohibited. If you have received this communication in error, please notify us immediately by e-mail and delete the original message and any attachment without reading or saving in any manner.

On Wed, Oct 27, 2010 at 5:23 PM, Denise Chow <denise.chow@lacity.org> wrote:  
Hi Mr. Glasgow,

My name is Denise Chow with Bureau of Sanitation and I am currently performing a wastewater capacity analysis for the project stated above. For the purposes of our study, could you please provide the detailed existing and proposed land usage? For example, parking- 60000sf, terminal- demo 200000sf, comfort station - 20 fixtures, etc. That way we may perform an accurate wastewater analysis. Please advise and let me know if you have questions, thank you!

Denise Chow  
Environmental Engineering Associate  
p 323.342.1564  
Bureau of Sanitation  
City of Los Angeles

-----Confidentiality Notice-----  
This electronic message transmission contains information from the City of Los Angeles, which may be confidential. If you are not the intended recipient, be aware that any disclosure, copying, distribution or use of the content of this information is prohibited. If you have received this communication in error, please notify us immediately by e-mail and delete the original message and any attachment without reading or saving in any manner.

11/3/2010



CITY OF LOS ANGELES  
INTER-DEPARTMENTAL CORRESPONDENCE

File: SC.CE.

10 NOV 29 AM 11:08

DATE: November 17, 2010

TO: Herb Glasgow, Chief of Airport Planning I  
Los Angeles World Airports

FROM: Ali Poosfi, Acting Division Manager  
Wastewater Engineering Services Division  
Bureau of Sanitation

SUBJECT: Los Angeles International Airport Specific Plan Amendment Study -  
Notice of Preparation Draft EIR

This is in response to your October 20, 2010 letter requesting wastewater service information for the proposed project. The Bureau of Sanitation, Wastewater Engineering Services Division (WESD) has reviewed the request and found the project to be related to demolishing terminals, on-site road improvements, construction of a ground transportation center, and reconfiguration of a taxiway only. Currently, the project description lacks sufficient information for us to conduct a wastewater capacity analysis. Should more details related to the construction dewatering or sewer discharges become available, please continue to send us information so that we may determine if a sewer capacity assessment is required in the future.

If you have any questions, please call Abdul Danishwar of my staff at (323) 342-6220.

for the project stated above. For the purposes of our study, could you please provide the detailed existing and proposed land usage? For example, parking- 6000sf, terminal- demo 20000sf, comfort station - 20 fixtures, etc. That way we may perform an accurate wastewater analysis. Please advise and let me know if you have questions, thank you!

Denise Chow  
Environmental Engineering Associate  
p 323.342.1564  
Bureau of Sanitation  
City of Los Angeles

-----Confidentiality Notice-----  
This electronic message transmission contains information from the City of Los Angeles, which may be confidential. If you are not the intended recipient, be aware that any disclosure, copying, distribution or use of the content of this information is prohibited. If you have received this communication in error, please notify us immediately by e-mail and delete the original message and any attachment without reading or saving in any manner.  
-----

**SHUTE, MIHALY & WEINBERGER LLP**

396 HAYES STREET, SAN FRANCISCO, CA 94102  
T: 415 552-7272 F: 415 552-5816  
www.smwlaw.com

GABRIEL M.B. ROSS  
Attorney  
ross@smwlaw.com

September 14, 2010

Via FedEx

Board of Airport Commissioners  
Los Angeles World Airports  
1 World Way  
Los Angeles, CA 90045

Re: Specific Plan Amendment Study: Notice of Preparation

Dear President Rothenberg and Honorable Commissioners:

On behalf of the City of El Segundo, thank you for the opportunity to comment in advance of the Notice of Preparation for the Specific Plan Amendment Study Environmental Impact Report ("SPAS EIR"). We look forward to taking an active role in the refinement and review of the SPAS project, as provided by the settlement resolving litigation over the LAX Master Plan.

The City was pleased to see that each alternative presented at the August 16, 2010 SPAS Advisory Committee meeting included the extension of Runway 24L. By allowing the North Airfield to accommodate heavy jets that are presently restricted to the South Airfield, this extension is crucial to achieving balanced operations between the airfields. Advancing the goal of balance should be a pre-requisite for any North Airfield improvements included in the SPAS project. We hope and expect the 24L extension, along with other improvements that help achieve balance, will be included in all the alternatives that are studied in the SPAS EIR, and that runway balance will be a key factor in the EIR's analyses.

We also hope that the Commission will allow sufficient time for careful and substantive comment on the upcoming Notice of Preparation. The Notice will be particularly important for this project. LAVA staff indicated at the August 16 meeting that the EIR would not include a preferred alternative, but would instead give all alternatives equal consideration. The range of alternatives, and the details of each, are

FORM GEN. 160 (Rev. 6-30)

**CITY OF LOS ANGELES**  
INTER-DEPARTMENTAL CORRESPONDENCE

File: SC.CE.

NOV 23 4:11:00 PM

DATE: November 18, 2010

TO: Herb Glasgow, Chief of Airport Planning I  
Los Angeles World Airports



FROM: Ali Poosti, Acting Division Manager  
Wastewater Engineering Services Division  
Bureau of Sanitation

SUBJECT: **Los Angeles International Airport Specific Plan Amendment Study – Revised Notice of Preparation Draft EIR**

This is in response to your November 1, 2010 letter requesting wastewater service information for the proposed project. The Bureau of Sanitation, Wastewater Engineering Services Division (WESD) has reviewed the request and found the project to be related to demolishing terminals, on-site road improvements, construction of a ground transportation center, and runway reconfiguration only. Currently, the project description lacks sufficient information for us to conduct a wastewater capacity analysis. Should more details related to the construction dewatering or sewer discharges become available, please continue to send us information so that we may determine if a sewer capacity assessment is required in the future.

If you have any questions, please call Abdul Danishwar of my staff at (323) 342-6220.

November 29, 2010

*Via email to [taxspas@lawa.org](mailto:taxspas@lawa.org) and U.S. Mail*

Mr. Herb Glasgow  
Chief of Airport Planning I  
City of Los Angeles, Los Angeles World Airports  
1 World Way, Rm. 218  
Los Angeles, CA 90045

Re: LAX Specific Plan Amendment Study-- Notice of Preparation.

Dear Mr. Glasgow:

On behalf of the City of El Segundo, thank you for the opportunity to review the Notice of Preparation for the LAX Specific Plan Amendment Study ("SPAS"). We look forward to taking part in LAWA's continuing efforts to ensure that the impacts of LAX are minimized and that such burdens as cannot be avoided are shared equitably among airport neighbors.

Initially, the NOP's format makes effective comment somewhat difficult. The impacts of the projects covered by the SPAS will vary depending on the particular combination of airfield and terminal modifications that are eventually selected for inclusion in the project. The NOP states that "individual options . . . will be grouped together to create comprehensive project alternatives for study in the EIR." NOP at 14. Without knowing which options will form these alternatives, El Segundo cannot fully determine the appropriate scope for the EIR's analysis. El Segundo urges LAWA to follow through on its stated intention and create clear, consistent groupings of individual options for the EIR's analysis. Continuing the "mix-and-match" approach taken in the NOP will confuse the public and may serve to inappropriately minimize the impacts of the SPAS.

El Segundo is particularly concerned with the noise impacts of the projects that would be constructed under the amended Specific Plan. The EIR's analysis of such impacts must take into account any operational changes that modifications to terminals or the airfield would require or otherwise cause. As the NOP acknowledges at page 9, all of the airfield modification alternatives would reduce the capacity of Terminal 1-3 in some way: moving Runway 24R north would apparently require down-gauging gates on Terminal 1, while moving Runway 24L south would involve additional down-gauging and at least partial demolition of the terminals.

Board of Airport Commissioners  
September 14, 2010  
Page 2

thus even more essential here than in the usual EIR process. Because the Notice of Preparation will define the set of alternatives to be considered, our comments on the notice will be an important contribution to the SPAS process. Moreover, several of the alternatives discussed at the August 16 meeting were newly introduced, and have not been analyzed in any of the previous studies and discussions of North Airfield improvements.

For all these reasons, effective comment on the Notice of Preparation will require extensive analysis, both on a technical basis and as a question of policy. We therefore ask the Board to allow an extended comment period for the Notice of Preparation: at least 45 days and perhaps as many as 60 days. Such a comment period will allow El Segundo and the airport's other neighbors, including the parties to the Master Plan settlement, to contribute our considered perspectives on this important project.

Very truly yours,

SHUTE, MIHALY & WEINBERGER LLP

Gabriel M.B. Ross

P:\ELSEGUN\SPAS EIR\Comments to BOAC Pre-NOP.doc



# CITY OF INGLEWOOD

RESIDENTIAL SOUND INSULATION DEPARTMENT



November 29, 2010

City of Los Angeles  
Los Angeles World Airports  
1 World Way, Room 218  
Los Angeles, CA 90045

Attention: Herb Glasgow, Chief of Airport Planning I

Subject: Notice of Preparation for LAX Revised Specific Plan Amendment Study Draft Environmental Impact Report (DEIR) **(State Clearing House (SCH) No. 1997061047)**.

As the City of Inglewood RSI Department Director, I am submitting these comments on behalf of the City of Inglewood in respect to the scope and study of the revised Specific Plan Amendment and the preparation of the Draft EIR (SCH 1997061047).

The City of Inglewood as neighboring community of nearly 120,000 has been engaged in collaborative efforts with LAWA in mitigating noise impacts of LAX for a generation.

From early legal wrangling to the creation of stakeholder discussions resulting in the adoption of Airport Noise Contour and Land Use Compatibility study findings in the 1970's to 1984, to the resolution of lawsuits in respect to the 2004 Master Plan, the City has constructively engaged a succession of administrations in defining and then dealing with the affects of aircraft noise at minimum.

The Stipulated Agreement which followed the Master Plan earlier this decade, in addition to the adopted Mitigation Monitoring and Reporting Program for the Master Plan's Specific Plan, has enabled a mutually beneficial framework from which results can be measured.

It is with this historical framework in mind that the city wishes to comment on the Notice of Preparation for LAX Revised Specific Plan Amendment (SPA) and Draft Environmental Impact Report (DEIR). Fundamentally it appears that the LAX improvement will accommodate an increase of operations while attempting to achieve efficiencies in operational safety and transportation systems. The increasing operations will have an ongoing adverse impact on the community of Inglewood.

The proposed SPA study process as excerpted from LAWA material follows.

Mr. Herb Glasgow  
November 29, 2010  
Page 2

If not balanced appropriately, these changes could lead to more aircraft using Terminals 4-8 and the gates on the southern end of the Tom Bradley International Terminal. Aircraft parking at gates on the south side of the Central Terminal Area will use the South Airfield, thus increasing the airport's noise impact on El Segundo and other neighbors. The EIR must take this effect into account when analyzing noise and other impacts. Moreover, it must identify feasible mitigation measures or alternatives that would reduce or avoid these impacts, and LAWA must heed CEQA's substantive mandate to adopt such measures and alternatives.

Again, the NOP's failure to identify the project and alternatives to be analyzed in the EIR makes evaluation difficult, but it appears that LAWA intends to include the construction of "Concourse 0" in any project or alternative that moves Runway 24L south. This linkage should be made explicit and mandatory: any airfield modifications that would eliminate gates on the north side of the Central Terminal Area should be accompanied by the construction of new north side gates in order to prevent the shift of air traffic and noise to the South Airfield. Moreover, if the down-gauging of gates would potentially add to South Airfield traffic, then any airfield modification that would require such down-gauging should also include measures to insure that the North Airfield retains its current capacity for all types of aircraft.

The City of El Segundo urges LAWA to reject any version of the Specific Plan—whether it is the primary subject of the EIR or an alternative thereto—that would reduce the overall capacity of terminals on the north side of the Central Terminal Area. Such a project would inevitably add to the ongoing noise impact to El Segundo and other neighbors, which already bear a disproportionately high noise burden, including the preponderance of noisy cargo operations. The EIR's analysis and conclusions must reflect CEQA's mandate to minimize impacts on the environment. We feel confident that LAWA staff will bear this principle in mind as they prepare this important document.

Very truly yours,

SHUTE, MIHALY & WEINBERGER LLP



Gabriel M.B. Ross

P:\EIR\SEGUNDO\SPAS\NOP\Comments--formatted.doc

- c. The affect of noise contours for a growing operational capacity should be addressed for the impacted neighboring communities and Inglewood in particular.
  - d. The original SP and Master Plan included an adopted Mitigation Measure Reporting Program. Among these measures were items relating to **Relocation for Residences and Businesses Program** along the Century Boulevard corridor in Inglewood inclusive of redevelopment project areas.
2. Federal Aircraft Regulations restrict building or improvement height as measured from runway grade in relation to landing glide slope for newly constructed improvements. With landing procedures providing for a continuous glide slope on approach from the east, the flight paths have introduced an increasing number of incidences of perceptible noise.
- a. The City of Inglewood has a housing stock predominated by structures older than 40 years of age to the easterly portion of the city.
  - b. Verify that the topography and geography (elevation above sea level) within the City of Inglewood territory (jurisdictional boundaries) do not subject properties east of Prairie Avenue to increased noise resulting from a continuous glide slope and the proximity of aircraft overhead for the anticipated number of operations and fleet mix (e.g. Class V and VI aircraft).
  - c. Properties located east of Crenshaw Boulevard are 75 feet to 125 feet higher in elevation than properties in the vicinity of Prairie. Ongoing noise monitoring within the area east of Crenshaw is required.
  - d. Consider implementation of Single Noise Equivalency Level event as basis for sound insulation.
3. Provide adequate and sustained funding of Mitigation Measures in respect to an ongoing residential sound insulation program within the Stipulated Agreement noise contours and Relocation of Residences and Acquisition along Century Boulevard.
4. Long term effects of noise and air quality continue to be studied. The exposure to particulates, lead and fumes from exhaust and fumes adversely impact residents near or in proximity to freeways and airports. Implement a Mitigation Plan for Air Quality for operations, transportation, and construction.

The Specific Plan Amendment Study Process will evaluate and develop options only for the following projects:

- Reconfiguring the North Airfield runways, including a center taxiway
- Constructing a Ground Transportation Center to increase curb-front used for passenger drop-off and pick-up and eliminate private vehicle traffic in the main terminal area
- Constructing an Automated People Mover system to transport airport users between the Central Terminal Area and the Ground Transportation Center
- Demolishing Terminals 1, 2 and 3 to accommodate the southward reconfiguration of the North Airfield
- Improving the airport's roadways associated with the Ground Transportation Center and Automated People Mover system

The City of Inglewood continues to be concerned with the long term impacts to **health** due to **noise** (sleep interruption and deprivation, and interruptions to learning and educational study) and **air quality** from airfield operations, aircraft exhaust and increased traffic; impacts to the **traffic circulation** to and from the airport along with congestion within and through the community. The SPA proposed alternatives and in turn the adopted north airfield operations will alter the present **noise contours** presumably. The introduction of an automated people mover, a multi-modal integration with regional transit, and a consolidated rental/parking area(s) will all have an impact on **local circulation patterns**.

At minimum an assessment of the present status of the adopted **Mitigation Monitoring and Reporting Program** (excerpts attached) should be undertaken.

The DEIR should address either the 1) progress made, 2) impediments to progress or 3) recommend revised mitigation measures in several areas: **Land Use, Aircraft Noise Mitigation Program, Residential Sound Insulation, Residential and Business Relocation and Acquisition, Traffic Improvements/Circulation, and Air Quality**.

Enclosed herein are comments concerning potential areas of impact and areas which require consideration in the preparation of the study and eventual DEIR.

1. Aircraft Noise Mitigation Plan (ANMP): The City adopted the findings of the Aircraft Noise Contour and Land Use Compatibility Plan (ANCLUC) in 1984. In addition to rezoning and General Plan amendments that reflect the designation of incompatible airport uses to non-residential zones, the City recognized noise contours affect on existing land uses, in particular residential zones.
  - a. While the City receives funds to retrofit homes in the 65 CNEL contours of 1992, all new construction in the 60 CNEL contour are to comply with Title 24 Building Code prescriptions pursuant to the City Noise Ordinance (adopted 1996) and state regulations at Title 21.
  - b. Ensure compatibility with Regional Plan: Airport Land Use Commission and Local Plans: ANCLUC and ANMP. Continue to fund the Inglewood RSIP as part of the ANMP and as adopted in the Stipulated Agreement.

Notice of Preparation Comments  
SCH 1997061047  
November 29, 2010  
Page 5 of 5

- e. The other being a corridor that links several collector and major roadways: Prairie Avenue, from Florence at the north, Arbor Vitae and Century Boulevard southerly, and finally intersecting both Imperial Highway and I-105.
- f. If improvements proposed for the freeways are not completed for the Ground Transportation Center, identify substitute mitigation measures to respond to how these improvements would affect local traffic circulation.

Please accept our thanks for this opportunity to provide comments. We look forward to the preparation of the DEIR. Please do not hesitate to call our office for any general questions at (310) 412-5301.

Sincerely,  
Michael F. Calzada  
 Director  
 City of Los Angeles  
 200 City Hall  
 Los Angeles, CA 90012  
 Phone: (213) 473-3100  
 Fax: (213) 473-3101  
 Email: mcalzada@cityofla.org

Michael F. Calzada  
Director

Enclosure:

Excerpts from LAX Master Plan Mitigation Monitoring and Reporting Program

cc:

Mayor and City Council  
Mark Weinberg, City Administrator  
Sheldon Curry, Assistant City Administrator-Development  
Cal Saunders, City Attorney

Notice of Preparation Comments  
SCH 1997061047  
November 29, 2010  
Page 4 of 5

- 5. As noted by the changed regional conditions remarking upon the MTA approval for funding of the Crenshaw Prairie corridor, several intersections require further study and consideration.
  - a. In pursuing employee parking alternatives consider the existing multi-modal opportunity at La Brea and Florence. Within the Inglewood Market Street area are parking structures and a Bus Transit Center.
  - b. As site selection for transit centers come to fruition consider Inglewood as a central location for Los Angeles area employees.
  - c. The list of intersections affecting the City of Inglewood as identified in the Mitigation Monitoring and Reporting Program includes:
    - i. Aviation Boulevard between Century and Imperial
    - ii. 111<sup>th</sup> between Aviation and La Cienega
    - iii. Northbound I-405 off ramp at Imperial Highway
    - iv. Airport Boulevard and Arbor Vitae Street
    - v. Arbor Vitae Street between Aviation and La Cienega
    - vi. Aviation Boulevard between Arbor Vitae and Century
    - vii. La Cienega Boulevard between Arbor Vitae and Imperial
    - viii. Century Boulevard between Aviation and Glasgow
    - ix. Arbor Vitae Street and Inglewood Avenue
    - x. Arbor Vitae Street and La Brea Avenue
    - xi. Aviation Boulevard and Manchester Boulevard
    - xii. Centinela Avenue and La Cienega Boulevard
    - xiii. Century Boulevard and La Brea/Hawthorne Boulevard
    - xiv. Century Boulevard and Inglewood Avenue
    - xv. Century Boulevard and La Cienega Boulevard
    - xvi. Florence Avenue and La Cienega Boulevard
    - xvii. Imperial Highway and Inglewood Avenue
    - xviii. La Cienega Boulevard and Manchester
    - xix. I-105 ramps and internal airport roadways
    - xx. I-405 Interchange at Lennox Boulevard
  - d. Two important corridors and intersections not considered previously is Centinela Avenue at La Tijera Boulevard; and

**LAX MASTER PLAN ALTERNATIVE D  
MITIGATION MONITORING & REPORTING PROGRAM**

Master Plan Commitments/ Mitigation Measures	Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<i>Air Quality</i>				
<p><b>MM-AQ-1</b></p> <p><b>Monitoring Agency:</b> LAWA</p> <p>LAX Master Plan - Mitigation Plan for Air Quality. LAWA shall expand and revise the existing air quality mitigation programs at LAX through the development of an LAX Master Plan-Mitigation Plan for Air Quality (LAX MP-MPAQ). The LAX MP-MPAQ shall be developed in consultation with the FAA, USEPA, CARB and SCAQMD, as appropriate, and shall include technologically/legally feasible and economically reasonable methods to reduce air pollutant emissions from aircraft, GSE, traffic, and construction equipment both on and off the airport. The overall effect, and minimum requirement, of the LAX MP-MPAQ shall be reduced potential air pollutant emissions associated with implementation of the LAX Master Plan to levels equal to, if not less than, the post-mitigation levels identified in the Final EIS/EIR for the project. The LAX MP-MPAQ shall include feasible mitigation measures that are grouped into the following three (3) categories:</p> <ul style="list-style-type: none"> <li>◆ Construction-Related Measures;</li> <li>◆ Transportation-Related Measures; and</li> <li>◆ Operations-Related Measures.</li> </ul> <p>The LAX MP-MPAQ will, initially, present the basic framework of the overall air quality mitigation program (basic LAX MP-MPAQ), and will, ultimately, define the specific measures to be implemented within the context of three (3) individual components specific to the categories of emissions indicated above (full LAX MP-MPAQ). Implementation of Mitigation Measure MM-AQ-2, Construction-Related Mitigation Measure, will define the specific measures to be included in the construction-related component; Mitigation Measure MM-AQ-3, Transportation-Related Mitigation Measure, will define the specific measures to be included in the surface</p>	<p>Overall air pollutant emissions associated with construction and operation of the LAX Master Plan</p>	<p>Basic LAX MP-MPAQ and the Construction-Related component to be completed prior to issuance of grading or demolition permit for first Master Plan project. The Transportation-Related component and the Operations-Related component to be completed in conjunction with implementation of the Master Plan components that materially affect surface transportation emissions and operations emissions</p>	<p>Twice: Once, upon confirmation of the basic LAX MP-MPAQ (i.e., basic framework of Plan), and once upon confirmation of the full LAX MP-MPAQ, when all three implementation plans (one for each category of air quality mitigation measures) are complete</p>	<p>Annual progress reports, summarizing the nature and effectiveness of air quality mitigation measures that were implemented during the year, will be prepared</p>

Area: Air Quality

**LAX MASTER PLAN ALTERNATIVE D  
MITIGATION MONITORING & REPORTING PROGRAM**

Master Plan Commitments/ Mitigation Measures	Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p><b>MM-AQ-1</b></p> <p>(Cont'd)</p> <p>transportation-related component; and Mitigation Measure MM-AQ-4, Operations-Related Mitigation Measure, will define the specific measures to be included in the operations-related component. The basic framework of the LAX MP-MPAQ and the Construction-Related component will be developed prior to initiation of construction activities for the first project to be developed under the LAX Master Plan, and the development of the other two components will occur in conjunction with implementation of the Master Plan components that materially affect surface transportation emissions and operations emissions.</p>				
<p><b>MM-AQ-2</b></p> <p><b>Monitoring Agency:</b> LAWA</p> <p><b>Construction-Related Mitigation Measures.</b> The required components of the construction-related air quality mitigation measure are itemized below. These elements include numerous specific actions to reduce emissions of fugitive dust and of exhaust emissions from on-road and nonroad mobile sources and stationary engines. All of these elements must be in place prior to commencement of the first Master Plan construction project and must remain in place through build out of the Master Plan. An implementation plan will be developed which provides available details as to how each of the elements of this construction-related mitigation measure will be implemented and monitored. Each construction subcontractor will be responsible to implement all measures that apply to the equipment and activities under his/her control, an obligation which will be formalized in the contractual documents, with financial penalties for noncompliance. LAWA will assign one or more environmental coordinators whose responsibility it will be to ensure compliance with the construction-related measure by use of direct inspections.</p>	<p>Construction-related air pollutant emissions</p>	<p>Prior to issuance of grading or demolition permit for first Master Plan project.</p>	<p>Once, upon completion of implementation plan for construction-related measures, and as specified in the implementation plan</p>	<p>Completion of implementation plan for construction-related measures within the LAX MP-MPAQ</p>

Area: Air Quality

LAX MASTER PLAN ALTERNATIVE D  
MITIGATION MONITORING & REPORTING PROGRAM

Master Plan Commitments/ Mitigation Measures	Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance												
<p>MM-AQ-2 (Cont'd)</p> <p>records reviews, and investigation of complaints with reporting to LAWA management for follow-up action. The estimated ranges of emissions reductions quantified for this mitigation measure for Alternative D are shown in Table F5-8, Estimated Ranges of Emission Reductions for Construction-Related Air Quality Mitigation Measures. Reliable emissions reductions were not able to be quantified for all of these components.</p> <p style="text-align: center;"><b>Table F5-8</b></p> <p style="text-align: center;"><b>Estimated Ranges of Emission Reductions for Construction-Related Air Quality Mitigation Measures</b></p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Pollutant</th> <th>Alternative D<sup>1</sup> (tons)</th> </tr> </thead> <tbody> <tr> <td>ROG</td> <td>1 - 10</td> </tr> <tr> <td>NO<sub>x</sub></td> <td>300 - 1,100</td> </tr> <tr> <td>CO</td> <td>10 - 30</td> </tr> <tr> <td>PM<sub>10</sub></td> <td>140 - 400</td> </tr> <tr> <td>SO<sub>x</sub></td> <td>1 - 10</td> </tr> </tbody> </table> <p style="text-align: center;"><sup>1</sup> In the year of peak construction emissions.</p> <p style="text-align: center;">Source: Camp, Dresser, &amp; McKee, Inc., 2004.</p> <p>The specific components of this construction-related air quality mitigation measure include:</p> <p>1. <u>Fugitive Dust Source Controls:</u></p> <ul style="list-style-type: none"> <li>◆ Apply non-toxic soil stabilizer to all inactive construction areas (i.e., areas with disturbed soil).</li> <li>◆ Following the addition of materials to, or removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing non-toxic soil stabilizer.</li> </ul>	Pollutant	Alternative D <sup>1</sup> (tons)	ROG	1 - 10	NO <sub>x</sub>	300 - 1,100	CO	10 - 30	PM <sub>10</sub>	140 - 400	SO <sub>x</sub>	1 - 10				
Pollutant	Alternative D <sup>1</sup> (tons)															
ROG	1 - 10															
NO <sub>x</sub>	300 - 1,100															
CO	10 - 30															
PM <sub>10</sub>	140 - 400															
SO <sub>x</sub>	1 - 10															

Area: Air Quality

AIR QUALITY

LAX MASTER PLAN ALTERNATIVE D  
MITIGATION MONITORING & REPORTING PROGRAM

Master Plan Commitments/ Mitigation Measures	Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>MM-AQ-2 (Cont'd)</p> <ul style="list-style-type: none"> <li>◆ Post a publicly visible sign with the telephone number and person to contact regarding dust complaints; this person shall respond and take corrective action within 24 hours.</li> <li>◆ Prior to final occupancy, the applicant demonstrates that all ground surfaces are covered or treated sufficiently to minimize fugitive dust emissions.</li> <li>◆ All roadways, driveways, sidewalks, etc. being installed as part of project should be completed as soon as possible; in addition, building pads should be laid as soon as possible after grading.</li> <li>◆ Pave all construction access roads at least 100 feet on to the site from the main road.</li> </ul> <p>2. <u>On-Road Mobile Source Controls:</u></p> <ul style="list-style-type: none"> <li>◆ To the extent feasible, have construction employees work/commute during off-peak hours.</li> <li>◆ Make available on-site lunch trucks during construction to minimize off-site worker vehicle trips.</li> </ul> <p>3. <u>Nonroad Mobile Source Controls:</u></p> <ul style="list-style-type: none"> <li>◆ Prohibit staging or parking of construction vehicles (including workers' vehicles) on streets adjacent to sensitive receptors such as schools, daycare centers, and hospitals.</li> <li>◆ Prohibit construction vehicle idling in excess of ten minutes.</li> <li>◆ Utilize on-site rock crushing facility during construction to reuse rock / concrete and minimize off-site truck haul trips.</li> </ul>				

Area: Air Quality



**LAX MASTER PLAN ALTERNATIVE D  
MITIGATION MONITORING & REPORTING PROGRAM**

Master Plan Commitments/ Mitigation Measures	Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>MM-AQ-2 (Cont'd)</p> <p>4 <u>Stationary Point Source Controls:</u></p> <ul style="list-style-type: none"> <li>Specify combination of electricity from power poles and portable diesel- or gasoline-fueled generators using "cleaner burning diesel" fuel and exhaust emission controls.</li> </ul> <p>5 <u>Mobile and Stationary Source Controls:</u></p> <ul style="list-style-type: none"> <li>Specify combination of construction equipment using "cleaner burning diesel" fuel and exhaust emission controls.</li> <li>Suspend use of all construction equipment during a second-stage smog alert in the immediate vicinity of LAX.</li> <li>Utilize construction equipment having the minimum practical engine size (i.e., lowest appropriate horsepower rating for intended job).</li> <li>Require that all construction equipment working on site is properly maintained (including engine tuning) at all times in accordance with manufacturers' specifications and schedules.</li> <li>Prohibit tampering with construction equipment to increase horsepower or to defeat emission control devices.</li> </ul> <p>6 <u>Administrative Controls</u></p> <ul style="list-style-type: none"> <li>The contractor or builder shall designate a person or persons to ensure the implementation of all components of the construction-related measure through direct inspections, records reviews, and investigations of complaints.</li> </ul>				

Area: Air Quality

**LAX MASTER PLAN ALTERNATIVE D  
MITIGATION MONITORING & REPORTING PROGRAM**

Master Plan Commitments/ Mitigation Measures	Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance												
<p>MM-AQ-3</p> <p><b>Monitoring Agency:</b> LAWA</p> <p><b>Transportation-Related Mitigation Measures.</b> The primary feature of the transportation-related air quality mitigation measure is the development and construction of at least eight (8) additional sites with FlyAway service similar to the service provided by the Van Nuys FlyAway currently operated by LAWA. The intent of these FlyAway sites is to reduce the quantity of traffic going to and from LAX by providing regional locations where LAX employees and passengers can pick up an LAX-dedicated, clean-fueled bus that will transport them from a FlyAway closer to their home or office into LAX and back. The reduction in vehicle miles traveled (VMT) translates directly into reduced air emissions, as well as a reduction in traffic congestion in the vicinity of the airport. An implementation plan will be developed which provides available details as to how each of the elements of this transportation-related mitigation measure will be implemented and monitored. The estimated emissions reductions associated with this component of the transportation-related air quality mitigation measure are shown in Table F5-9, Estimated Emissions Reductions (Tons) for Eight New FlyAway Terminals - 2015.</p> <p align="center"><b>Table F5-9</b></p> <p align="center"><b>Estimated Emissions Reductions (Tons) for Eight New FlyAway Terminals - 2015</b></p> <table border="1"> <thead> <tr> <th>Pollutant<sup>1</sup></th> <th>Alternative D</th> </tr> </thead> <tbody> <tr> <td>ROG</td> <td>56.0</td> </tr> <tr> <td>NOx</td> <td>82.9</td> </tr> <tr> <td>CO</td> <td>1064.5</td> </tr> <tr> <td>PM<sub>10</sub></td> <td>152.6</td> </tr> <tr> <td>SOx</td> <td>1.7</td> </tr> </tbody> </table> <p>Note: Reductions are the combined totals from all new Flyaway capacity, and may include expansion of the existing Flyaway.</p> <p><sup>1</sup> Based on EMFAC2002 Emission Factors for Calendar Year 2015</p> <p align="center">Source: Camp, Dresser, &amp; McKee, Inc., 2004</p>	Pollutant <sup>1</sup>	Alternative D	ROG	56.0	NOx	82.9	CO	1064.5	PM <sub>10</sub>	152.6	SOx	1.7	Surface Transportation-related air pollutant emissions	Prior to issuance of building permit for ITC and within 6 months following City Council approval of the LAX Plan	Once, upon completion of implementation plan for transportation-related measures and as specified in the implementation plan	Completion of implementation plan for transportation-related measures within the LAX MP-MPAQ
Pollutant <sup>1</sup>	Alternative D															
ROG	56.0															
NOx	82.9															
CO	1064.5															
PM <sub>10</sub>	152.6															
SOx	1.7															

Area: Air Quality

**LAX MASTER PLAN ALTERNATIVE D  
MITIGATION MONITORING & REPORTING PROGRAM**

Master Plan Commitments/ Mitigation Measures	Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>MM-AQ-3 (Cont'd)</p> <p>The required two (2) elements of this transportation-related air quality mitigation measure include:</p> <p>1. <u>Development of New FlyAway Capacity:</u></p> <p>Additional service capacity from at least eight (8) FlyAway service terminals are required under this measure, and all eight must be operational by 2015. LAX has already begun analyzing potential FlyAway locations. Selection of the eight general locations should be made and included in the overarching air quality mitigation program plan discussed in Mitigation Measure MM-AQ-1, LAX Master Plan Mitigation Plan for Air Quality, as well as in the implementation plan for the transportation-related measures noted above. Final selection of the sites must be completed on a schedule that allows for property acquisition or leasing, terminal design, construction, and implementation of all sites by 2015.</p> <p>The sites may include, but are not limited to the following:</p> <ul style="list-style-type: none"> <li>◆ West San Fernando Valley/Eastern Ventura County</li> <li>◆ Santa Monica/Pacific Palisades</li> <li>◆ Central Los Angeles</li> <li>◆ Long Beach/South Bay/San Pedro</li> <li>◆ East San Fernando Valley</li> <li>◆ San Gabriel Valley</li> <li>◆ Southeast Los Angeles County</li> <li>◆ North Los Angeles County</li> </ul>				

Area: Air Quality

**LAX MASTER PLAN ALTERNATIVE D  
MITIGATION MONITORING & REPORTING PROGRAM**

Master Plan Commitments/ Mitigation Measures	Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>MM-AQ-3 (Cont'd)</p> <p>2. <u>Public Outreach Program for FlyAway Service:</u></p> <p>This measure also requires a public outreach program to inform potential users of the terminals about their existence and their locations. The outreach program would be geared towards encouraging the use of the FlyAways with convenience and low cost being the primary selling points.</p> <p>Other feasible mitigation elements may be developed to ensure that the emission reductions for this transportation-related measure are achieved. These may include, for example:</p> <ul style="list-style-type: none"> <li>◆ <u>Transit Ridership measures such as:</u> <ul style="list-style-type: none"> <li>- Constructing on-site or off-site bus turnouts, passenger benches, or shelters to encourage transit system use.</li> <li>- Constructing on-site or off-site pedestrian improvements including showers for pedestrian employees to encourage walking/bicycling to work by LAX employees.</li> </ul> </li> <li>◆ <u>Highway and Roadway Improvements measures such as:</u> <ul style="list-style-type: none"> <li>- Linking ITS with off-airport parking facilities with ability to <u>divert/direct trips to these facilities to reduce traffic/parking congestion and associate air emissions in the immediate vicinity of the airport.</u></li> </ul> </li> </ul>				

Area: Air Quality

**LAX MASTER PLAN ALTERNATIVE D  
MITIGATION MONITORING & REPORTING PROGRAM**

Master Plan Commitments/ Mitigation Measures	Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>MM-AQ-3 (Cont'd)</p> <ul style="list-style-type: none"> <li>- Expanding ITS/ATCS systems, concentrating on I-405 and I-105 corridors, extending into South Bay and Westside surface street corridors to reduce traffic/parking congestion and associate air emissions in the immediate vicinity of the airport.</li> <li>- Linking LAX traffic management system with airport cargo facilities, with ability to reroute cargo trips to/from these facilities to reduce traffic/parking congestion and associate air emissions in the immediate vicinity of the airport.</li> <li>- Developing a program to minimize the use of conventional-fueled fleet vehicles during smog alerts to reduce air emissions from vehicles at the airport.</li> <li>◆ <u>Parking measures such as:</u> <ul style="list-style-type: none"> <li>- Providing free parking and preferential parking locations for ULEV/SULEV/ZEV in all (including employee) LAX lots; providing free charging stations for ZEV; including public outreach to reduce air emissions from automobiles accessing airport parking.</li> <li>- Measures to reduce air emissions of vehicles in line to exit parking lots such as pay-on-foot (before getting into car) to minimize idle time at parking check out, including public outreach.</li> <li>- Implementing on-site circulation plan in parking lots to reduce time and associated air emissions from vehicles circulating through lots looking for parking.</li> <li>- Encouraging video conferencing and providing video conferencing capabilities at various locations on the airport to reduce VMT in associated air emissions in the vicinity of the airport.</li> </ul> </li> </ul>				

Area: Air Quality

37

ANMP

**LAX MASTER PLAN ALTERNATIVE D  
MITIGATION MONITORING & REPORTING PROGRAM**

Master Plan Commitments/ Mitigation Measures	Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p>LU-4 (Cont'd)</p> <p>2) Locate airport uses and activities with the potential to adversely affect nearby residential land uses through noise, light spill-over, odor, vibration and other consequences of airport operations and development as far from adjacent residential neighborhoods as feasible. 3) Provide community outreach efforts to property owners and occupants when new development on airport property is in proximity to and could potentially affect nearby residential uses.</p>				
<p>LU-5</p> <p><b>Monitoring Agency: LAWA</b></p> <p><b>Comply with City of Los Angeles Transportation Element Bicycle Plan.</b> LAWA will comply with bicycle policies and plans in the vicinity of LAX, most notably those outlined in the City of Los Angeles Transportation Element Bicycle Plan and the General Plan Framework, including Pershing Drive, Sepulveda Boulevard, and Aviation Boulevard. As a priority, a Class I bike path will be incorporated on Aviation Boulevard, as practical and feasible, per the standards identified in the City of Los Angeles Transportation Element Bicycle Plan generally extending from the Inglewood City limits (Arbor Vitae Street) to the north to Imperial Highway to the south. As a primary objective, LAWA will provide maximum feasible incorporation of other bike paths and bike lanes into the design of projects that will be constructed under the LAX Master Plan program with a fundamental emphasis on ensuring safe and efficient bicycle and vehicular circulation. In addition, bicycle access and parking facilities will be provided at the Ground Transportation Center, Intermodal Transportation Center, and major parking lots. Bicycle facilities such as lockers and showers will also be provided where feasible to promote employee bicycle use.</p>	<p>Insufficient bicycle facilities</p>	<p>Prior to issuance of certificate of occupancy for each project that will incorporate bicycle facilities</p>	<p>Once, upon issuance of certificate of occupancy for each project that will incorporate bicycle facilities</p>	<p>Issuance of permits by LADOT, LADPW or LADBS, as appropriate</p>
<p>MM-LU-1</p> <p><b>Implement Revised Aircraft Noise Mitigation Program.</b> LAWA shall expand and revise the existing Aircraft Noise</p>	<p>Residential and other noise-sensitive uses</p>	<p>Initiation upon City Council approval of the LAX Plan</p>	<p>Annually</p>	<p>Submission of Annual ANMP Progress Reports and</p>

Area: Land Use

8

**LAX MASTER PLAN ALTERNATIVE D  
MITIGATION MONITORING & REPORTING PROGRAM**

Master Plan Commitments/ Mitigation Measures		Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
MM-LU-1 Monitoring Agency: LAWA	<p>(Cont'd)</p> <p>Mitigation Program (ANMP) in coordination with affected neighboring jurisdictions, the State, and the FAA. The expanded Program shall mitigate land uses that would be rendered incompatible by noise impacts associated with implementation of the LAX Master Plan, unless such uses are subject to an existing aviation easement and have been provided with noise mitigation funds. LAWA shall accelerate the ANMP's timetable for achieving full compatibility of all land uses within the existing noise impact area pursuant to the requirements of the California Airport Noise Standards (California Code of Regulations, Title 21, Subchapter 6) and <u>current Noise Variance</u>. With the exception of a possible new interior noise level standard for schools to be established through the study required by Mitigation Measure MM-LU-3, <u>Conduct Study of the Relationship Between Aircraft Noise Levels and the Ability of Children to Learn</u>, the relevant performance standard to achieve compatibility for land uses that are incompatible due to aircraft noise (i.e., residences, schools, hospitals and churches) is adequate acoustic performance (sound insulation) to ensure an interior noise level of 45 CNEL or less. As an alternative to sound insulation, incompatible property may also achieve compatibility if the incompatible use is converted to a noise-compatible use.</p> <p>LAWA shall revise the ANMP to incorporate new, or expand existing measures, including, but not necessarily limited to, the following:</p> <ul style="list-style-type: none"> <li>◆ Continued implementation of successful programs to convert existing incompatible land uses to compatible land uses through sound insulation of structures and the acquisition and conversion of incompatible land use to compatible land use.</li> </ul>	newly exposed to high noise levels or significant increases in existing noise levels			Periodic ANMP Report Updates to County of Los Angeles

Area: Land Use

**LAX MASTER PLAN ALTERNATIVE D  
MITIGATION MONITORING & REPORTING PROGRAM**

Master Plan Commitments/ Mitigation Measures		Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
MM-LU-1	<p>(Cont'd)</p> <ul style="list-style-type: none"> <li>◆ Ongoing monitoring and provision of annual updates in support of the requirements of the current LAX Noise Variance pursuant to the California Airport Noise Standards, with the updates made available (upon request) to affected local jurisdictions, the Airport Land Use Commission of Los Angeles County, and other interested parties.</li> <li>◆ Continue the current pre- and post-insulation noise monitoring to ensure achievement of interior noise levels at or below 45 CNEL.</li> <li>◆ Accelerated rate of land use mitigation to eliminate noise impact areas in the most timely and efficient manner possible through: <ul style="list-style-type: none"> <li>- Increased annual funding by LAWA for <u>land use mitigation</u>.</li> <li>- Reevaluating aviation easements requirements with sound insulation mitigation.</li> <li>- Provision by LAWA of additional technical assistance, where needed, to local jurisdictions to support more rapid and efficient implementation of their land use mitigation programs.</li> <li>- <u>Reduction or elimination, to the extent feasible, of structural and building code compliance constraints to mitigation of sub-standard housing.</u></li> </ul> </li> <li>◆ Revised criteria and procedures for selection and prioritization of properties to be sound insulated or acquired in consideration of the following: <ul style="list-style-type: none"> <li>- Insulation or acquisition of properties within the highest CNEL measurement zone.</li> <li>- <u>Acceleration of the fulfillment of existing commitments</u> to owners wishing to participate within the current ANMP boundaries prior to proceeding with newly eligible properties.</li> </ul> </li> </ul>				

Area: Land Use

**LAX MASTER PLAN ALTERNATIVE D  
MITIGATION MONITORING & REPORTING PROGRAM**

	Master Plan Commitments/ Mitigation Measures	Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
MM-LU-1	<p>(Cont'd)</p> <ul style="list-style-type: none"> <li>- Insulation or acquisition of incompatible properties with high concentrations of residents or other noise-sensitive occupants such as those housed in schools or hospitals.</li> <li>◆ Amend ANMP to include libraries as noise-sensitive uses eligible for aircraft noise mitigation.</li> <li>◆ Upon completion of acquisition and/or soundproofing commitment under the current Program, expand the boundaries of the ANMP as necessary over time. LAWA will continue preparing quarterly reports that monitor any expansion of the 65 CNEL noise contours beyond the current ANMP boundaries. Based upon these quarterly reports, LAWA will evaluate and adjust the ANMP boundaries, periodically as appropriate, so that as the 65 CNEL noise contours expand, residential and noise sensitive uses newly impacted by 65 CNEL noise levels would be included within the Program.</li> </ul>				
MM-LU-2  Monitoring Agency: LAWA	<p><b>Incorporate Residential Dwelling Units Exposed to Single Event Awakenings Threshold into Aircraft Noise Mitigation Program.</b> In addition to any restrictive measures that may be implemented resulting from completion of Mitigation Measure MM-N-5, Conduct Part 161 Study to Make Over-Ocean Procedures Mandatory, the boundaries of the ANMP will be expanded to include residential uses newly exposed to single event exterior nighttime noise levels of 94 dBA SEL, based on the Master Plan alternative that is ultimately approved and periodic reevaluation and adjustments by LAWA. <u>Uses that are newly exposed would be identified based on annual average conditions as derived from the most current monitored data.</u></p>	Residential uses newly exposed to high single event noise levels that result in nighttime awakening that are located outside the current ANMP boundaries	Initiation upon City Council approval of the LAX Plan	Annually	Submission of Annual ANMP Progress Reports and Periodic ANMP Report Updates to County of Los Angeles

Area: Land Use

**LAX MASTER PLAN ALTERNATIVE D  
MITIGATION MONITORING & REPORTING PROGRAM**

	Master Plan Commitments/ Mitigation Measures	Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
MM-LU-4	<p>(Cont'd)</p> <p>established threshold of significance for classroom disruption based on comparison with 1996 baseline conditions due to implementation of the LAX Master Plan, shall be eligible for participation in the ANMP administered by LAWA, unless they are subject to an existing aviation easement. A determination of which schools become eligible will be made following application of the new threshold based on measured data.</p>				
MM-LU-5  Monitoring Agency: LAWA	<p><b>Upgrade and Expand Noise Monitoring Program.</b> LAWA shall upgrade and expand its existing noise monitoring program in surrounding communities through new system procurement, noise monitor siting, and equipment installation. Permanent or portable monitors shall be located in surrounding communities to record noise data 24 hours per day, seven days per week for correlation with FAA radar data to cross-reference noise episodes with flight patterns. The upgraded system will support LAWA and other jurisdictional ANMP's when considering adjustments to airport noise mitigation boundaries.</p>	Residential and other noise-sensitive uses newly exposed to high noise levels or significant increases in existing noise levels	Initiation of system upgrade within 30 days from City Council approval of the LAX Plan	Once, upon Caltrans certification	Caltrans certification of upgraded system

Area: Land Use

**LAX Master Plan Alternative D  
Transportation Improvements Phasing Plan**

Phase	Master Plan Project	Traffic Mitigation Measure or Project Component	Associated Mitigation Measure
1A	West Employee Parking Structure	Complete off-site intersectional improvements at Grand Avenue and Vista del Mar	MM-ST-7
1A	West Employee Parking Structure	Complete off-site intersectional improvements at Highland Avenue/Vista del Mar and Rosecrans Boulevard	MM-ST-10
1A	West Employee Parking Structure	Complete off-site intersectional improvements at Imperial Highway and Main Street	MM-ST-6
1A	West Employee Parking Structure	Complete off-site intersectional improvements at Imperial Highway and Pershing Drive	MM-ST-6
1A	West Employee Parking Structure	Complete off-site intersectional improvements at Imperial Highway and Sepulveda Boulevard	MM-ST-10
1A	West Employee Parking Structure	Complete off-site intersectional improvements at Imperial Highway and Vista del Mar	MM-ST-10
1A	West Employee Parking Structure	Complete off-site intersectional improvements at Jefferson Boulevard and Lincoln Boulevard	MM-ST-7
1A	West Employee Parking Structure	Complete off-site intersectional improvements at Lincoln Boulevard and Manchester Avenue	MM-ST-6
1A	West Employee Parking Structure	Complete off-site intersectional improvements at Lincoln Boulevard and Teale Street	MM-ST-10
1A	West Employee Parking Structure	Complete off-site intersectional improvements at Rosecrans Avenue and Sepulveda Boulevard	MM-ST-8
1A	West Employee Parking Structure	Complete off-site intersectional improvements at 83rd Street and Lincoln Boulevard	MM-ST-6
1A	West Employee Parking Structure	Complete off-site intersectional improvements at 83rd Street and Lincoln Boulevard	MM-ST-10
1A	West Employee Parking Structure	Provide fair-share contribution to LA County's "Marina Expressway to Admiralty Way" project OR complete alternative off-site intersectional improvements at the following intersections: - Bali Way and Lincoln Boulevard - Fiji Way and Lincoln Boulevard - Lincoln Boulevard and Marina Expressway - Lincoln Boulevard and Maxella Avenue - Lincoln Boulevard and Mindanao Way - Lincoln Boulevard and Washington Boulevard	MM-ST-16

Los Angeles International Airport

T1

LAX Master Plan Alternative D  
Mitigation Monitoring and Reporting Program

*Transportation Improvements Phasing Plan*

Phase	Master Plan Project	Traffic Mitigation Measure or Project Component	Associated Mitigation Measure
1A	West Employee Parking Structure  <i>CONSIDER FLORENCE/LA BREA : CRENSHAW CORRIDOR</i>	Provide a "fair-share" contribution toward the LAC-MTA's Metro Rapid Bus Line Expansion Program (possible concepts include but are not limited to paying for larger or additional buses from those planned by the LAC-MTA or paying the cost of retrofitting some buses to better accommodate airline passengers and their baggage to and from LAX) OR other enhancements to benefit transit to and from LAX (possible concepts include but are not limited to traffic signal priority improvements for bus flow, transit marketing, airport employee and/or air passenger fare subsidies) to mitigate the following intersections: - Imperial Highway and Sepulveda Boulevard - Jefferson Boulevard and Lincoln Boulevard - Lincoln Boulevard and Manchester Boulevard - Lincoln Boulevard and Marina Expressway - Lincoln Boulevard and Teale Street - Lincoln Boulevard and Washington Boulevard	MM-ST-15
1B	Intermodal Transportation Center (ITC)	Complete pedestrian connection between ITC and Green Line light rail station south of Imperial Highway	
1B	Intermodal Transportation Center (ITC)	Complete the project-component widening of Aviation Boulevard between Century Boulevard and Imperial Highway. This includes the mitigation of adding a second southbound left-turn lane at 111th Street.	MM-ST-6
1B	Intermodal Transportation Center (ITC)	Complete the project-component roadway improvements (discontinuous widening) along 111th Street between Aviation Boulevard and La Cienega Boulevard. This work includes the mitigation of adding a second westbound right-turn lane at Aviation Boulevard.	MM-ST-6
1B	Intermodal Transportation Center (ITC)	Widen northbound I-405 off-ramp at Imperial Highway	MM-ST-6
1B	Intermodal Transportation Center (ITC)	Complete off-site intersectional improvements at northbound I-405 off-ramp at Imperial Highway.	MM-ST-8

Los Angeles International Airport

T2

LAX Master Plan Alternative D  
Mitigation Monitoring and Reporting Program

*Transportation Improvements Phasing Plan*

Phase	Master Plan Project	Traffic Mitigation Measure or Project Component	Associated Mitigation Measure
1B	Intermodal Transportation Center (ITC)	Complete off-site intersectional improvements at Manchester Avenue and Sepulveda Boulevard	MM-ST-10
1B	Intermodal Transportation Center (ITC)	Complete off-site intersectional improvements at Mariposa Avenue and Sepulveda Boulevard	MM-ST-8
1B	Intermodal Transportation Center (ITC)	Complete off-site intersectional improvements at 79th St/80th St and Sepulveda Boulevard	MM-ST-6
1C	Southeast Surface Parking	Complete construction of the project-component internal north-south airport roadway that bisects the surface parking lot and terminates at 111th Street.	
1D	Consolidated Rental Car Facility	Complete off-site intersectional improvements at Airport Boulevard and Arbor Vitae Street	MM-ST-7
1D	Consolidated Rental Car Facility	Complete off-site intersectional improvements at Airport Boulevard and Manchester Avenue	MM-ST-7
1D	Consolidated Rental Car Facility	Complete off-site intersectional improvements at Centinela Avenue and Jefferson Boulevard	MM-ST-10
1D	Consolidated Rental Car Facility	Complete off-site intersectional improvements at Centinela Avenue and Sepulveda Boulevard	MM-ST-6
1D	Consolidated Rental Car Facility	Complete off-site intersectional improvements at Century Boulevard and Sepulveda Boulevard	MM-ST-7
1D	Consolidated Rental Car Facility	Complete off-site intersectional improvements at La Tijera Boulevard and Manchester Avenue	MM-ST-7
1D	Consolidated Rental Car Facility	Complete off-site intersectional improvements at I-105 Freeway westbound off-ramp and Sepulveda Boulevard	MM-ST-8
1D	Consolidated Rental Car Facility	Complete off-site intersectional improvements at La Tijera Boulevard and Sepulveda Boulevard	MM-ST-7
1E	CTA Landside Terminals	None	
1F	Ground Transportation Center (including Commercial Vehicle Holding Area)	Complete project-component GTC/ITC Roadways and Century Bridge	
1F	Ground Transportation Center (including Commercial Vehicle Holding Area)	Complete project-component realignment of 104th Street east of the internal airport roadways to connect to 102nd Street	
1F	Ground Transportation Center (including Commercial Vehicle Holding Area)	Complete project-component widening of Arbor Vitae Street between Aviation Boulevard and La Cienega Boulevard. This work includes the mitigation of adding a second westbound left-turn lane at Aviation Boulevard and an eastbound right-turn lane at La Cienega Boulevard.	MM-ST-6

Los Angeles International Airport

T4

LAX Master Plan Alternative D  
Mitigation Monitoring and Reporting Program

*Transportation Improvements Phasing Plan*

Phase	Master Plan Project	Traffic Mitigation Measure or Project Component	Associated Mitigation Measure
1F	Ground Transportation Center (including Commercial Vehicle Holding Area)	Complete project-component widening of Aviation Boulevard between Arbor Vitae Street and Century Boulevard	
1F	Ground Transportation Center (including Commercial Vehicle Holding Area)	Complete project-component roadway improvements on La Cienega Boulevard between Arbor Vitae Street and Imperial Highway. This work includes the mitigation of installing an additional through lane for northbound traffic at Arbor Vitae Street.	MM-ST-6
1F	Ground Transportation Center (including Commercial Vehicle Holding Area)	Complete project-component roadway improvements on Century Boulevard between Aviation Boulevard and Glasgow Place	
1F	Ground Transportation Center (including Commercial Vehicle Holding Area)	Widen the off-ramp from southbound I-405 Freeway north of Century Boulevard at La Cienega Boulevard	MM-ST-6
1F	Ground Transportation Center (including Commercial Vehicle Holding Area)	Complete off-site intersectional improvements at Arbor Vitae Street and Inglewood Avenue	MM-ST-7
1F	Ground Transportation Center (including Commercial Vehicle Holding Area)	Complete off-site intersectional improvements at Arbor Vitae Street and La Brea Avenue	MM-ST-8
1F	Ground Transportation Center (including Commercial Vehicle Holding Area)	Complete off-site intersectional improvements at Aviation Boulevard and Manchester Boulevard	MM-ST-7
1F	Ground Transportation Center (including Commercial Vehicle Holding Area)	Complete off-site intersectional improvements at Aviation Boulevard and Manchester Boulevard	MM-ST-8
1F	Ground Transportation Center (including Commercial Vehicle Holding Area)	Complete off-site intersectional improvements at Centinela Avenue and Culver Boulevard	MM-ST-7
1F	Ground Transportation Center (including Commercial Vehicle Holding Area)	Complete off-site intersectional improvements at Centinela Avenue and La Cienega Boulevard	MM-ST-6
1F	Ground Transportation Center (including Commercial Vehicle Holding Area)	Complete off-site intersectional improvements at Century Boulevard and Hawthorne Blvd/La Brea Avenue	MM-ST-6
1F	Ground Transportation Center (including Commercial Vehicle Holding Area)	Complete off-site intersectional improvements at Century Boulevard and Inglewood Avenue	MM-ST-8
1F	Ground Transportation Center (including Commercial Vehicle Holding Area)	Complete off-site intersectional improvements at Century Boulevard and La Cienega Boulevard	MM-ST-7
1F	Ground Transportation Center (including Commercial Vehicle Holding Area)	Complete off-site intersectional improvements at El Segundo Boulevard and Sepulveda Boulevard	MM-ST-8

Los Angeles International Airport

T5

LAX Master Plan Alternative D  
Mitigation Monitoring and Reporting Program

*Transportation Improvements Phasing Plan*

Phase	Master Plan Project	Traffic Mitigation Measure or Project Component	Associated Mitigation Measure
1F	Ground Transportation Center (including Commercial Vehicle Holding Area)	Complete off-site intersectional improvements at El Segundo Boulevard and Sepulveda Boulevard	MM-ST-10
1F	Ground Transportation Center (including Commercial Vehicle Holding Area)	Complete off-site intersectional improvements at Florence Avenue and La Cienega Boulevard	MM-ST-7
1F	Ground Transportation Center (including Commercial Vehicle Holding Area)	Complete off-site intersectional improvements at Florence Avenue and La Cienega Boulevard	MM-ST-8
1F	Ground Transportation Center (including Commercial Vehicle Holding Area)	Complete off-site intersectional improvements at Florence Avenue and La Cienega Boulevard	MM-ST-10
1F	Ground Transportation Center (including Commercial Vehicle Holding Area)	Complete off-site intersectional improvements at Hawthorne Boulevard and Imperial Highway	MM-ST-7
1F	Ground Transportation Center (including Commercial Vehicle Holding Area)	Complete off-site intersectional improvements at Hawthorne Boulevard and Imperial Highway	MM-ST-8
1F	Ground Transportation Center (including Commercial Vehicle Holding Area)	Complete off-site intersectional improvements at Imperial Highway and Inglewood Avenue	MM-ST-7
1F	Ground Transportation Center (including Commercial Vehicle Holding Area)	Complete off-site intersectional improvements at Imperial Highway and Inglewood Avenue	MM-ST-8
1F	Ground Transportation Center (including Commercial Vehicle Holding Area)	Complete off-site intersectional improvements at La Cienega Boulevard and Manchester Boulevard	MM-ST-7
1F	Ground Transportation Center (including Commercial Vehicle Holding Area)	Complete off-site intersectional improvements at La Cienega Boulevard and Manchester Boulevard	MM-ST-10
1F	Ground Transportation Center (including Commercial Vehicle Holding Area)	Begin construction of direct connection between I-105 Freeway ramps and internal airport roadways east of ITC (See Note 7)	MM-ST-12
1F	Ground Transportation Center (including Commercial Vehicle Holding Area)	Begin construction of I-405 Interchange at Lennox Boulevard (See Note 7)	MM-ST-13

Los Angeles International Airport

T6

LAX Master Plan Alternative D  
Mitigation Monitoring and Reporting Program

*Transportation Improvements Phasing Plan*

Phase	Master Plan Project	Traffic Mitigation Measure or Project Component	Associated Mitigation Measure
	Note 1	For a detailed description of intersectional improvements, see Tables F4.3.2-28 and F4.3.2-29 of the Final EIS/EIR	
	Note 2	LADOT may recommend that temporary Certificates of Occupancy be granted in the event of any delay: 1) by Caltrans on encroachment permits, or 2) in obtaining required approvals from other City departments, government agencies or jurisdictions through no fault of Los Angeles World Airports, provided that LAWA has demonstrated reasonable efforts and due diligence to the satisfaction of LADOT.	
	Note 3	In all cases, except as noted in (2) above, the required Traffic Mitigation or Project Component of each sub-phase for the corresponding land use sub-phase shall be guaranteed to the satisfaction of LADOT and City of Los Angeles Public Works prior to the issuance of any Building Permit and completed prior to the issuance of any Certificate of Occupancy permit.	
	Note 4	Where appropriate, as determined by LADOT, revisions may be made to this Phasing Plan.	
	Note 5	Appropriate transit improvements to the LAC-MTA bus system to and from LAX and "fair-share" contributions to the LA County's "Marina Expressway to Admiralty Way" project must be agreed upon by LAWA, LADOT, FAA, and the respective outside agency. Depending on the outcome of the negotiations to determine LAWA's appropriate level and types of transit improvement or "fair-share" contribution, this phasing plan may be altered at the discretion of LADOT. FAA approval may still be required for substitute mitigations. Mitigation measures are applicable only to the extent that airport revenue to fund such measures is permissible under federal law and policies.	
	Note 6	In the event the applicant is unable to obtain necessary construction permits from the concerned agencies in a timely fashion, a temporary Certificate of Occupancy may be granted by the City provided the applicant has demonstrated reasonable efforts to complete the necessary designs and improvements to the satisfaction of LADOT. Should any improvement not receive required approval, the City may substitute an alternative measure of an equivalent effectiveness.	

Los Angeles International Airport

T7

LAX Master Plan Alternative D  
Mitigation Monitoring and Reporting Program



Transportation Improvements Phasing Plan

Phase	Master Plan Project	Traffic Mitigation Measure or Project Component	Associated Mitigation Measure
1B	Intermodal Transportation Center (ITC)  CENTINELA/ LA TIJERA	Provide a "fair-share" contribution toward the LAC-MTA's Metro Rapid Bus Line Expansion Program (possible concepts include but are not limited to paying for larger or additional buses from those planned by the LAC-MTA or paying the cost of retrofitting some buses to better accommodate airline passengers and their baggage to and from LAX) OR other enhancements to benefit transit to and from LAX (possible concepts include but are not limited to traffic signal priority improvements for bus flow, transit marketing, airport employee and/or air passenger fare subsidies) to mitigate the following intersections: <ul style="list-style-type: none"> <li>- Centinela Avenue and Sepulveda Boulevard</li> <li>- Howard Hughes Parkway and Sepulveda Boulevard</li> <li>- Manchester Avenue and Sepulveda Boulevard</li> <li>- Mariposa Avenue and Sepulveda Boulevard</li> <li>- 76th St/77th St and Sepulveda Boulevard</li> <li>- 79th St/ 80th St and Sepulveda Boulevard</li> <li>- 83rd Street and Sepulveda Boulevard</li> <li>- I-105 Freeway westbound off-ramp at Sepulveda Boulevard</li> </ul>	MM-ST-15
1B	Intermodal Transportation Center (ITC)	Complete off-site intersectional improvements at I-105 Freeway ramps/Continental City Drive & Imperial Highway (at-grade intersectional improvement only)	MM-ST-6
1B	Intermodal Transportation Center (ITC)	Complete off-site intersectional improvements at Aviation Boulevard and El Segundo Boulevard	MM-ST-7
1B	Intermodal Transportation Center (ITC)	Complete off-site intersectional improvements at Aviation Boulevard and El Segundo Boulevard	MM-ST-8
1B	Intermodal Transportation Center (ITC)	Complete off-site intersectional improvements at Aviation Boulevard and Imperial Highway	MM-ST-7
1B	Intermodal Transportation Center (ITC)	Complete off-site intersectional improvements at Aviation Boulevard and Rosecrans Boulevard	MM-ST-10
1B	Intermodal Transportation Center (ITC)	Complete off-site intersectional improvements at Douglas Street and Imperial Highway	MM-ST-10
1B	Intermodal Transportation Center (ITC)	Complete off-site intersectional improvements at El Segundo Boulevard and La Cienega Boulevard	MM-ST-8
1B	Intermodal Transportation Center (ITC)	Complete off-site intersectional improvements at La Cienega Boulevard and 111th Street	MM-ST-10
1B	Intermodal Transportation Center (ITC)	Complete off-site intersectional improvements at Manchester Avenue and Sepulveda Boulevard	MM-ST-7

Los Angeles International Airport

T3

LAX Master Plan Alternative D  
Mitigation Monitoring and Reporting Program

Transportation Improvements Phasing Plan

Phase	Master Plan Project	Traffic Mitigation Measure or Project Component	Associated Mitigation Measure
	Note 7	LAWA will strive for completion of both the direct freeway connections from the I-405 Freeway at Lennox Boulevard and from the I-105 Freeway onto the airport roadways east of the ITC. If these freeway improvements are not completed in time for the opening of the Ground Transportation Center (GTC), LAWA will implement substitute mitigation improvements prior to opening the GTC, including, but not limited to Changeable Message Signs to direct traffic and/or Closed Circuit Television Cameras to monitor its flow, to the satisfaction of LADOT.	
	Note 8	For proposed LAX Master Plan facilities not listed, such as the CTA Landside Terminals, South CTA Concourse Rework, Satellite Concourse, Tom Bradley International Terminal Rework, North CTA Concourse, or LAX Northside, there are no traffic mitigations or project components to be specifically phased with the construction of those components.	
	Note 9	Prior to the issuance of any final certificate of occupancy in the final phase of the Off-Airport Traffic Improvements Phasing Plan, all required improvements in the entire phasing plan shall be funded, completed, or resolved to the satisfaction of LADOT.	

Los Angeles International Airport

T8

LAX Master Plan Alternative D  
Mitigation Monitoring and Reporting Program

RESIDENTIAL &  
BUSINESS RELOC

LAX MASTER PLAN ALTERNATIVE D  
MITIGATION MONITORING & REPORTING PROGRAM

Master Plan Commitments/ Mitigation Measures	Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<i>Relocation of Residences and Businesses</i>				
<p><b>RBR-1</b></p> <p><b>Monitoring Agency:</b> LAWA</p> <p><b>Residential and Business Relocation Program.</b> To address the acquisition of properties and relocation of businesses and residents associated with the proposed Master Plan, LAWA will prepare a Residential and Business Relocation Plan (Relocation Plan) in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, state and local regulations, and FAA Advisory Circular 150/5100-17, prior to the commencement of acquisition. LAWA will achieve the following objectives:</p> <ul style="list-style-type: none"> <li>◆ Fully inform eligible project-area residential occupants and business owners of the nature of and procedures for obtaining relocation assistance and benefits.</li> <li>◆ Determine the needs of each residential relocatee and business owner.</li> <li>◆ Provide an adequate number of referrals to comparable, decent, safe, and sanitary housing units within a reasonable time prior to relocation. No residential occupant would be required to move until comparable decent, safe, and sanitary housing is made available.</li> <li>◆ Provide at least 90 days advance written notice to vacate, as required by law. The notice period may be extended according to the needs of the affected relocatees.</li> <li>◆ Provide current and continuously updated information concerning replacement housing and business choices and opportunities.</li> <li>◆ Ensure that the relocation process does not result in different or separate treatment because of race, religion, national origin, gender, marital status, or other arbitrary circumstances.</li> <li>◆ Ensure that the unique needs of minority and low-income persons and businesses are addressed, including the provision of assistance and materials in Spanish and other languages as necessary.</li> </ul>	Minimize adverse acquisition or relocation impacts	Prior to commencement of relocation activities	Once, upon approval of the Relocation Plan	City Council approval of the Relocation Plan

Area: Relocation of Residences and Businesses

LAX MASTER PLAN ALTERNATIVE D  
MITIGATION MONITORING & REPORTING PROGRAM

Master Plan Commitments/ Mitigation Measures	Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p><b>RBR-1</b></p> <p>(Cont'd)</p> <ul style="list-style-type: none"> <li>◆ Supply information concerning federal, state, city, and other governmental programs providing assistance to displaced persons or businesses.</li> <li>◆ Assist each eligible person or business in the completion of all applications and claims for payment of benefits.</li> <li>◆ Make relocation payments in accordance with Federal Relocation Regulations, including the provisions of Last Resort Housing, where applicable.</li> <li>◆ Inform all affected occupants of LAWA's policies with regard to eviction and property management.</li> <li>◆ Establish and maintain a formal grievance procedure for use by relocatees seeking administrative review of LAWA decisions with respect to relocation assistance.</li> </ul> <p>Although it is expected that comparable replacement housing resources are available, LAWA will take all reasonable steps to make such resources available, including but not limited to the following:</p> <ul style="list-style-type: none"> <li>◆ Provide vacated project structures to agencies that could relocate the structures to new sites and make them available for program-affected residents.</li> <li>◆ Provide funding for possible construction of replacement housing.</li> <li>◆ Provide funding for rehabilitation of housing units being sold or rented to program-affected residents.</li> <li>◆ Consider other innovative actions to ensure the availability of replacement housing.</li> </ul>				

Area: Relocation of Residences and Businesses

**LAX MASTER PLAN ALTERNATIVE D  
MITIGATION MONITORING & REPORTING PROGRAM**

Master Plan Commitments/ Mitigation Measures	Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p><b>RBR-1</b></p> <p>In addition to the above services, distinct business assistance services will include but not be limited to the following:</p> <ul style="list-style-type: none"> <li>◆ LAWA will implement a business relocation assistance program to insure prompt and equitable relocation and re-establishment of businesses displaced as a result of the proposed Master Plan. The business relocation assistance program will include: 1) a determination of the relocation needs and preferences of each business to be displaced; 2) the maintenance of listings and contacts with commercial real estate brokers, commercial lenders, and government economic development agencies to assist displaced businesses in locating suitable replacement sites; 3) the provision to displaced businesses of information on programs administered by the Small Business Administration and other federal and state programs offering assistance to displaced persons; 4) the provision of special assistance to those who wish to remain close to their current sites or close to an airport in finding such sites, including sites on the airport such as LAX Northside/Westchester Southside, or other airport owned properties or developments; and 5) the provision of special assistance to address the specific needs of minority-owned businesses.</li> <li>◆ LAWA will coordinate with the County of Los Angeles and the cities of Inglewood, Hawthorne, and El Segundo to locate properties within their jurisdictions suitable for businesses displaced by the acquisition program.</li> <li>◆ LAWA will investigate and consider the use of the separate and ongoing Aircraft Noise Mitigation Program to redevelop noise impacted residential areas into commercial areas suitable for businesses displaced by the Master Plan acquisition program. As part of these efforts, LAWA will coordinate with the City of Inglewood and the County of Los Angeles to identify areas east of I-405 where land acquisition and conversion to compatible land uses is contemplated under applicable plans or is otherwise deemed appropriate.</li> </ul>				

Area: Relocation of Residences and Businesses

**LAX MASTER PLAN ALTERNATIVE D  
MITIGATION MONITORING & REPORTING PROGRAM**

Master Plan Commitments/ Mitigation Measures	Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<p><b>RBR-1</b></p> <p>(Cont'd)</p> <ul style="list-style-type: none"> <li>◆ LAWA will provide opportunities for air freight, flight kitchens and other airport-related uses displaced by the acquisition program to relocate onto airport property, to the maximum extent practicable.</li> <li>◆ LAWA will, to the maximum practicable extent, develop its property in LAX Northside/Westchester Southside so as to provide relocation opportunities for businesses displaced by the acquisition program.</li> <li>◆ With respect to any and all residential acquisition under Alternative D, LAWA will implement a housing program similar to the existing "Move On Housing Program," which is currently being implemented in conjunction with the existing ANMP Relocation Plan. The Move On Housing Program is a collaborative effort between public and not-for-profit organizations to move and rehabilitate Manchester Square and Belford area structures in order to transfer housing assets to residential areas in Los Angeles County, provide reasonable housing for displaced tenants, and provide construction-related employment opportunities to community residents.</li> </ul>				
<p><b>MM-RBR-1</b></p> <p><b>Phasing for Business Relocations.</b> To maximize opportunities for airport/airport-dependent businesses and other businesses</p>	Minimize adverse acquisition or relocation impacts	Prior to commencement of relocation activities	Once, upon approval of phasing plan for business relocation	LAWA approval of phasing plan for business relocation

Area: Relocation of Residences and Businesses

**LAX MASTER PLAN ALTERNATIVE D  
MITIGATION MONITORING & REPORTING PROGRAM**

Master Plan Commitments/ Mitigation Measures		Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<b>MM-RBR-1</b> <b>Monitoring Agency:</b> <b>LAWA</b>	(Cont'd) being acquired to relocate in proximity to their current sites, LAWA shall, to the maximum degree feasible, schedule acquisition phasing and/or development phasing to accommodate interested parties on airport property in a manner that would avoid delays to the overall construction and development schedule. First priority shall be given to airport/airport-dependent businesses, such as air freight forwarders and hotels, whose relocation off of the airport would present a unique hardship. Master Plan Commitment RBR-1, Residential and Business Relocation Program, can also serve to mitigate significant effects stemming from the acquisition program by using LAWA ANMP funds to redevelop noise impacted residential property for industrial uses.				
<b>MM-RBR-2</b> <b>Monitoring Agency:</b> <b>LAWA</b>	<b>Relocation Opportunities through Aircraft Noise Mitigation Program.</b> As a special project under the Aircraft Noise Mitigation Program (ANMP) for LAX, LAWA shall coordinate with the City of Inglewood and the County of Los Angeles to identify residential land uses that are subject to high levels of aircraft noise where land acquisition and conversion to compatible land uses is contemplated under applicable plans or is otherwise deemed appropriate. As residential uses are relocated outside of noise impacted areas under the ANMP, in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, LAWA shall work with the jurisdictions to identify airport-related businesses interested in these sites. With support from the jurisdictions, as well as other businesses and organizations such as Gateway to LA that interact with LAWA, LAWA shall promote these sites for businesses subject to acquisition as part of the proposed LAX Relocation Plan business relocation assistance program. The multiple objectives of the effort shall be to mitigate noise impacted land uses, retain and promote local	Minimize adverse acquisition or relocation impacts	Within 60 days from City Council approval of the Relocation Plan, LAWA shall initiate coordination efforts with the County of Los Angeles and City of Inglewood	Once, upon initiation of coordination efforts with the County of Los Angeles and City of Inglewood	Provide evidence of coordination

Area: Relocation of Residences and Businesses

**LAX MASTER PLAN ALTERNATIVE D  
MITIGATION MONITORING & REPORTING PROGRAM**

Master Plan Commitments/ Mitigation Measures		Potential Impact Being Addressed	Timing of Implementation	Monitoring Frequency	Actions Indicating Compliance
<b>MM-RBR-2</b>	(Cont'd) businesses dependent on airport proximity, and support local employment and economic growth. Areas under the City of Inglewood General Plan and redevelopment plan that are proposed for land use recycling along Century Boulevard shall be given high priority.				

Area: Relocation of Residences and Businesses



Diego Alvarez  
 City of Los Angeles  
 Los Angeles World Airports  
 September 15, 2010  
 Page 2

calls for a Specific Plan that meets the following four criteria: (1) designs for a practical capacity of 78.9 Million Annual Passengers ("MAP"); (2) enhances safety and security; (3) minimizes environmental impacts on the surrounding communities; and (4) creates conditions that encourage airlines to go to other airports in the region, particularly those owned by LAWA.<sup>2</sup> In Cities' view, the newly introduced alternatives will not accomplish these goals.

First, the most extreme of the new alternatives, 300 feet and 400 feet to the North are blatantly capacity enhancing and have nothing whatever to do with safety. According to the recent LAX North Airfield Safety Study in which LAWA actively participated and explicitly sanctioned, the current North Airfield configuration is "extremely safe," and there are no compelling reasons for reconfiguring the North Airfield for safety reasons. Moreover, rather than minimizing environmental impacts on surrounding communities, moving Runway 6L/24R more than 100 feet North will, by virtue of its capacity enhancing potential, increase noise and air quality impacts on surrounding communities, in that existing noise contours would be shifted northward, resulting in expanded 65 db CNEL contours. Finally, moving Runway 6L/24R in excess of 100 feet North would, instead of encouraging airlines to go to other airports, be aimed at encouraging more operations at LAX, and especially operations of Category VI aircraft, the environmental impacts of which are yet to be conclusively ascertained.

In summary, the proposed relocation of Runway 6L/24R more than 100 feet to the North would defeat all of the Specific Plan Amendment's objectives agreed to in the Stipulated Settlement. Nevertheless, LAWA does have an option. Cities have repeatedly reiterated their support for an alternative that would move Runway 6L/24R 100 feet to the North. This option would allow for a center taxiway while, at the same time, furthering the express goals of the Settlement and Specific Plan. Cities strongly urge that LAWA, at the early stage of the environmental process, at minimum, abandon any alternatives, including the 200 feet, 300 feet and 400 feet north alternatives that were not previously proposed and reviewed in the original NOP.

**I. THE NEW ALTERNATIVES APPEAR TO BE LARGELY FOR THE PURPOSE OF CAPACITY ENHANCEMENT.**

The recent LAX North Airfield Safety Study found that "[f]or projected 2020 traffic levels and traffic mix, the LAX North Airfield is extremely safe under the current configuration" [Study, p. xix] and "the Panel cannot construct a compelling argument on safety grounds alone

<sup>2</sup> See, Settlement, § V.C.; see also, page 3 of the handout circulated at the August 16, 2010 SPAS Advisory Committee meeting.



**CHEVALIER, ALLEN & LICHMAN LLP**  
 Attorneys at Law  
 Aviation Law & Litigation • Environmental Law & Litigation • Commercial Litigation  
 www.calairlaw.com | www.aviationlawdevelopmentlaw.com

Gary M. Allen, Ph.D.  
 John Chevalier, Jr.<sup>\*</sup>  
 Bernice C. Hart  
 Barbara E. Lichman, Ph.D.  
 Jacqueline E. Serrano, LL.M.<sup>\*</sup>  
 Steven M. Taber<sup>1/2</sup>  
 Anita C. Willis<sup>3</sup>

<sup>\*</sup>Retired  
<sup>1</sup>Admitted in Illinois  
<sup>2</sup>Admitted in Florida  
<sup>3</sup>Of Counsel

695 Tower Center Drive, Suite 200  
 Costa Mesa, California 92626  
 Telephone (714) 984-6530  
 Facsimile (714) 984-6521  
 E-mail cal@calairlaw.com

September 15, 2010

By E-Mail and U.S. Mail  
 DALVAREZ@lawa.org

Diego Alvarez  
 City of Los Angeles  
 Los Angeles World Airports  
 1 World Way, Room 218  
 Los Angeles, CA 90045

Re: Comments by the Cities of Inglewood and Culver City on the Informal Proposal of the Revised LAX Specific Plan Amendment Study Notice of Preparation

Dear Mr. Alvarez:

The following are comments by the Cities of Inglewood and Culver City ("Cities") concerning the recent preliminary proposal by Los Angeles World Airports ("LAWA") Staff concerning appropriate alternatives for the North Airfield Reconfiguration to be included in the Final Notice of Preparation ("NOP") for the Los Angeles International Airport ("LAX") Specific Plan Amendment Study ("SPAS").

At an August 16, 2010 meeting of the SPAS Advisory Committee, which includes Petitioners and settling parties in *City of El Segundo, et al. v. City of Los Angeles, et al.*, Riverside County Superior Court Case No. RIC 426822, LAWA introduced for the first time in the four years and countless hours of discussion and planning leading up to the NOP, alternatives for relocating Runway 6L/24R on the North Airfield Complex, 200 feet, 300 feet and 400 feet to the North.<sup>1</sup> Cities wish to remind LAWA at the outset that the settlement of the above action

<sup>1</sup> 100 feet to the North and 340 feet to the North were part of the original SPAS proposals and were addressed in Cities' letter of June 17, 2008 concerning the originally published NOP. Cities commented that: (1) tiering of the NOP on the approved Master Plan EIR results in improperly attenuated environmental review; (2) the NOP's Project Definition is incomplete; (3) the EIR's cumulative impact analysis should, at minimum, include all projects not included in the SPAS; (4) the NOP fails to address surface traffic impacts resulting from the project; and (5) the proposed movement of Runway 6L/24R 340 feet to the North has significant capacity and noise enhancing potential.



Diego Alvarez  
City of Los Angeles  
Los Angeles World Airports  
September 15, 2010  
Page 3

for reconfiguring the North Airfield." [Study, p. xx] (emphasis in original). The revised NOP proposal contains no argument to the contrary.

In fact, one of LAVA's North Airfield planning objectives is to provide North Airfield improvements that are consistent with FAA design standards for the largest aircraft types (Groups V and VI) currently in service and anticipated for the future for all weather conditions [Handout, p. 17], in that, according to LAVA, the North Airfield does not presently meet FAA standards for Group V or Group VI aircraft under any weather conditions [Handout, p. 14] and refers to "weather restricted conditions" at page 22. The proposed NOP, however, fails to define precisely what "weather conditions" are included in the term "restricted." Given its geographical location, weather conditions at LAX differ markedly from other airports (e.g., no snow, no runway icing, etc.). Therefore, as one of the distinguishing characteristics of the 400 foot to the North option is allowing Category VI operations under "restricted conditions," it is important to explain the type of conditions included and frequency of their occurrence.

Moreover, it is absolutely clear, even at this preliminary stage, that the new 300 feet, and 400 feet to the North alternatives will facilitate increased capacity as much or even more than did the original 340 feet to the North alternative. While Petitioners understand that LAX has suffered a severe diminution in passenger traffic due to the economic downturn, bringing it far below the envisioned level of 78.9 MAP a year in the Settlement, Petitioners also understand that the renewed economy will bring renewed passenger traffic, even without the runway and other improvements forecast in the SPAS. It is Cities' view, based on prior, in-depth, evaluation of the 340 foot North alternative, that the current 300 foot and 400 foot to the North alternatives will provide the basis for capacity increases far beyond the original 78.9 MAP baseline.

II. THE PROPOSED NEW ALTERNATIVES WILL SHIFT NOISE CONTOURS TO THE NORTH AND IMPACT NEWLY EXPOSED COMMUNITIES.

Not only will the new runway proposal's capacity enhancing impacts increase operations, and their attendant single event noise impact, it will also shift existing LAX noise contours, including the 1992 noise contour used by LAVA to determine sound mitigation funding for Inglewood to the north. Further, it will shift overflights on approach to Runway 6L/24R to the northeast, creating increased noise and air quality impacts on Inglewood, Westchester, Culver City and nearby communities, thus opening up whole new areas of significant noise impacts that will have to be mitigated or, in their most extreme case, cause properties to become substantially uninhabitable. As the Settlement Agreement, Appendix A, does not provide funding for the impacts of these newly offered alternatives, new negotiations concerning noise mitigation may have to be initiated at great expense to both parties. In short, Cities anticipate an in-depth



Diego Alvarez  
City of Los Angeles  
Los Angeles World Airports  
September 15, 2010  
Page 4

consideration, without artificial minimization, of the true single and cumulative event noise impacts of the newly proposed alternatives.

III. ENVIRONMENTAL REVIEW OF THE NEWLY PROPOSED ALTERNATIVES CANNOT BE TIERED FROM THE APPROVED LAX MASTER PLAN EIR, AND WILL REQUIRE FULL ENVIRONMENTAL REVIEW.

The 2008 NOP stated that the SPAS EIR would be a Supplemental EIR tiered from the LAX Master Plan EIR. Cities objected on the grounds that: (1) the alternatives proposed in the 2008 NOP differed significantly from the projects and environmental impacts evaluated in the Master Plan EIR; and (2) given the radical differences between Alternative D, the "No Project/No SPAS Alternative (Approved Master Plan)" and the actual "No Project Alternative," there is a serious question as to what is left of the approved Master Plan from which to "tier." Those objections are even more pertinent to the options to be considered in the revised NOP, given, among other things, the addition of the 200, 300, and 400 feet North runway movement options, as compared, for example, to the 340 feet South movement under Alternative D. [See Handout, p.26].

In short, Cities are surprised that LAVA has chosen to abandon the original alternatives that have been so extensively evaluated, not merely by Cities and other Petitioners, but by LAVA and the independent academic panel as well. Cities, therefore, request that, at minimum, LAVA return to the previously evaluated alternatives, as well as any others that may arise with demonstrably fewer, rather than greater, environmental impacts.

Cities appreciate this opportunity to comment on LAVA's proposed NOP alternatives, and hereby expressly reserve their rights to comment further on the final NOP and subsequent environmental documents.

Sincerely,

CHEVALIER, ALLEN & LICHMAN, LLP

*Barbara E. Lichman*

Barbara E. Lichman, Ph.D.



Herb Glasgow, Chief of Airport Planning I  
 City of Los Angeles  
 Los Angeles World Airports  
 November 29, 2010  
 Page 2

agency," as those terms are defined in 14 Cal.Code Regs. §§ 15096, 15381, and 15386.<sup>2</sup> Please be further advised that the following comments concerning significant environmental issues raised by the Project, alternatives and mitigation measures are necessarily preliminary, due to the attenuated character of the Revised NOP. Cities therefore reserve their right to supplement these comments in response to future environmental documents.

I. THE REVISED NOP STILL CONTEMPLATES "TIERING" OF THE NOP ON THE "APPROVED MASTER PLAN" WHICH WILL RESULT IN IMPROPERLY ATTENUATED ENVIRONMENTAL REVIEW.

The Revised NOP continues to state, despite Cities' prior comments on the Original NOP concerning the pitfalls of this approach, that the SPAS EIR will be a Supplemental EIR tiered from the LAX Master Plan EIR (NOP, p.5), "providing new or revised analyses of the environmental impacts specific to the alternatives associated with the Yellow Light Project options. . ." Moreover, LAWA, in its NOP for the Crossfield Taxiway Project (which was published contemporaneously with the publication of the Original NOP), justified expedited environmental review on the premise that adequate environmental review was already completed during the prior Master Plan environmental review. While the Legislature has directed local agencies to "tier" EIRs whenever feasible, the utility of tiering is limited to those situations where the individual projects are consistent with the larger project such as the approved Master Plan project which has already been environmentally reviewed. "[T]iering is a process by which agencies can adopt programs, plans, policies, or ordinances with EIRs focusing on 'the big picture', and can then use streamlined CEQA review for individual projects that are consistent with such. . . [first tier decisions]. . ." *Koster v. County of San Joaquin*, 47 Cal.App.4th 29, 36 (1996). [Emphasis added.]

In this case, despite the fact that the "approved Master Plan" remains in place, many of its most salient features, such as the Ground Transportation Center ("GTC"); closure of the CTA to surface traffic; and movement of Runway 6R/24L, 340 feet to the south, necessitating the restructuring of Terminals 1 through 3, are being replaced by the Projects currently being evaluated under this Revised NOP. Thus, because of the proposed amendments, the components of the proposed Airport Master Plan differ materially from the project originally evaluated in the approved Master Plan and cannot serve as a "baseline" for analysis. As an example, the proposed movement of Runway 6R/24L 400 feet north is a radical departure from the movement

<sup>2</sup> CEQA's implementing regulations will be referred to throughout these comments as "CEQA Guidelines."



**CHEVALIER, ALLEN & LICHMAN LLP**  
 Attorneys at Law  
 Aviation Law & Litigation • Environmental Law & Litigation • Commercial Litigation  
 www.calvalaw.com | www.nationairportdevelopmentlaw.com

Gary M. Allen, Ph.D.  
 John Chevalier, Jr.\*  
 Brent C. Hart  
 Barbara E. Lichman, Ph.D.  
 Jacqueline E. Serrao, LL.M.\*  
 Steven M. Taber\*\*  
 Anita C. Willis\*

November 29, 2010

By E-mail and U.S. Mail  
 LAXSPAS@lawa.org

Herb Glasgow  
 Chief of Airport Planning I  
 City of Los Angeles  
 Los Angeles World Airports  
 1 World Way, Room 218  
 Los Angeles, CA 90045

Re: Revised Notice of Preparation of Draft Environmental Impact Report (SCH No. 1997061047) - Los Angeles International Airport Specific Plan Amendment Study - Comments by Cities of Inglewood and Culver City

Dear Mr. Glasgow:

The following are the comments of the Cities of Inglewood and Culver City ("Cities") concerning the Revised Notice of Preparation ("Revised NOP") for the Los Angeles International Airport ("LAX") Specific Plan Amendment Study ("SPAS").<sup>1</sup> The Revised NOP commences the environmental review of proposed alternatives to the implementation of five development projects at LAX, including a Ground Transportation Center ("GTC"), Automated People Mover ("APM") from the GTC to the Central Terminal Area ("CTA"), and associated on-site road improvements: demolition of Terminals 1, 2 and 3; and reconfiguration and separation of Runways 6L/24R and 6R/24L on the North Runway Complex (these activities, taken together will be referred to as "Project"). Cities regard the Project as a component of a more comprehensive expansion plan, including, but not limited to, construction of Midfield Satellite Terminal, a Crossfield Taxiway, and redesign and addition of gates at the Tom Bradley International Terminal ("TBIT").

As a threshold issue, please be advised that Cities respond to Question No. 2, Revised NOP, p. 2, as follows: Cities do not fall within the category of "responsible agency" or "trustee

<sup>1</sup> *Cities of Inglewood and Culver City are Petitioners and Settling Parties in the case of Et Segundo, et al. v. City of Los Angeles, et al., Riverside County Superior Court Case No. RIC 426822.*

10 DEC 2 2 19 48

695 Town Center Drive, Suite 700  
 Costa Mesa, California 92626  
 Telephone (714) 384-6520  
 Facsimile (714) 384-6521  
 E-mail cal@calvalaw.com

\*Registered  
 \*Admitted in Illinois  
 \*Admitted in Florida  
 \*Of Counsel



Herb Glasgow, Chief of Airport Planning I  
City of Los Angeles  
Los Angeles World Airports  
November 29, 2010  
Page 4

stage for the exacerbation of the outflow of airline traffic and passengers from other LAWA operated airports, particularly Ontario International Airport ("ONT"), and into LAX.

ONT has lost 22 years of traffic growth since 2007, a loss of \$400 million to the Inland Empire economy and more than 8,000 jobs. Moreover, airlines are continuing to downsize ONT and it lost its last international passenger flight in February, 2010. Certainly, part of the problem can be attributed to the current state of the national economy, but by no means all, as other airports in the region such as Palm Springs, Long Beach and John Wayne actually gained passengers during the period 2000-2009. While passenger traffic at ONT declined 27.7% between the years 2000 and 2009, LAX itself lost comparatively fewer passengers at 9%.

The best explanation lies in ONT's cost structure when compared with that of LAX and surrounding airports, as well as LAWA's de-emphasis on encouraging growth. For example, ONT's airline costs per passenger are higher than at any other secondary airport in Southern California or the United States (the second highest airport costs for Southwest Airlines after New York's LaGuardia). Moreover, L.A.'s Living Wage Ordinance for airport workers add significant cost burden to airlines serving ONT.

Equally important is the LAWA staff's emphasis on supporting LAX. When ONT lost its last international passenger flight, LAWA staff publicly stated that ONT would not receive international flights in the future. In addition, L.A. Airport Commissioners have publicly spoken on the need to make LAX the priority for restoring passenger traffic to the region. To add insult to injury, no credible marketing plan has been introduced for ONT or airports under LAWA sponsorship other than LAX. In 2010, for example, LAWA will spend \$6.4 million marketing LAX, but only \$450,000 marketing ONT.

This trend, and its encouragement by the dramatic reconfiguration of the North Airfield, has impacts not only for the Inland Empire, but for residents living around LAX as well. While the Settlement requires that the SPAS, among other things, "identify specific plan amendments that . . . minimiz[e] environmental impacts on surrounding communities," Settlement § V.C., it is clear that the dramatic reconfiguration of the airfield necessary to accommodate Category VI aircraft will affect the size and location of the LAX noise contours, moving them north and east; potentially displace overflight on approach to the north; and realign Runway Protection Zones at each end of the North Airfield runways, causing additional, hitherto unanalyzed constraints on land use in communities to the north and east.



Herb Glasgow, Chief of Airport Planning I  
City of Los Angeles  
Los Angeles World Airports  
November 29, 2010  
Page 3

contemplated in the Master Plan 340 feet south, possibly impacting, among other things, the size and location of the noise contours and the Runway Protection Zone ("RPZ").

Moreover, the inclusion of alternatives reflecting the Yellow Light Projects, the original components of the Airport Master Plan, does not rectify the problem. The Yellow Light Projects are "yellow light" because the Settlement between the parties in the above-referenced action contemplates their replacement.<sup>3</sup> Therefore, the yellow light projects cannot serve as the basis for either the "Existing Condition Alternative," or the "No Project Alternative" because the Settlement ensures that they do not exist in the Airport Master Plan now, and that they will not in the future.

In short, the significant differences between the "No Project/No SPAS Alternative (Approved Master Plan)," and the actual "No Project Alternative" raises the question of what is left of the original Master Plan, in terms of viable project alternatives, to make tiering an appropriate option. Given these circumstances, the Cities question the appropriateness of the "tiering" of the Revised NOP projects upon the Master Plan EIR.

## II. THE PROJECT DOES NOT CREATE CONDITIONS THAT ENCOURAGE AIRLINES TO GO TO OTHER AIRPORTS IN THE REGION.

Cities submit that the Revised NOP contemplates projects which, when taken together, defy the Settlement's mandate that the SPAS will, among other things, "creat[e] conditions that encourage airlines to go to other airports in the region." Settlement, § V.C. As an example, the Revised NOP acknowledges that the most extreme alternatives for the North Airfield reconfiguration, and particularly the 400 foot north alternative, are explicitly aimed at "accommodat[ing] the largest aircraft types currently in service and anticipated for the future (Group V and Group VI aircraft) . . ." Revised NOP, p. 6, by creating a "Modified Group VI airfield," *Id.*, which can operate the largest aircraft models substantially without operational restrictions. By doing so, Los Angeles World Airports ("LAWA") staff is overtly setting the

<sup>3</sup> See, e.g., Settlement, § V.D.1. ["Potential alternative designs, technologies, and configurations for the LAX Master Plan Program that would provide solutions to the problems that the Yellow Light Projects were designed to address . . ." [Emphasis added.]] and Settlement, § V.D.3 ["Potential environmental impacts that could result from replacement of the Yellow Light projects with the Alternative Projects, and potential mitigation measures that could provide a comparable level of mitigation to that described for the Yellow Light Projects . . ." [Emphasis added.]]





Apparently, at least partially relinquishing the safety justification, the Revised NOP emphasizes instead the attributes of a "Modified Group VI airfield . . . designed to accommodate the new generation of wide-bodied airplanes that began to operate at LAX in 2008," Revised NOP, p. 6. The rationale articulated in the Revised NOP is that "the North Airfield configuration set forth in the approved LAX Master Plan [movement of Runway 6L/24R 340 feet south] was designed to accommodate the largest aircraft types . . . reduce the risk of runway incursions, enhance the safety and efficiency of aircraft operations at LAX, and provide a better balance in heavy aircraft operations between the North Airfield and the South Airfield," Revised NOP, p. 6.

In taking that position, the Revised NOP ignores the data arising from the first four years of the Specific Plan Amendment Study process, in which Petitioners participated, and during which it was determined that less extreme alternatives such as movement of Runway 6L/24R 100 feet to the north could also accommodate centerline taxiway and other airfield improvements. Revised NOP, p. 6, increase the length of Runway 24L, *Id.*, and, thus, also reduce the risk of runway incursions, enhance safety and efficiency of aircraft operations and provide a better balance between runway complexes.

In summary, given LAWA's apparent continuing dedication to the attributes of the Project set forth in the approved Master Plan, and reconfirmed in the Original NOP, it appears from the Revised NOP that the Project has fallen victim to the flaw of "pre-commitment" that will render the EIR based on it, inadequate.

**IV. THE EIR'S CUMULATIVE IMPACT ANALYSIS SHOULD, AT MINIMUM, INCLUDE ALL PROJECTS PLANNED OR RECENTLY IMPLEMENTED AND NOT INCLUDED IN THE SPAS.**

"The agency may prepare one EIR for all projects, or one for each project, but shall in either case comment upon the cumulative effect," CEQA Guidelines § 15165. "The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects." CEQA Guidelines § 15355(b).

Here, the synergistic impacts of the various projects is beyond question. The Crossfield Taxiway is a necessary component of access to and from the North Airfield. Similarly, the new Midfield Satellite Terminal, and the reconstruction and addition of gates at the TBIT are intimately related to the changes in the North Airfield complex, as the new, associated taxiway system appears to encourage expedited access from the North Airfield complex, without which



**III. THE "REVISIONS" TO THE NOP APPEAR LITTLE MORE THAN JUSTIFICATIONS FOR "PRE-COMMITMENT" TO THE MOST EXTREME ALTERNATIVE(S) FOR NORTH AIRFIELD RECONFIGURATION.**

Agencies may not "pre-commit" to project approval because "[a] fundamental purpose of [CEQA review] is to provide decision-makers with information they can use in deciding whether to approve a proposed project. . . ." *Laurel Heights Improvement Association v. Regents of the University of California*, 47 Cal.3d 376, 394 (1988) [emphasis in original]. Here, with the exception of some prefatory comments, a substantial component of the changes memorialized in the Revised NOP go to justify adoption of the most draconian alternatives proposed for the reconfiguration of the North Airfield.

First, it should be noted that the Project's five components still actually boil down to two: (1) the North Airfield Reconfiguration; and (2) the proposed GTC. This is because the APM and on-site road improvements are necessitated by, and part and parcel of, the proposed GTC. It also appears, according to the description of the various components and their alternatives in the Revised NOP, that the APM and on-site road improvements would only occur for the purpose of linking the GTC and CTA. Thus, if the GTC were not built (the existing condition), the ancillary transportation improvements would not be necessary.

In addition, the alternatives relating to the demolition of Terminals 1 through 3 are constrained to "yes" or "no." As, under the express terms of the Settlement, alternatives to the GTC must be found and evaluated, there is, in reality, no "yes" option, because such an option would effectively obliterate 30% of the airport's terminal capacity, without any potential replacement.

Moreover, the NOP revisions appear to be largely aimed at justifying the most extreme alternative for reconfiguration of the North Airfield. On the one hand, the Revised NOP dismisses the conclusions of the North Airfield Safety Study ("Safety Study") regarding the purported contribution of the Project to airfield safety.<sup>4</sup> While it is true that the Safety Study did find that the existing runway configuration already provides a high level of safety, it went on to state that the Project could not be justified on safety grounds.

<sup>4</sup> "Completion of LAX North Airfield Safety Study (February 19, 2010), which found that, although the current north airfield configuration provides a high level of safety, changes to the configuration by further separating the runways could create even greater safety and might significantly reduce airport congestion during peak hours." Revised NOP, p. 4.



Herb Glasgow, Chief of Airport Planning I  
City of Los Angeles  
Los Angeles World Airports  
November 29, 2010  
Page 8

ground." FAA Advisory Circular 150/5300-13, § 212. Moreover, to the extent that property within other jurisdictions such as Westchester falls within the RPZ, the ALJCP for LAX may dramatically constrain the use of such property by its owners, *see*, Cal. Pub. Util. Code § 21675(a).

In summary, the revised alternatives for runway reconfiguration in the Revised NOP are, in large part, damaging to Cities. Cities have, instead, offered, in partnership with co-Petitioners El Segundo and ARSAC, and continue to support, the alternative which allows movement of Runway 6L/24R 100 feet to the north. (*See*, Revised NOP, Figure 7). Petitioners offer this alternative in recognition of LAX's need to facilitate operations on the airfield but with equivalent understanding that such improvements need not come at Petitioners' environmental expense. Movement of Runway 6L/24R 100 feet to the north will allow the same runway separation as now exists on the South Runway Complex, the current targeted recipient complex for NLA traffic; is sufficient to accommodate a center taxiway to enhance efficiency and expedite movement of the NLA's; and has been deemed "safe" by LAX for that purpose. The 100 foot north alternative would, thus, allow precisely the same balance between the runway complexes as that articulated as a primary goal in the LAX Master Plan, § 1.1, Goal 7, while, at the same time, providing environmental mitigation to surrounding communities.

In short, the alternative that allows movement of Runway 6L/24R 100 feet to the north offers LAX substantially the same benefits it sought for the South Complex, without either the adverse impacts or potential controversy that will unavoidably accompany the increased capacity, air and surface traffic, and environmental impacts attendant upon movement of Runway 6L/24R to the north in accordance with the most extreme alternatives proposed in the Revised NOP. Petitioners strongly urge that the alternative of moving Runway 6L/24R 100 feet to the north be adopted as the EIR's Preferred Alternative.

Cities appreciate this opportunity to comment and look forward to partnering with LAX to implement a mutually acceptable and environmentally sensitive airport development.

Sincerely,

CHEVALIER, ALLEN & LICHMAN, LLP

Barbara E. Lichman, Ph.D.



Herb Glasgow, Chief of Airport Planning I  
City of Los Angeles  
Los Angeles World Airports  
November 29, 2010  
Page 7

the North Airfield complex would become a victim of the same airfield gridlock that LAX now purports to foresee for the whole airport if the Project is not implemented.

It is beyond dispute that the complex of projects currently being implemented or contemplated in the Revised NOP are "closely related" to other "present", or, at minimum, "reasonably foreseeable future" projects such as the Midfield Satellite Terminal and the Crossfield Taxiway. Their collective scope, however, requires more than a simple "comment." As the projects were not evaluated as part of the same project, substantially the same attention should be paid to their impacts in the cumulative impacts analysis. Absent the requisite attention to the collective effects of the myriad of projects that are or will shortly be implemented to enhance "throughput rate", *i.e.*, capacity, FAA Advisory Circular 150/5060-5, page 1, on the LAX airfield, the EIR will not adequately disclose the Project's capacity enhancing potential and concomitant environmental impacts.

V. THE PROPOSED MOVEMENT OF RUNWAY 6L/24R 400 FEET NORTH HAS ADDITIONAL CAPACITY AND NOISE ENHANCING POTENTIAL.

The Revised NOP, after more than five years of discussion of the Specific Plan Amendment, at this late date reveals an entirely new set of alternatives for the North Airfield Reconfiguration that include an even more extreme alternative than the movement of Runway 6L/24R 340 feet north in the Original NOP. This proposed increased runway separation will have a concomitantly increased impact on surrounding communities.

Most notably, the reconfiguration will almost certainly affect the size and location of the noise contours, moving them north and east, beyond the scope of the relatively extensive 1992 noise contour used by LAX for the determination of sound mitigation construction funding for Inglewood. The reconfiguration may also displace overflights on approach to relocated Runway 6L/24R to the north thereby bringing increased noise impacts, as well as air quality and other impacts, not only to Inglewood but to Culver City as well. Finally, the Revised NOP gives little attention to the potential impacts of the original impetus for the runway separation, *i.e.*, to accommodate the New Large Aircraft ("NLA") which have a wingspan of 262 feet and carry up to 800 passengers.

It should be noted that none of the figures in the Revised NOP depicting the options for reconfiguration of the North Airfield contain the accompanying Runway Protection Zones ("RPZ"). Depiction of RPZs is important because of the constraint on the use of land that falls within them. Specifically, FAA regulations require that RPZ property belonging to the airport be kept largely clear of structures in order to "enhance the protection of people and property on the



**CHEVALIER, ALLEN & LICHMAN LLP**

Aviation Law & Litigation • Environmental Law & Litigation • Commercial Litigation  
www.calfairlaw.com | www.aviationairportdevelopmentlaw.com

Gary M. Allen, Ph.D.  
John Chevalier, Jr.\*  
Bernie C. Hart  
Barbara E. Lichman, Ph.D.  
Jacqueline E. Serrao, LL.M.<sup>2</sup>  
Steven M. Tabor<sup>3</sup>  
Amita C. Willis<sup>4</sup>

\*Registered  
<sup>1</sup>Admitted in Illinois  
<sup>2</sup>Admitted in Florida  
<sup>3</sup>Of Counsel

693 Town Center Drive, Suite 700  
Costa Mesa, California 92626  
Telephone (714) 384-6520  
Facsimile (714) 384-6521  
E-mail: cal@calairlaw.com

10 DEC 2 2010 9:49

November 29, 2010

By E-mail and U.S. Mail  
[LAXSPAS@lawa.org](mailto:LAXSPAS@lawa.org)

Herb Glasgow  
Chief of Airport Planning I  
City of Los Angeles  
Los Angeles World Airports  
1 World Way, Room 218  
Los Angeles, CA 90045

Re: Revised Notice of Preparation of Draft Environmental Impact Report  
(SCH No. 1997061047) - Los Angeles International Airport Specific Plan  
Amendment Study - Comments by City of Ontario and County of San Bernardino

Dear Mr. Glasgow:

The following are the comments of the City of Ontario ("City") and County of San Bernardino ("County") (collectively "Commenters") concerning the Revised Notice of Preparation ("Revised NOP") for the Los Angeles International Airport ("LAX") Specific Plan Amendment Study ("SPAS"). The Revised NOP commences the environmental review of proposed alternatives to the implementation of five development projects at LAX, including a Ground Transportation Center ("GTC"), Automated People Mover ("APM") from the GTC to the Central Terminal Area ("CTA"), and associated on-site road improvements; demolition of Terminals 1, 2 and 3; and reconfiguration and separation of Runways 6L/24R and 6R/24L on the North Runway Complex (these activities, taken together will be referred to as "Project" or "Yellow Light Project").

It is Commenters' understanding that the City of Los Angeles approved an Airport Master Plan in or about 2004 which included the Yellow Light Projects, and which was subsequently challenged by the Cities of El Segundo, Inglewood and Culver City, the County of Los Angeles and an environmental organization, ARSAC, in the case of *El Segundo, et al. v. City of Los Angeles, et al.*, Riverside County Superior Court Case No. RIC 426822. It is Commenters' further understanding that a settlement was reached in that case which specified the commencement of a "Specific Plan Amendment Study" ("SPAS") which would focus on, among other things, "potential alternative designs, technologies and configurations for the LAX Master

Herb Glasgow, Chief of Airport Planning I  
City of Los Angeles  
Los Angeles World Airports  
November 29, 2010  
Page 9

cc: Mayor Daniel K. Tabor, City of Inglewood  
Mark Weinberg, Acting City Administrator, City of Inglewood  
Cal Saunders, City Attorney, City of Inglewood  
Mayor Christopher Armenta, City of Culver City  
John Nachbar, City Manager, City of Culver City  
Carol Schwab, City Attorney, City of Culver City



Herb Glasgow, Chief of Airport Planning I  
 City of Los Angeles  
 Los Angeles World Airports  
 November 29, 2010  
 Page 2

Airport Master Plan differs materially from the project originally evaluated in the approved Master Plan and cannot serve as a "baseline" for analysis. As an example, the proposed movement of Runway 6R/24L 400 feet north is a radical departure from the movement contemplated in the Master Plan 340 feet south, possibly impacting, among other things, the size and location of the noise contours and the Runway Protection Zone ("RPZ").

Moreover, the inclusion in the Revised NOP of alternatives reflecting the Yellow Light Projects, the original components of the Airport Master Plan, presumably to serve as the "existing condition" does not rectify the problem. "An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the Notice of Preparation is published, or if no Notice of Preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant." CEQA Guidelines § 15125; *see also*, CEQA Guidelines § 15126.6(e)(1). The Yellow Light Projects are "yellow light" because the Settlement between the parties in the above-referenced action contemplates their replacement.<sup>2</sup> In this case, the Yellow Light Projects cannot serve as the basis for either the "Existing Condition Alternative," or the "No Project Alternative" because the Settlement ensures that they do not exist in the Airport Master Plan now, and that they will not in the future.

In short, the significant differences between the "No Project/No SPAS Alternative (Approved Master Plan)," and the actual "No Project Alternative" raises the question of what is left of the original Master Plan, in terms of viable project alternatives, to make tiering an appropriate option. Given these circumstances, the Cities question the appropriateness of the "tiering" of the Revised NOP projects upon the Master Plan EIR.

II. THE PROJECT DOES NOT CREATE CONDITIONS THAT ENCOURAGE AIRLINES TO GO TO OTHER AIRPORTS IN THE REGION.

Commenters submit that the Revised NOP contemplates projects which, when taken together, defy the Settlement's mandate that the SPAS will, among other things, "creat[e] conditions that encourage airlines to go to other airports in the region." Settlement, § V.C. As an example, the Revised NOP acknowledges that the most extreme alternatives for the North

<sup>2</sup> *See, e.g.*, Settlement, § V.D.3 ["Potential environmental impacts that could result from replacement of the Yellow Light projects with the Alternative Projects, and potential mitigation measures that could provide a comparable level of mitigation to that described for the Yellow Light Projects . . . ." (Emphasis added.)]



Herb Glasgow, Chief of Airport Planning I  
 City of Los Angeles  
 Los Angeles World Airports  
 November 29, 2010  
 Page 2

Plan program that would provide solutions to the problems that the Yellow Light Projects were designed to address . . . Settlement, § V.D.1. Finally, since the commencement of the SPAS process, various components of the Airport Master Plan, not constrained by the Settlement, have been planned, and are in various stages of implementation at LAX, including, but not limited to, construction of the Midfield Satellite Terminal, a Crossfield Taxiway, and a redesign and addition of gates at the Tom Bradley International Terminal ("TBIT").

As a threshold issue, please be advised that Commenters respond to Question No. 2, Revised NOP, p. 2, that they do not fall within the category of "responsible agency" or "trustee agency," as those terms are defined in 14 Cal.Code Regs. §§ 15096, 15381, and 15386.<sup>1</sup> Please be further advised that the following comments concerning significant environmental issues raised by the Project, alternatives and mitigation measures are necessarily preliminary, due to the attenuated character of the Revised NOP. Commenters therefore reserve their right to supplement these comments in response to future environmental documents.

I. THE REVISED NOP CONTEMPLATES "TIERING" OF THE NOP ON THE "APPROVED MASTER PLAN" WHICH WILL RESULT IN IMPROPERLY ATTENUATED ENVIRONMENTAL REVIEW.

The Revised NOP states that the SPAS EIR will be a Supplemental EIR tiered from the LAX Master Plan EIR (NOP, p.5), "providing new or revised analyses of the environmental impacts specific to the alternatives associated with the Yellow Light Project options. . ." While the Legislature has directed local agencies to "tier" EIRs whenever feasible, the utility of tiering is limited to those situations where the individual projects are consistent with the larger project such as the approved Master Plan project which has already been environmentally reviewed. "[T]iering is a process by which agencies can adopt programs, plans, policies, or ordinances with EIRs focusing on 'the big picture,' and can then use streamlined CEQA review for individual projects that are consistent with such . . . [first tier decisions]. . ." *Koster v. County of San Joaquin*, 47 Cal.App.4th 29, 36 (1996). [Emphasis added.]

In this case, despite the fact that the "approved Master Plan" remains in place, many of its most salient features, such as the Ground Transportation Center ("GTC"); closure of the CTA to surface traffic; and movement of Runway 6R/24L 340 feet to the south, necessitating the restructuring of Terminals 1 through 3, are being replaced by the Projects currently being evaluated under this Revised NOP. Thus, because of the proposed amendments, the proposed

<sup>1</sup> CEQA's implementing regulations will be referred to throughout these comments as "CEQA Guidelines."



Herb Glasgow, Chief of Airport Planning I  
City of Los Angeles  
Los Angeles World Airports  
November 29, 2010  
Page 5

each end of the North Airfield runways, causing additional, hitherto unanalyzed constraints on land use in communities to the north and east.

In light of the deleterious impacts of the most extreme runway reconfiguration options proposed in the Revised NOP on surrounding communities as well as on the Inland Empire, Commenters urge that 100 feet to the north be the chosen alternative as the least impactful. That alternative will allow the same runway separation as now exists in the South Complex, the currently targeted recipient for New Large Aircraft traffic; is sufficient to accommodate a center taxiway to enhance efficiency and expedite movement of aircraft; and has been deemed "safe" by LAWA for that purpose. Moreover, the 100 foot to the north alternative would allow precisely the same balance between runway complexes as that articulated as a primary goal in the LAX Master Plan § 1.1, Goal 7, while, at the same time, providing the required environmental mitigation to surrounding communities, and support to other LAWA sponsored airports.

III. THE EIR'S CUMULATIVE IMPACT ANALYSIS SHOULD, AT MINIMUM, INCLUDE ALL PROJECTS PLANNED OR RECENTLY IMPLEMENTED AND NOT INCLUDED IN THE SPAS.

"The agency may prepare one EIR for all projects, or one for each project, but shall in either case comment upon the cumulative effect," CEQA Guidelines § 15165. "The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects." CEQA Guidelines § 15355(b).

Here, the synergistic impacts of the various projects planned or on-going at LAX is beyond question. The Crossfield Taxiway is a necessary component of access to and from the North Airfield. Similarly, the new Midfield Satellite Terminal, and the reconstruction and addition of gates at the TBIT are intimately related to the changes in the North Airfield complex, as the new, associated taxiway system appears to encourage expedited access from the North Airfield complex, without which the North Airfield complex would become a victim of the same airfield gridlock that LAWA now purports to foresee for the whole airport if the Project is not implemented.

It is beyond dispute that the complex of projects currently being implemented or contemplated in the Revised NOP are "closely related" to other "present", or, at minimum, "reasonably foreseeable future" projects such as the Midfield Satellite Terminal and the Crossfield Taxiway. Their collective scope, however, requires more than a simple "comment." As the projects were not evaluated as part of the same project, substantially the same attention



Herb Glasgow, Chief of Airport Planning I  
City of Los Angeles  
Los Angeles World Airports  
November 29, 2010  
Page 4

Airfield reconfiguration, and particularly the 400 foot north alternative, are explicitly aimed at "accommodat[ing] the largest aircraft types currently in service and anticipated for the future (Group V and Group VI aircraft) . . ." Revised NOP, p. 6, by creating a "Modified Group VI airfield," *Id.*, which can operate the largest aircraft models substantially without operational restrictions. By doing so, Los Angeles World Airports ("LAWA") staff is overtly setting the stage for the exacerbation of the outflow of airline traffic and passengers from other LAWA operated airports, particularly Ontario, and into LAX.

Ontario has lost 22 years of traffic growth since 2007, a loss of \$400 million to the Inland Empire economy and more than 8,000 jobs. Moreover, airlines are continuing to downsize Ontario and it lost its last international passenger flight in February, 2010. Certainly, part of the problem can be attributed to the current state of the national economy, but by no means all, as other airports in the region such as Palm Springs, Long Beach and John Wayne actually gained passengers during the period 2000-2009. While passenger traffic at Ontario declined 27.7% between the years 2000 and 2009, LAX itself lost comparatively fewer passengers at 9%.

The best explanation lies in Ontario's cost structure when compared with that of LAX and surrounding airports, as well as LAWA's de-emphasis on encouraging growth. For example, Ontario's airline costs per passenger are higher than at any other secondary airport in Southern California or the United States (the second highest airport costs for Southwest Airlines after New York's LaGuardia). Moreover, L.A.'s Living Wage Ordinance for airport workers add significant cost burden to airlines serving Ontario.

Equally important is the LAWA staff's emphasis on supporting LAX. When Ontario lost its last international passenger flight, LAWA staff publicly stated that Ontario would not receive international flights in the future. In addition, L.A. Airport Commissioners have publicly spoken on the need to make LAX the priority for restoring passenger traffic to the region. To add insult to injury, no credible marketing plan has been introduced for Ontario or airports under LAWA sponsorship other than LAX. In 2010, for example, LAWA will spend \$6.4 million marketing LAX, but only \$450,000 marketing Ontario.

This trend, and its encouragement by the dramatic reconfiguration of the North Airfield, has impacts not only for the Inland Empire, but for residents living around LAX as well. While the Settlement requires that the SPAS, among other things, "identify specific plan amendments that . . . minimiz[e] environmental impacts on surrounding communities," Settlement § V.C., it is clear that the dramatic reconfiguration of the airfield necessary to accommodate Category VI aircraft will affect the size and location of the LAX noise contours, moving them north and east; potentially displace overflight on approach to the north, and realign Runway Protection Zones at



Herb Glasgow, Chief of Airport Planning I  
City of Los Angeles  
Los Angeles World Airports  
November 29, 2010  
Page 6

should be paid to their impacts in the cumulative impacts analysis. Absent the requisite attention to the collective effects of the myriad of projects that are or will shortly be implemented to enhance "throughput rate", i.e., capacity, FAA Advisory Circular 150/5060-5, page 1, on the LAX airfield, the EIR will not adequately disclose the Project's capacity enhancing potential and concomitant environmental impacts.

Commenters appreciate this opportunity to comment and look forward to working with the City of Los Angeles to put in place a mutually productive and environmentally sensitive solution to air travel demand in the Southern California region.

Sincerely,

CHEVALIER, ALLEN & LICHMAN, LLP

Barbara E. Lichman, Ph.D.

cc: Chris Hughes, City Manager, City of Ontario  
Greg Devereaux, County Administrative Officer, County of San Bernardino  
Gary Ovitt, Chairman, Board of Supervisors, County of San Bernardino

**From:** racherman [racherman@netvip.com]  
**Sent:** Monday, November 29, 2010 5:00 PM  
**To:** LAX Specific Plan Amendment  
**Subject:** LAX SPAS NOP Comment

Dear Mr. Glasgow:

As I have stated at the NOP scoping hearing, I would submit additional comments in writing. Most of those comments are included in ARSAC's submittal.

I want to emphasize that it is incumbent upon LAX to give full consideration to North Airfield Runway alternatives that DO NOT move runways closer to Westchester/Playa del Rey. Airports need to be good neighbors and LAX is no exception. Proposals to push runways closer to the community will only ensure further delays in the LAX Master Plan process. Everyone wants a safe, secure and convenient LAX, so long as it does not expand into Westchester/Playa del Rey.

I encourage LAX to work with area stakeholders in refining its north airfield plans to come up with win-win solutions.

Sincerely,  
Robert Acherman



**LOS ANGELES COUNTY ECONOMIC DEVELOPMENT CORPORATION**

November 2, 2010

Herb Glasgow  
Chief of Airport Planning  
City of Los Angeles World Airports  
1 World Way, Room 218  
Los Angeles, California 90045

Re: Revised Notice of Preparation ("NOP") of Los Angeles International Airport ("LAX") Draft Environmental Impact Report ("DIR") for LAX's Specific Plan Amendment Study ("SPAS")

Dear Mr. Glasgow:

The release of the NOP marks the beginning of a key phase in the ongoing modernization effort at LAX – a vital part of the economic future of our region. The next steps that Los Angeles World Airports ("LAWA") takes to make essential – and long overdue – improvements to LAX will have a major impact on that economic future. Accordingly, the Los Angeles County Economic Development Corporation (LAEDC), an organization dedicated to promoting job growth, economic expansion and preserving the overall global competitiveness of Los Angeles County, urges all those involved to move forward right away with the SPAS planning process.

Recently, the LAEDC helped facilitate the creation of Los Angeles County's first-ever, consensus Strategic Plan for Economic Development. This effort brought together over 1,070 stakeholders from business, labor, environmental organizations and other community-based groups to develop a plan to create more jobs, grow our economy, and invigorate our communities. On July 14<sup>th</sup>, the Los Angeles City Council unanimously voted (14-0) to support the plan.

One of the consensus plan's five core aspirational goals is to "Build a 21<sup>st</sup> Century Infrastructure." A modern, functional infrastructure not only underpins everything we do here economically, but without a modern, 21<sup>st</sup> Century infrastructure our quality of life would be greatly diminished. One of this goal's touchstone strategies is to modernize LAX – our region's most valuable fixed asset.

Modernizing LAX is necessary to conveniently and safely accommodate the forecasted increase in air cargo and passenger traffic that are expected during the coming years once the economy recovers, reclaim some of LAX's lost market share and the jobs that go with that market share – lost to other Western U.S. airports including Denver, Phoenix and most notably San Francisco, and, of course, boost customer satisfaction, which has been at a real low point as of late. In fact, a recent J.D. Power Study ranked LAX 19<sup>th</sup> out of the 20 largest North American Airports in terms of customer satisfaction. It is simply unacceptable to have a Second or Third World airport in a First World region such as Los Angeles. Hence, we must all work together to modernize the airport to reverse this downward trend. Simply put, it is a matter of local pride, public safety, and economic and job growth.

At stake is whether or not we can take pride in LAX as our "front door" to the world – or be left to accept the airport as a depleted relic of an earlier time, eschewed by pilots, passengers and (high-value) cargo in favor of

444 SOUTH FLOWER STREET 34TH FLOOR LOS ANGELES CA 90071  
t 213.622.4300 f 213.622.7100 www.LAEDC.org

10 NOV 4 AM 10:01

**QUINTANILLA, EVELYN**

From: Avram Aelony [aavram@mac.com]  
Sent: Wednesday, November 03, 2010 5:01 PM  
To: LAX Specific Plan Amendment  
Subject: No northward runway expansion LAX, instead try noise abatement !!

Dear LAXSPAS,

Regarding:

Last month, Los Angeles World Airports (LAWA) announced its intent to pursue a new runway configuration that would move the LAX North Runways up to 400 feet closer to Westchester and Playa del Rey.

If California is starved for cash, where is LAX getting all this money to fund these imposing proposals? Is this expansion budgeted? How did that ever happen?

Not only is this wasteful and unnecessary but it severely impacts the surrounding neighborhoods that are already pounded by aircraft noise with the prospect of more unbearable conditions.

It is irresponsible of LAX to continue this expansion program at a time when they claim not to be able to offer any Noise abatement to existing homes!! The "Noise abatement program" is a joke. There are many homes that are impacted by severely high noise decibels at peak times that are not covered by the all-to-narrowly-construed noise abatement program.

Please oppose this LAX expansion vigorously and stop stealing our property rights and eroding the use and enjoyment of our homes.

Thanks,

Avram Aelony  
Westchester resident  
(310) 972-8228

11/4/2010

Mr. Glasgow

newer, safer and more inviting airport locations. At stake, is whether or not the new class of technological advanced Group VI super-jumbo jets from half a world away will simply fly over LAX on their way to Denver, Phoenix or some other destination, taking passengers, commerce and the high-value freight those planes carry away from our region. At stake is whether or not LAX - and by extension the Los Angeles region - will have an increased role to play in the global economy, or be an anchor preventing us from competing effectively in that world economy.

Regretfully, there is still much disagreement over the future of North Airfield safety improvements. For over 15 years, Los Angeles city officials have failed to act on the advice of aviation safety experts to increase separation between the runways and build a centerline taxiway.

Indeed, five safety studies have corroborated what the Federal Aviation Administration (FAA), the National Transportation Safety Board (NTSB), the Air Line Pilots Association (ALPA) and airport planners from around the nation already agree on: namely, that something must be done to make LAX safer and reduce the number of runway incursions, which quite simply means two or more airplanes occupying the same runway at any time. In addition, a report released in this past February by a six-member academic panel (with simulations conducted at the NASA Ames Research Center) concluded that moving the northernmost runway 340 feet north to make room for a centerline taxiway would reduce the risk of a fatal runway collision by a noteworthy 55 percent. For its part, the FAA, in a statement issued after the release of the report, said: "Multiple studies by airport design and layout experts have concluded that reconfiguring the south and north airfields are the best safety and efficiency solutions." Even FAA Administrator J. Randolph Babbitt (an airline pilot who has flown in and out of LAX hundreds of times) has weighed in with his concerns, saying: "The status quo is not good enough for the FAA, and the City of Los Angeles should not view it as good enough for the traveling public. Everything possible must be done to make the north airfield as safe as it can be."

There are a number of reasons why incursions occur. But the last line of defense is what the pilot in the cockpit can and will do to avert disaster. More space between runways means pilots can find a safe place to wait before receiving clearance to cross the inner departure runway to get the terminals. Without this extra space, one wrong move, one failure to yield, one miscommunication from the control tower could mean catastrophe on the airfield. It happened in 1991, when a USAir airplane landed on top of a Skywest commuter jet, killing 34.

Implementing changes like a centerline taxiway and more space between runways to easily and safely handle new large aircraft like the Airbus A380 and Boeing 747-8 are critical to making LAX the modern, efficient and safe gateway to the world that it ought to be. What's more, advances in airline technology mean that moving the north runway farther north enough to install such a taxiway will not make it louder in the communities of Westchester and Playa del Rey, or pollute the air of the residents who live there. Creating more space and installing this taxiway will simply make our airport safer for the 54 million plus annual passengers who use LAX and its North Airfield runways, which were designed in 1956 to accommodate smaller, piston-engine aircraft. The South Airfield Improvement Project, completed a few years ago, has already proved this. According to the FAA, the reconfiguration on the South Airfield, adding a centerline taxiway, "has eliminated the most serious runway incursions there and reduced all types of incursions by nearly 80 percent."

In conclusion, the LAEDC believes that Los Angeles desperately needs and deserves a modern, safe airport, with a North Airfield that is reconfigured to at-once serve the needs of the flying public, easily handle the

Mr. Glasgow

commercial needs of a region with a nation-sized (\$500 billion) economy and make the airport the job creation catalyst that it is destined to be. However, to get to this vision of LAX, we must first move forward with the SPAS planning process. We can no longer dither - the time to do it is now.

Sincerely,



William C. Allen

cc: Los Angeles City Mayor Antonio Villaraigosa  
The Members of the Los Angeles City Council  
Chief Executive Officer - LAWA, Gina Marie Lindsey  
The Members of the Board of Airport Commissioners



**From:** skoolgir1 [mailto:skoolgir175@sbcglobal.net]  
**Sent:** Sunday, November 28, 2010 8:40 PM  
**To:** LAX Specific Plan Amendment  
**Cc:** Councilman Bill Rosendahl; Denny Schneider; Danna Cope  
**Subject:** Comments to NOP on Draft EIR for LAX

Dear Mr. Glasgow,

I have lived in Westchester for over 53 years, and I grew up in this community. I attended the local schools, my family attend a local church, and we shop at the stores in our community.

Westchester is a wonderful community. We are a cohesive group that look out for one another and embody the traditional values that one associates with a neighborhood. Over the last twenty years I have seen the leaders of this community work hard to restore the vitality of Westchester which was seriously compromised by the last airport expansion project. As a community we are vehemently opposed to any movement of the north runway at LAX that would result in the destruction of Westchester/Playa del Rey businesses, homes and apartments. Movement of the north runway into the community will push jet fuel pollution and noise pollution further into the surrounding communities. Home prices will drop and the way of life in Westchester and Playa del Rey will be permanently if not irreparably altered. Such a project, if implemented, will completely destroy the heart of our neighborhood and the way of life for this community. Westchester has suffered through multiple expansions at LAX, many of which have caused beloved homes to be leveled and families to be relocated. One such family lives on my street, and quite frankly, they have never gotten over the loss of their original Westchester home that they loved and "lost to the airport".

My opposition to the movement of the north runway into our community is not solely based on my love of Westchester with a disregard for air travel safety. My opposition is based on everything I have read on the issue including the NASA LAX Runway Study. The study concluded that the North Airfield of LAX is extremely safe under the current configuration and the proposed changes would have a minuscule effect on air travel safety. The bottom line conclusion of the study was that safety was not a reason to argue for reconfiguring the north runway and moving it to the north. The study clearly concluded that there would be no meaningful safety gains by moving the runway further into the community. Thus, there is absolutely no reason to impose such an invasive project on our community - one that will have a real and significantly negative impact on the residents of Westchester and Playa del Rey with little to no safety benefits for LAX travelers. If safety is an issue, there are other less invasive, less inexpensive, and more effective measures that can be taken.

1

**From:** Judy Alter [mailto:judyalter@att.net]  
**Sent:** Sunday, November 28, 2010 10:28 PM  
**To:** LAX Specific Plan Amendment  
**Cc:** councilman.rosendahl@lacity.org  
**Subject:** No need to move North runway

Dear LAX committee members:

Please do not move the existing North airfield runway in the LAX airport. The expert authors of the North Airway Safety Study said it is extremely safe in its current configuration until at least 2020.

Consider the serious consequences if it is moved: consequences for the businesses that will be destroyed, the neighborhood interruptions, and the environmental impact on endangered species. There are also noise and pollution consequences to the families, the businesses, and students in the area. For increased safety, by all means, implement all "green lighted" safety recommendations and consider adding additional air traffic controllers.

And any and all agreements must be in writing and made public before any action is taken.

Thank you for considering the residents of Westchester who will be impacted by this potential action. I am one of these residents, a retired professional who wants to continue to breathe relatively unpolluted air. As it is, at times, my home is surrounded by a very strong smell of "lighterfluid." I believe that comes from the airplanes and so did the air quality control expert who came when the smell was too severe in the mid morning during the spring. That smell continues intermittently and I live about 4 blocks north of Manchester.

Judy Alter

If the north runway relocation into the Westchester/Playa del Rey community is a covert effort to allow for increased capacity at LAX, this too is unacceptable. Cramping more capacity into the small 3500 acre LAX facility is not necessary, and it is an inconsiderate imposition on the surrounding communities. LAX is already operating at near maximum capacity. If passenger and cargo expansion is needed, a regional plan needs to be implemented that takes advantage of the land and airspace available in Ontario and Palmdale.

Thank you for listening to the residents of Westchester and Playa del Rey. We hope you will do the right thing and reject any proposals to move the LAX North runways into our Westchester/Playa del Rey community.

Donna Anderson  
Bleriot Ave., Westchester

10 NOV 10 PM 4:52

10 November 2010

Mr. Herb Glasgow  
Chief of Airport Planning 1  
Los Angeles World Airports  
1 World Way, Room 218  
Los Angeles, CA 90045

Dear Mr. Glasgow,

I am writing to you, following my attendance at the LAX Master Plan Presentation, at the Proud Bird Restaurant, 3<sup>rd</sup>, & 6 November 2010.

I was horrified to learn there still exists a real possibility; approval will be given to moving Runway 6R-241 upward of 100ft to 400ft north, towards the neighborhoods of Westchester and Playa del Rey.....Neighborhood Concerns.

**Increased Air Pollution.**

A complete study is needed evaluating environmental issues, addressing the long term health impact of airport operations to the local community. Many European environmental studies point to Children living in close proximity to airports suffer prolonged learning disabilities, respiratory problems and long term health issues etc. The implication of Toxic Air Pollution due to thousands of tons of spent aircraft fuel will shower down closer and closer to our homes, with the right wind conditions it will shower down directly on Playa Del Rey. A full study is needed; concerning current air pollution and the long term health implications of toxic air from LAX, a much needed reference within the Lax Master Plan. Is there an existing Air Pollution Study available? Consider the number of schools, Churches, Parks, and Beaches within the Playa del Rey and Westchester all residents will be breathing in even more toxic fumes from LAX.

**Noise Pollution**

Another, grave concern to the community, noise, based on the current configuration of the LAX runway system causes unreasonable noise levels, to Playa del Rey residents. Due to this current noise pollution, LAX authorized a much trumpeted "Soundproofing Program". I waited 10 years for my home to be "LAX Soundproofed", an absolute waste of tax payers' money. The noise from LAX activities, still penetrate my home, causing quality of lifestyle issues. Moving 6R-241 north will further increase the noise for residents of Playa del Rey to endure; the community is not suitably "Soundproofed".



Jess A. Carbajal, Director  
300 N. Flower Street  
Santa Ana, CA  
P.O. Box 4048  
Santa Ana, CA 92702-4048  
Telephone: (714) 834-2300  
Fax: (714) 834-5188

10 DEC 2 9:41 AM '10

NCL 10-041

November 29, 2010

Mr. Herb Glasgow, Chief of Airport Planning I  
City of Los Angeles, Los Angeles World Airports  
1 World Way, Room 218  
Los Angeles, California 90045

SUBJECT: Revised Notice of Preparation of a Draft Environmental Impact Report  
(SCH No. 1997061047) – NCL 10-041

Dear Mr. Glasgow:

The County has reviewed the Notice of Preparation of a Draft Environmental Impact Report for Los Angeles World Airports in the City of Los Angeles and has no comment at this time. We would like to be advised of any further developments, therefore, please keep us on the distribution list for future notifications related to this project.

If you have any questions, please contact me at (714) 667-8854.

Sincerely,

Michael Balsamo, Manager  
General Land Use Planning

**Property Devaluation**

Increased noise, traffic, toxic pollution will certainly cause local property to devaluate, in Playa del Rey, Westchester and Inglewood. Do we really need further devaluation of our homes? Projected local property devaluation should be addressed within the published LAX Master Plan.

Thank you for the opportunity to present my views regarding the LAX Master Plan currently under evaluation.

Sincerely,

Richard Austin  
8512 Tuscany Ave, Unit 416  
Playa Del Rey, CA 90293

cc: Mayor, Antonio Villariagosa  
Councilman Bill Rosendahl

**QUINTANILLA, EVELYN**

**From:** Terry Bixler [tbixler@secomintl.com]  
**Sent:** Wednesday, November 03, 2010 2:46 PM  
**To:** LAX Specific Plan Amendment  
**Subject:** opposition to runway moving 400 feet North

Sir  
I am a long time Playa Del Rey resident (30 years) and PDR property owner. The intent to move a runway Northward harms me, my family and my property. I stand with BILL ROSENDAHL and other community members opposing this change.

Terry and Hyon Bixler

320 Fowling St.  
Playa Del Rey Ca.  
90293

**QUINTANILLA, EVELYN**

**From:** Geri Baur [geri@hydroflex.com]  
**Sent:** Sunday, November 07, 2010 5:26 PM  
**To:** mayor@lacity.org; Jim Bickhart@LACity.org; LAX Specific Plan Amendment; dtheikes@aweekly.com; jstewart@aweekly.com; Ron@ronkayala.com; art.mairoquin@dailybreeze.com; Kristin.agostoni@dailybreeze.com; martha.groves@latimes.com; vince@garglenews.com; readers.representative@latimes.com; letters@dailybreeze.com; nate.kaplan@lacity.org  
**Subject:** LAX proposed north runway expansion

To all concerned:

I am a Playa del Rey resident who has lived in the area for 8 years and done my best to stay well-informed about the ongoing expansion proposals for LAX. This community has a history of working with LANA in a reasonable, responsible fashion, so it was disheartening to be blindsided by their latest attempt to do what they want in spite of government studies to the contrary, lack of community input, and a host of potential environmental impacts that have not been studied. Aside from all the residents who live close to Westchester Parkway, Pershing Ave and Manchester Blvd who could be most affected negatively, there are also hundreds of children who come into the area every day to attend Westchester High, St. Bernard's High School, Paseo del Rey Elementary, Loyola Village Elementary, St. Anastasia Catholic School, Visitation Catholic School and Wish Charter School. All of these schools are located between Westchester Parkway and Manchester Blvd. Do we know how much the levels of noise and contaminant pollution will go up as a result of this potential runway change? Are the various school administrations and boards going to be part of the approval process? There is also a wildlife preserve, Ballona Wetlands, adjacent to the Playa bluffs, what implications does this move have on that ecosystem? Then there is the cost. Where, in this economy, does LANA get \$500 million to do this project? Especially, when it has yet to be proven that the need is critical or even necessary. Too many unanswered questions for my taste.

Thank you for your attention,

Ms. Geri Baur  
7901 W. 83rd St.  
Playa del Rey 90293

**QUINTANILLA, EVELYN**

**From:** . pam/rod.[pnr]b@ca.rr.com]  
**Sent:** Friday, November 05, 2010 11:21 AM  
**To:** LAX Specific Plan Amendment  
**Cc:** Nate.Kaplan@LACity.org; Ron@ronkayela.com; dheikes@laweekly.com; mayor@lacity.org; PDRN@googlegroups.com; letters@dailybreeze.com; readers.representative@latimes.com; vince@argnews.com; martha.groves@latimes.com; kristin.agostoni@dailybreeze.com; art.marroquin@dailybreeze.com; Jim.Bickhart@LACity.org  
**Subject:** LAX Expansion?

Dear Mr. Glasgow,

We have lived in the same home in Playa Del Rey for almost 36 years, are members of the Playa Del Rey Neighbors Association, are ardent fans of the community at large and protective of the lifestyle. We have our piece of Americana right here in this small enclave within the megalopolis of LA. As such, we're sure it is no surprise to you why we are so strongly defending our neighborhood against the proposed expansion of LAX. And if that's all it was I'm sure outsiders would scoff at us for just being parochial.

What the LAWA proposal does however, is create a much larger issue that transcends just us. If there was indeed a proven serious and significant safety issue on the north side of LAX you would not only have our attention, but our cooperation. While we love where we live, we are citizens first and therefore sensitive to the greater need. What is apparent to most of us however, is that "safety" in this instance appears to be a Red Herring. How else could LAWA continue to ignore the Rand and NASA studies commissioned by yourselves, if this is not true? These studies apparently even state that present LAX configuration is safe for the A380. We do not know the reasons for your insistence on this "bridge to nowhere". Is it work for the unions? Is it otherwise political? Does the FAA have extra money it needs to commit? Has a promise been made to some person or organization? Something else? These are particularly perplexing questions that arise since those of us who live here have a history of communicating and working together with the LAX community and our other neighbor, The So. California Gas Company. It is disturbing to see that LAWA has been somewhat surreptitious regarding the proposed expansion.

As a pilot I have flown in and out of LAX for more than 6 years, I know every inch of it, in good weather and bad. I found that it is one of my favorite destinations, partly because it is inherently safe and so professionally run. I am fairly familiar with every incident that has occurred there over the years and not one of the causal factors had anything to do with the airport layout. Your records should show they were either pilot or ATC errors.

The real safety issue at LAX is ATC understaffing. We believe the LAWA emphasis should be on hiring the full complement of Air Traffic Controllers as soon as possible.

An old pilots saw:

What is the similarity between an Air Traffic Controller and a pilot?

If the pilot screws up, the pilot dies.  
 If ATC screws up, the pilot dies

The fact that the vacancies have not been filled is at least, a management failure, and potentially, it could be catastrophic. It could be an accident waiting to happen.

Please put additional ATC hires at the top of your priority list. Table any field modification conversations until that is completed.

11/8/2010

**From:** Jennifer.bromiley@wellsfargo.com [mailto:jennifer.bromiley@wellsfargo.com]  
**Sent:** Wednesday, November 24, 2010 12:08 PM  
**To:** mayor@lacity.org; Jim.Bickhart@lacity.org; LAX Specific Plan Amendment; nate.kaplan@lacity.org; Michael.DVirgilio@mail.house.gov; bill.rosendahl@lacity.org  
**Cc:** Timothy.N.Grubb@wellsfargo.com  
**Subject:** SAY NO to LAX EXPANSION

Dear Elected Officials -

I am a long time resident of Playa Del Rey and I am writing to voice my strong opposition to LAWA's latest proposal to once again attempt to destroy the Westchester and Playa Del Rey communities by moving the north runway closer to our homes.

This move is not based on safety concerns - as the recent NASA studies have confirmed - and there must be other alternatives. We certainly need a world class airport, but not at the expense of one of the last beach communities in Los Angeles. Please do your job and represent our interests and come up with some other viable options.

Best regards -

Jennifer Bromiley, Esq.  
 Playa Del Rey Resident

Sincerely,

Mr. and Mrs. Rod W. Brown  
81st St  
Playa Del Rey  
[phwb@ca.rr.com](mailto:phwb@ca.rr.com)

\_\_\_\_\_ Information from ESET Smart Security, version of virus signature database 5594 (20101105) \_\_\_\_\_

The message was checked by ESET Smart Security.  
<http://www.eset.com>

11/8/2010

---

**From:** Randie Chainé [randie@chainé.net]  
**Sent:** Monday, November 29, 2010 4:00 PM  
**To:** LAX Specific Plan Amendment  
**Subject:** STOP LAX expansion

Please do not expand the NORTH run way at LAX.

Randie Chainé  
Westchester resident

Creating a centerline taxiway has been given as a safety measure. The DEIR needs to study the low number and the nature of runway incidents that occurred on the North Airfield and whether a centerline taxiway would have made any difference. Also, the unsafe effect centerline taxiways can have (especially when pilots mistake them for runways) needs to be in the study.

Efficiency was also mentioned as a reason for moving Runway 24R north. The same items listed above for true safety benefits would also increase efficiency far more than moving the runway north.

Capacity enhancement remains as the one advantage moving Runway 24R north would provide. A complete analysis of exactly how much capacity enhancement would be created needs to be in the DEIR.

The disadvantages that must be studied in the DEIR include:

- It would cost billions of dollars,
- Destruction of much of the Westchester Business District,
- Elimination of hundreds of permanent jobs,
- Requirement of major highway relocations,
- Requirement of extensive, lengthy negotiations and potential lawsuits to procure properties,
- Removing the gas, oil, and jet fuel residues in the soil,
- Filling in tunnels with substances able to withstand the force of New Larger Aircraft (NLA) landing on the runway above the tunnels, and
- The need to address the natural aqueduct.

Given the difficulties in properly filling the tunnels, fixing any sink holes, and finding the source of the natural aqueduct and dealing with the water spreading under the North Airfield, LAWA and the City of Los Angeles should purchase insurance to protect them from lawsuits in case there were to be a tragic accident involving a NLA (carrying over 550 passengers) landing on a relocated Runway 24R which collapses during the landing.

The DEIR also needs to consider the possibility that airlines and pilots may refuse to land on a runway with so many underground problems. This could cause an increase in demand for landing on the South Airfield or on take offs on Runway 24L on the North. Obviously, this would cause a very large problem with efficiency and would negate the whole process of moving Runway 24R to the north.

Why should the people who live in communities surrounding LAX be subjected to the air pollution, noise, and traffic nightmares during the long construction cycle to move the runway, and then the increased pollution, noise, and safety threats of having a flight path directly overhead, when there is no reason to waste so much money at LAX? These impacts must be studied in the DEIR.

Moving Runway 24R north would gain a very small advantage, but LAWA would still have the smallest, most cramped major airport in the world, with no way to expand without spending more billions.

A fraction of the money moving the runway at LAX would cost could build magnificent terminals and airfields at Palmdale (where the high-speed rail will go) and Ontario. Both airports have the land to expand in the future – for a much smaller amount of money than LAX expansion would cost.

**From:** Danna Cope [dannacope@gmail.com]  
**Sent:** Monday, November 29, 2010 3:19 AM  
**To:** LAX Specific Plan Amendment  
**Cc:** Bill Rosendahl  
**Subject:** Response to NOP

DANNA COPE  
8219 Reading Avenue  
Westchester, CA 90045  
310 641-2503  
[dannacope@gmail.com](mailto:dannacope@gmail.com)

November 29, 2010

Mr. Herb Glasgow  
Chief of Airport Planning I  
[LAXSPAS@lawa.org](mailto:LAXSPAS@lawa.org)

**Re:** Revised Notice of Preparation of a Draft Environmental Impact Report  
(SCH No. 1997061047)  
Los Angeles International Airport Specific Plan Amendment Study

I strongly prefer that no runways be moved on the North Airfield.

I do not favor moving Runway 24R north. The NOP does not prove that movement north would be any benefit to safety nor to efficiency.

If a Runway on the North Airfield should be moved, it should be Runway 24L 100 feet to the south.

The NOP states in many places that moving Runway 24R north would address safety problems on the North Airfield. This is in contradiction to the clear and unequivocal finding by the panel of experts of the North Airfield Safety Study, who found that: "For projected 2020 traffic levels and traffic mix, the LAX North Airfield is extremely safe under the current configuration." Therefore, by repeating a total misstatement about safety at LAX, LAWA is trying to frighten residents, airlines, air passengers, and everyone who does business at LAX.

Further, this barrage of unfounded safety references impugns the veracity and integrity of the whole NOP.

Measures that would provide real safety improvements include:

- Improved communications between tower and cockpit,
- Fully staffed tower and TRACON offices,
- Modern and efficient equipment installed in the tower,
- GPS ground-tracking system installed,
- Completing the installation of Runway Status Lights, and
- Realigning the taxiways on the North Airfield.

**QUINTANILLA, EVELYN**

**From:** Ben Cornwell [Cornwell@roar.la]  
**Sent:** Monday, November 08, 2010 10:38 AM  
**To:** LAX Specific Plan Amendment  
**Cc:** LISA WAISHES-CORNWELL  
**Subject:** re: LAX Expansion


Mr. Glasgow –

It has come to my attention via city councilmen Rosendahl that LAWA is again considering the expansion of the LAX North runways. As a resident of Westchester I'm disappointed to hear that we're again being forced to fight against airport encroachment into our neighborhood. At a time when property values have already been hammered by various economic factors, it is unthinkable to consider that the value of our homes will be additionally assailed by the thunder of jet engines.

I understand that LAX is a gateway into our great country, but let's not forget that an airport's main function is to serve the community in which it resides. It is that community which must be accounted for first in any conversation regarding expansion.

Thank you,

**Ben Cornwell**  
**ROAR**  
9701 Wilshire Blvd.  
8th Floor  
Beverly Hills, CA 90212  
310.424.7800 - phone  
310.424.7824 - fax

 Please consider the environment before printing my email  
\*\*\*\*\*  
Important:  
This e-mail transmission, including any previous messages or attachments to it, contains information that may be proprietary, confidential and/or privileged. If you have received this transmission in error, please delete the original transmission without making copies, disclosing, distributing, saving or making use of it in any manner (all of which acts are strictly prohibited), and so notify the sender by reply e-mail at ROARSecurity@Roar.LA or call at (310) 424-7800  
\*\*\*\*\*

11/8/2010

Realistic time lines need to be included for all the projects covered in the DEIR. Time needs to be included for negotiations for land purchases and working with other agencies, e.g. Caltrans on highway relocation.

For each runway option and project discussed in the DEIR, specific cost and environmental impacts must be studied.

Noise impacts studied in the DEIR must include not only 65 dB CNEL levels, but should also extend out to 60 dB. Studies must also include single-event noise and time above average impacts.

Health studies should include the pockets of cancer that have been identified around LAX and the higher incidence of asthma cases, especially in children, that are also around LAX.

There is only one location suggested for the conRAC: Manchester Square. The DEIR must identify lots within that square that are not yet owned by LAWA and what impediment those lots would have on conRAC completion. Also, the location and method of transporting people from the conRAC to the Central Terminal Area (CTA) must be studied.

Interfacing with the Crenshaw/LAX train must be detailed in the DEIR, including the location and method of transporting people to the CTA.

All properties owned by LAWA or the city of Los Angeles, in the area around LAX need to be identified and included in the DEIR study with planned or potential uses of the properties.

Sincerely,

Danna Cope

--

Danna Cope  
damnacope@gmail.com



WRITTEN COMMENT



LAX REVISED SPECIFIC PLAN AMENDMENT STUDY DRAFT ENVIRONMENTAL IMPACT REPORT  
PUBLIC SCOPING MEETING

Please print.

Date: 11.6.10  
Name: HELEN SOYNE-HERLE  
Organization: Villa Antiques  
Address: 13210 F Admiral Ave  
Comment:

Runway 6R-24 L is way  
too close to existing residences,  
What are you doing for  
residents - trash park  
WFAA

Please drop the completed form into the box marked "COMMENTS" or mail to:

Mr. Herb Glasgow  
Chief of Airport Planning I  
Los Angeles World Airports  
1 World Way, Room 218  
Los Angeles, CA 90045

All comments must be received no later than 5:00 p.m. on Wednesday, November 29, 2010.

**From:** Fay Craton [mailto:faycraton@yahoo.com]  
**Sent:** Sunday, November 28, 2010 6:07 PM  
**To:** LAX Specific Plan Amendment  
**Cc:** councilman.rosendahl@lacty.org  
**Subject:** Revised Notice of Preparation of a Draft Environmental Impact Report (SCH No. 1997061047)

Dear Mr. Eggers,

As a person who lives and works in Westchester, a suburb of Los Angeles, I am appalled at the continued effort to destroy our community.

The Los Angeles Airport appears to be intent on eliminating our neighborhood and business community, in spite of the NASA report which clearly indicates that "for projected 2020 traffic levels and traffic mix, the LAX North Airfield is extremely safe under the current configuration." What is at risk is the continued safety of the residences, schools and businesses of Westchester! With every foot the airport encroaches upon our community, the airport increases the risk - the very safety - of people living in homes, studying at schools and working in businesses of this community. Common sense indicates that you do not expand the runways any further north than where they are now located. Please stop this insanity!

I do not believe the proposed move of the runways will make the airport any safer. Please pursue the "green lighted" safety recommendations and add more air traffic controllers.

Sincerely,  
Fay Craton  
6606 W. 80th Place  
Los Angeles, CA 90045

**QUINTANILLA, EVELYN**

**From:** Jennifer Dakoske [dakoske@mac.com]  
**Sent:** Thursday, November 04, 2010 8:00 PM  
**To:** LAX Specific Plan Amendment  
**Subject:** re: LAWA's flawed proposal to reconfigure North Runways

Dear Mayor Villaraigosa,

In 2005-06, as a resident of Playa del Rey and then President of ARSAC, I campaigned vigorously on your behalf. I walked precincts, made phone calls and attended fundraisers along with my many neighbors and friends who supported you in part because of your enlightened position with regards to LAX and support for a regional solution.

Now, just a few years into the historic settlement agreement between ARSAC and LAX, we are finding ourselves in an even more threatening position as LAWA proposes to move the north runway closer to our already overburdened residential neighborhood. The idea that LAWA would propose moving the runway closer to our homes not only violates the spirit of our agreement but also violates the trust that we placed in you and your administration.

You were quoted in the Daily Breeze as saying: " I have always said that I oppose a reconfiguration of the north airfield at LAX absent a clear demonstration that such a change is necessary to ensure the safety of passengers, workers and the surrounding community." "Barring other findings that would indicate safety issues, we are not moving the runway." And yet, here we are in the fall of 2010, and in spite of the agreement, in spite of the recent NASA study, LAWA's board of airport commissioners are again trying to force the expansion of LAX by needlessly moving the northern runway into the neighborhoods of PDR and Westchester.

Mr. Mayor- where is your leadership at this juncture?

The NASA study (paid for and commissioned by LAWA) has concluded that by reconfiguring the northern runway, any improvements in safety would be inconsequential; the runway is safe and does not need to be reconfigured. The experts agreed that risk of ground collision is so low that any shift in any direction would be virtually inconsequential. Instead, they suggested what the air traffic controllers, pilots and ARSAC have been requesting for years--- more, modern runway safety lights.

**It seems to me that this issue is not about safety at all. It seems like this is just another big, expensive construction project -- a bridge to nowhere-- estimated to cost over \$500 million dollars while endangering the health and well-being of thousands of residents who live just steps away from LAX.**

And who will ultimately pay the bill for these needless construction projects- besides the residents of Playa del Rey and Westchester? The airlines industry is still in a slump, passenger numbers continue to decline worldwide. LAX reached it's peak of 68 million annual passengers in the year 2000 but since then airports across the world have seen a rapidly declining number of passengers-- LAX is now down around 50 million annual passengers. These numbers have not declined because people are afraid of an incursion on the northern runway- it's declined because technology now makes it easier to connect with business partners around the world without the hassle and expense of air travel and frankly- because flying isn't any fun anymore. There are better ways to improve upon LAX, starting with the long lines at check-in counters, the antiquated baggage systems, the parking hassles and massive air pollution one suffers while waiting for a taxi. These improvements along with improved runway safety lighting system will go a long way towards making LAX more profitable and more safe as well as more enjoyable from a traveler's perspective.

Now is the time to stand up again to show your constituents that you truly care about them. Allowing this runway reconfiguration project to go forward is not only irresponsible but also violates the public trust. Everyone deserves to be safe from unnecessary harm- and while I support making air travel at LAX as safe as humanly possible, moving the north runway does not make anyone safer- on the contrary it makes thousands of residents in PDR and Westchester LESS SAFE.

11/8/2010

ARSAC along with the residents of Playa del Rey and Westchester have said all along that they support efforts to modernize LAX. We want a world-class airport that operates smoothly and safely but we do not think that ~~LAWA and the City of Los Angeles~~ should take on another 500 million dollar construction project when it is not warranted, will not greatly improve the safety of airline passengers and will come at a GREAT cost to the surrounding residents.

Sincerely,  
Jennifer Dakoske Koslu  
Resident of Playa del Rey  
Former President of ARSAC

11/8/2010



November 18, 2010

Mr. Herb Glasgow, Chief of Airport Planning I  
City of Los Angeles, Los Angeles World Airports  
1 World Way, Room 218  
Los Angeles, CA 90045

Dear Mr. Glasgow:

The LAX Coastal Area Chamber of Commerce represents the business community most impacted positively and negatively by LAX.

We share a desire to see a strong business partner that is focused on being competitive in the marketplace and believe that modernization of airport facilities is key to that process.

Among the items to be reviewed as part of the Specific Plan Amendment Study ("SPAS") process are a number of roadway and access improvements including a new Transit Center bringing the Green Line and Crenshaw Line together and connected to the Central Terminal Area by an Automated People Mover system.

These are the kinds of improvements that will directly impact and improve the passenger experience this side of the gate and keep airlines flying to LAX.

We must unfortunately object to the scope of one aspect of the Notice of Preparation; namely the options being considered for runway configuration. Our criticisms and objections are limited to this one section of the NOP and do not extend to the other areas of the document.

We share the view of Los Angeles County Supervisor Don Knabe who observed that the proposals for study "...goes against the spirit of the settlement agreement."

More specifically, we note that the SPAS Study was supposed to provide that Alternative Projects "...provide a comparable level of mitigation to that described for the Yellow Light Projects..." Stipulated Settlement Section V.D.3. @ p.9. Indeed, the Stipulated Settlement also expressly requires "minimizing environmental impacts on the surrounding communities" as part of its terms. Stipulated Settlement Section V.C. @ p.9

In summary, LAWA has treated the SPAS process as though it calls for an unconstrained de novo review without any consideration for the existing approved yellow light project. Most egregiously this now includes the addition of a proposal for runway separation of 400 feet - in excess of the south movement of 241. approved by the Master Plan. We submit that the proposals to move Runway 24R both north and west violate these express provisions of the Stipulated Settlement and therefore exceed the scope of what should properly be considered by the NOP.



Follow LAX Coastal Area Chamber of Commerce on Facebook

9100 S. Sepulveda Blvd., Suite 210  
Westchester, CA 90045  
310.645.5151 tel • 310.645.0130 fax  
www.laxcoastal.com



### WRITTEN COMMENT

LAX REVISED SPECIFIC PLAN AMENDMENT STUDY DRAFT ENVIRONMENTAL IMPACT REPORT  
PUBLIC SCOPING MEETING

Please print.

Date: Nov 6, 2010  
Name: The Dame Family (Chere Dame)  
Organization: \_\_\_\_\_  
Address: 5611 W 79th St LA 90045

Comment: Make up your minds. Say it! - Just say it is about money. You say what we want to hear. Study what we want & ignore results. Just say we don't care about anything except for the money it will generate.

My children are always outside - Future generations dying of air-traffic related - cancers and disease - That is what you need to study. Please study the health impacts of increased traffic not just for today but for future generations.

Please drop the completed form into the box marked "COMMENTS" or mail to:

Mr. Herb Glasgow  
Chief of Airport Planning I  
Los Angeles World Airports  
1 World Way, Room 218  
Los Angeles, CA 90045

All comments must be received no later than 5:00 p.m. on Wednesday, November 29, 2010.



Member:  
ICSC  
BOMA

November 19, 2010

**H.B. DROLLINGER CO.**

Developers • Property Management • Commercial Brokers

Herb Glasgow  
City of Los Angeles  
Los Angeles World Airports  
1 World Way, Room 218  
Los Angeles, CA 90045



10 NOV 29 PM 11:28

RE: Notice of Preparation of Draft Environmental Impact Report (SGH No. 1997061047) Los Angeles International Airport-Specific Plan Study

Dear Mr. Glasgow:

The following comments are prepared by the HB Drollinger Company ("HBD") in response to the Notice of Preparation ("NOP") for the Los Angeles International Airport ("LAX") Specific Plan Amendment Study ("SPAS").

HBD has owned commercial property in Westchester for more than 60 years. We have been through many iterations of LAX development and there are no commercial properties that have a longer history or closer proximity to LAX than HBD's properties on the North side of the airport.

HBD has a vested interest in the success of LAX. With its commercial interests in the Westchester community, the airport impacts- both positive and negative- dictate the viability of our assets in Westchester.

HBD's issues reside in three areas all related to the expansion of the North Airfield to the North: 1) the evaluation process for reconfiguration options 2) Economic impacts on the Westchester Business District 3) the lack of involvement by the FAA in determining RPZ policy decisions.

It is HBD's contention that the justification for the North Airfield expansion for safety concerns is not justified as evidenced by the NASA report indicating that a fatal event would occur every 200 years. But even if we accept LAX's biased interpretation of the FAA/NASA safety study and acknowledge that the North Airfield is in need of reconfiguration the evaluation process has neglected to consider vital factors within each of the options. The existence of sewer and utility lines, the Manchester Tunnel, major roadway changes to Lincoln Boulevard/Sepulveda Boulevard intersection, noise impacts on our properties for each option, environmental impacts on our properties for each option and a cost analysis of each option in prioritizing the North Airfield expansion in relation to already "green-lighted" and "yellow-lighted projects" from the 2006 Settlement Agreement.

We would like to add some perspective to the impacts that moving the North runways will have on our properties in Westchester. Taking just the outline of the Runway Protection Zone for the 300' option HB Drollinger has seven properties that would fall into the RPZ. Those properties consist of In-N-Out Burger, The Parking Spot, Airport Office Center, Airport Office Center Parking Garage, Mayfair Commercial Building, Paradise Office Center and Westchester Professional Center.

8029 South Sepulveda Blvd., Suite #130 • Los Angeles, California 90045 • (310) 417-8048 • Fax (310) 417-8029  
E-Mail: [info@hbdrollinger.com](mailto:info@hbdrollinger.com) • [www.HBDrollinger.com](http://www.HBDrollinger.com)

Finally, we object to the NOP on the grounds that LAWA has failed to comply with the mandate of the Los Angeles City Council when it created the North Runway Safety Advisory Committee; to wit, "the study's findings be incorporated into the NOP and environmental documents." The conclusions of that study are critical to the policy makers having a true understanding of the need or lack thereof of reconfiguring the north airfield. Put simply, failure to include this critical document as specified by the City Council renders the document defective on its face.

It is indeed unfortunate that we must point out these errors in the NOP when we are strong believers in moving forward to modernize LAX in a way that will truly make it competitive for decades to come.

We trust that policy makers will consider these issues before proceeding with the next step in the process.

Sincerely,

Christina Davis  
President/CEO

CC: Councilman Bill Rosendahl  
Alan Rothenberg, President BOAC

## Los Angeles International Airport Area Advisory Committee

Committee Members: El Segundo, Inglewood, Lemoor, Hawthorne, Culver City, Marina del Rey and Westchester/Playa del Rey

November 19, 2010  
Mr. Herb Glasgow  
Chief of Airport Planning  
City of Los Angeles—LAWA  
1 World Way, Room 218  
Los Angeles, CA 90045

November 19, 2010  
Response to Notice of Preparation  
Page Two

These properties collectively consist of 179 independent businesses and more than 900 employees along with scores of vendors, maintenance workers and support services. Many of these organizations have occupied these properties for decades and the resurgent downtown business environment of Westchester has become a vibrant commercial center after recovering from the 1960's LAX expansion.

The Westchester Community Business Improvement District is a well organized consortium of businesses that have transformed Sepulveda Boulevard and the commercial district into a safe and attractive amenity to the region. As the gateway to LAX from the North and as the gateway and first impression to Los Angeles for arriving visitors, it is a vital piece of the Los Angeles image and identity.


One difficulty for existing property owners and businesses lies in the uncertainty related to the LAX expansion. It is very difficult to entice business owners to invest in our properties when they know the risk of condemnation exists and would force them to move. How do we renew leases with existing businesses when they read that the airport will expand and take our properties and thereby their spaces? There is an economic loss due to uncertainty regarding the airport expansion.

We have been told that the FAA will not review the North Airfield Reconfiguration options until an option has been selected by LAWA and submitted to the FAA. It seems to us that a critical component of any of the options is how the FAA will administer its policy regarding use and height of buildings and development in the Runway Protection Zone. Regardless of which option is chosen, the ruling on waivers in the RPZ will dictate what happens to properties and/or development within the Runway Protection Zone.

We submit that the FAA and LAWA should make a determination on the approved uses for each property within the Runway Protection Zone for each expansion option. This should also include its determination for height and uses for each existing building and whether waivers will be granted for existing properties. Further, the FAA should determine the acceptable future uses and height limits for each property prior to issuance of the Draft EIR so that this information can be taken into consideration by property owners and the community as part of the Draft EIR.

HB Drollinger Company appreciates this opportunity to comment on this Notice of Preparation as a property owner and business owner in Westchester.

Sincerely,



Karen Drollinger Dial  
President  
HB Drollinger Company

10 NOV 23 AM 11:00

Re: Revised Notice of Preparation of a Draft Environmental Impact Study for Los Angeles International Airport Specific Plan Amendment Study

Dear Mr. Glasgow:

The LAX Area Advisory Committee (LAXAAC), a committee of residents of the communities surrounding Los Angeles International Airport (LAX), submits this letter to itemize our serious concerns about the Revised Notice of Preparation of the Draft Environmental Impact Study (DEIR) in connection with the various proposals to reconfigure the north runways at LAX.

### Regionalization

Initially, we do not believe you can adequately evaluate environmental impacts without addressing how each of the proposed changes to the north runway configuration would fit into the well-recognized need to adopt a regional approach to air transportation in Southern California. We firmly believe that only a regional approach to air transportation will mitigate the current serious impacts of air traffic on the communities surrounding LAX. Indeed, the proposals to reconfigure the north runway most likely would exacerbate those impacts and would increase traffic at LAX, rather than diminish the dominance of LAX. Only if the air traffic burden can be spread throughout the Southern California region, will we continue to see the economic benefits of a vibrant transportation system without an unduly negative impact on one portion of the Southern California community.

### Safety

We are dismayed that there continues to be an assertion that reconfiguring the north runways would increase safety, particularly in light of the Los Angeles International Airport North Airfield Safety Study conducted by the academic panel of experts commissioned by the North Airfield Safety Advisory Committee. The unanimous conclusion of that study was that the LAX North Airfield not only is extremely safe in its current configuration, but also is extremely safe for the projected 2020 traffic. In light of the further finding that proposed movement of Runway 6L/24R north would have only minuscule effects on the tiny overall risk that LAX air travelers currently face, the DEIR must acknowledge that the rationales for reconfiguring the runway are to improve airport efficiency and capacity, not to improve safety.

As the academic panel has negated the safety rationale for revisiting the separation distance of Runways 6R/24L and 6L/24R, there is no longer any legitimate argument that the communities surrounding LAX must suffer the adverse impacts of runway movement due to safety concerns. It thus must be recognized that the primary reason for proposing to reconfigure the north runways

#### **Air Pollution**

The Draft EIR must adequately account for all of the potential health effects of the air pollution that would increase in the communities near the airport from each of the proposed runway relocations. Such a discussion must include the incidence of cancer and asthma in communities adjacent to the airport and must include discussion of all particulate matter, including matter smaller than PM<sub>10</sub>. Without a complete mitigation of any project-related cancer risks, it would appear that L.A.W.A. would be trading increased cancer levels in the surrounding communities for increased capacity and efficiency at the airport. However, as community members, we are not willing to accept that trade.

The DEIR must include the new studies showing heavy impacts on the upper atmosphere by pollution from aircraft, and must explain how such impacts could be mitigated.

#### **Ground Transportation**

The DEIR must address how each of the proposed runway configurations would impact Westchester Parkway, Lincoln Boulevard, and Sepulveda, as well as any other roadways. Any traffic studies used in the analysis must be up to date and include all recently built facilities, including significant projects such as Playa Vista, as well as those currently planned for our communities. New data and studies must be used, as much of the prior EIR information for the Master Plan is outdated.

The DEIR must address the assumed placement of new ground access roadways and what their impact on traffic would be.

The DEIR must address the growth factors that are assumed for the area in general, as well as LAX automobile, bus, van and taxi transportation.

The DEIR must study how cargo traffic is likely to change with the various reconfigurations and what vehicles would be associated with such changes.

The DEIR should consider how the planned high-speed rail corridor that apparently would not link to LAX will impact use of other airports (such as Burbank, Ontario, and Palmdale) and how that will impact traffic to LAX.

The DEIR must discuss the plans for Manchester Square, Belford Square and Lot C.

The DEIR must discuss why there is only one landside plan with the option of proceeding with or without a consolidated rental care facility. It must discuss how this would impact ground traffic and LAX access.

#### **Economic**

In addition, the DEIR must include an analysis of the complete economic impacts that would be caused by each of the proposed configurations for the runways on the North Airfield. The Federal Aviation Administration (FAA) has stated that it will no longer "grandfather" existing structures, but instead will insist that they be cleared not only from the FAA runway protection danger zone, but also from the FAA safety buffer zone. Accordingly, several very profitable properties would

would be to increase the capacity of the airport. Thus, moving Runway 6L/24R north or west not only would be inconsistent with the promise of Mayor Villaraigosa to work to increase regionalization of air travel in Southern California, but it would be extremely destructive to the communities surrounding LAX.

If an argument regarding safety continues to be raised despite the academic panel's findings, the DEIR must include a thorough discussion of runway incursions with their severity or lack of severity clearly stated, and must explore all other safety measures that could be taken to reduce incursions. Therefore, that the following items must be discussed in the DEIR to determine whether they would be adequate to address any remaining perceived safety issues:

- Improved communications between tower and cockpit,
- Fully staffed tower and TRACON offices,
- Most modern and efficient equipment installed in the tower,
- GPS ground-tracking system installed,
- Reduction at North Airfield to one runway,
- Reconfiguration of existing taxiways (S-curves, etc.),
- More space between aircraft,
- Adherence to the LAX preferential runway noise abatement plan, and
- Lengthening Runways 24-L and 24-R towards the east to a minimum length of 11,500 feet from the current 10,286 feet.

#### **Airport Security**

Security from terrorist attacks is an important part of safety at the airport, and we all recognize that LAX is a significant terrorist target. As such, the DEIR should discuss how each of the various proposals may increase the attractiveness of LAX as a terrorist target, as opposed to the "no project" alternative, particularly if the money not spent at LAX could be used to develop other regional airports that might diminish the appeal of LAX to terrorists.

There should also be a discussion in the DEIR of how any reconfiguration of the north runway and central terminal area (CTA) will impact the ability of the Transportation Security Administration and the airport police to inspect people and vehicles entering the CTA.

#### **Noise**

The DEIR must consider the new noise contours that would result from each proposed reconfiguration of the north runways. It must identify all the residences, schools and businesses that would be impacted by increased noise levels and quantify those noise levels.

The DEIR also must consider how the increased noise from each reconfiguration option will impact coastal access and recreational uses in the beach community of Playa del Rey as well as various parks and other recreational sites in Westchester, Hawthorne, Inglewood and Lennox.

In evaluating each of the alternatives proposed, the DEIR also should consider the impact that lengthening Runways 24-L and 24-R towards the east to a minimum length of 11,500 feet from the current 10,286 feet would have on noise in our communities.

would be excavated from airport areas where toxic substances were stored, leaked, or burned. A 24-hour dust containment program must be implemented for each proposal.

Where would the construction parking and staging areas be? How close will they be to residential areas, and what would the noise and air pollution impacts be from that construction? Locating them in the area between the Kalips/CVS shopping center on Sepulveda and the fire station at Emerson, just off Westchester Parkway, would be too close to residences, and the equipment would exacerbate both air pollution and noise unbearably for those residences during the construction process. However, we expect that the short-term construction impacts may be minor compared to the long-term impacts on those residences of many of the proposed reconfigurations.

Our Committee members believe that the DEIR must address all of these issues. As the overarching point, please consider whether it makes sense to devote hundreds of millions of dollars to an airport that, because of its geographic limitations, can never be what we all would like our airport to be. We all want a world-class airport that operates safely and efficiently, but we do not believe that the City of Los Angeles should take on a massive, unwarranted construction project that will not greatly improve the safety of airline passengers but will have a tremendous cost to the nearby residents and to the City as a whole.

Thank you for your consideration of our comments.

Very truly yours,



John Dragone, Chair  
c/o LAX Community Relations Division  
1 World Way, P.O. Box 92216  
Los Angeles, California 90045

cc: Mayor Antonio Villaraigosa  
Councilman Bill Rosendahl  
Los Angeles Board of Airport Commissioners  
LAWA Chief Executive Officer Gina Marie Lindsey  
LAWA Deputy Executive Director Roger Johnson  
LAWA Deputy Executive Director Michael Feldman

Enclosure

need to be purchased at great expense to LAWA and Los Angeles. Thus, the DEIR must include discussion of:

- To what extent would each proposal devastate the Westchester Business District?
- What businesses would need to be relocated, and what buildings demolished?
- What residences would need to be purchased and demolished?
- What would be the cost of such destruction and relocation? The DEIR must determine realistic costs for all proposals, taking into account negotiations and potential litigation and must include realistic time schedules to accommodate these procedures.
- What would be the loss to the City of Los Angeles from the loss of this tax base and purchasing capability of displaced businesses and residences?
- How many employees would lose jobs under each proposal due to destruction of the business district? In addition, it must address whether these would be full-time, permanent jobs that would not be offset by temporary construction jobs.
- What would the additional transitional security costs be to the City as homeowners are displaced, to protect those remaining in the community (as was necessary, but not done in Manchester Square)?
- What would it cost to soundproof the homes, schools, and businesses impacted by the new noise contours?
- What would be the scheduling of the implementation of each proposal and how could the costs be expected to increase during the implementation?
- Who would pay for these costs associated with the various proposals for reconfiguration?
- Under each proposal, what would be the cost of filling in the tunnels under the North Airfield and addressing the seepage problems that would likely cause sink holes due to the natural aquifer, and what would be a reasonable time schedule necessary to accomplish these tasks?
- Under each proposal, what would be the costs for relocating and realigning and reinforcing Lincoln and Sepulveda Boulevards, including the Sepulveda tunnel? Given that these endeavors would involve other agencies (e.g. Caltrans) what would be a realistic time schedule to achieve them?

In these regards, the costs of reconfiguring the north runways should be compared to the costs of building instead at Palmdale or Ontario, and in particular, the cost of funding the already proposed master plan options for the Ontario airport. The costs similarly should be compared with the costs involved in lengthening Runways 24-L and 24-R towards the east to a minimum length of 11,500 feet from the current 10,286 feet.

#### Construction Impacts

If any proposal other than "no project" is chosen, the DEIR must discuss the impacts on air pollution, noise, dust, from the construction and proposed hours of operation, construction workers' parking and transportation, and disturbance for neighboring communities. Moreover, the methods and procedures designed to ensure compliance must be clear. A 24-hour complaint hotline must be included for each proposal. Any construction projects on the north runway would create significant air pollution for residents of communities near the airport that must be adequately mitigated during construction. In particular, the danger of toxic dust must be addressed for each proposal as dirt

**QUINTANILLA, EVELYN**

**From:** bob\_dunagan [bobdunagan@verizon.net]  
**Sent:** Wednesday, November 03, 2010 4:41 PM  
**To:** LAX Specific Plan Amendment  
**Cc:** Councilman.Rosendahl@lacity.org  
**Subject:** AGAIN???

I CANNOT BELIEVE YOU FOLKS ARE TRYING TO EXPAND LAX AGAIN. MOVE THE RUNWAYS 400' NORTH? WHERE ARE YOU GOING TO GET THE MONEY? DID YOU NOT HEAR WHAT YOUR NEIGHBORS SAID ABOUT THE PROJECT?  
I SIMPLY CANNOT IMAGINE WHY YOUR GROUP IS HAVING SO MUCH TROUBLE WITH NO! ABSOLUTELY AMAZING!!  
THINK WE NEED A NEW TEAM OF PEOPLE IN YOUR CHAIRS WHO UNDERSTAND NO!

11/4/2010

### Los Angeles International Airport Area Advisory Committee

Committee Members: Residents of El Segundo, Inglewood, Lennox, Hawthorne, Culver City, Marina del Rey and Westchester/Playa del Rey

#### Mission Statement

The Los Angeles International Airport Area Advisory Committee (LAXAAC) has been in existence for more than 30 years as an advisory board to the Board of Airport Commissioners (BOAC).

Members of the committee are appointed by the appropriate legal authority in communities immediately surrounding LAX:

- El Segundo,
- Lennox,
- Hawthorne,
- Inglewood,
- Culver City,
- Marina del Rey,
- and the Westchester and Playa del Rey areas of Los Angeles.

The members of LAXAAC have one overriding concern about LAX: **safety**. This concern includes safety for those who work or live near LAX in addition to air passengers, crews, and aircraft.

Other concerns for committee members are air and noise pollution and surface traffic in and around their communities.

The members of LAXAAC will continue to participate in LAX issue discussions and proposals and look forward to on-going interaction with the members of the BOAC and LAWA staff.

06/09



the City of Los Angeles should take on another 500 million dollar construction project when it is not warranted, will not greatly improve the safety of airline passengers and will come at a GREAT cost to the surrounding residents and businesses.

We do not support this needless runway reconfiguration. If safety is important to you then please insist that LAWA fully staff the air traffic control tower and install modern runway lights. Please do not allow LAX to move even one foot closer to our homes, our schools and our businesses. Tell LAX to honor the spirit of our agreement and to be a good neighbor-- not to destroy our neighborhood and way of life.

Sincerely,

Jay and Patricia Edie  
7517 Earlom Ave.  
Playa del Rey, CA 90293  
310-822-8549

---

**From:** Patricia Edie [mailto:pedie@ca.rr.com]  
**Sent:** Wednesday, November 10, 2010 2:31 PM  
**To:** mayor@lacity.org  
**Cc:** demyschneider@welivelfree.com; LAX Specific Plan Amendment; Jim.Bickhart@LACity.org  
**Subject:** Opposition to the Proposed LAWA Movement of Northern Runway

November 2010

Dear Mayor Villarraigosa,

We are longtime residents of Playa del Rey and are concerned and opposed to LAWA's latest proposal to move the northern runway closer to PDR & Westchester. This is a move towards expanding the physical footprint of LAX and from what we have read, has absolutely nothing to do with safety.

A few months ago, you were quoted in the Daily Breeze as saying: " I have always said that I oppose a reconfiguration of the north airfield at LAX absent a clear demonstration that such a change is necessary to ensure the safety of passengers, workers and the surrounding community." "Barring other findings that would indicate safety issues, we are not moving the runway." And yet, in spite of the agreement, in spite of the recent NASA study, LAWA's board of airport commissioners is again trying to force the expansion of LAX by moving the northern runway into the neighborhoods of PDR and Westchester.

The NASA study (paid for and commissioned by LAWA) has concluded that **by reconfiguring the northern runway, any improvements in safety would be inconsequential; the runway is safe and does not need to be reconfigured.** The experts agreed that risk of ground collision is so low that any shift in any direction would be virtually inconsequential. Instead, they suggested what the air traffic controllers, pilots and ARSAC have been requesting for years--- more, modern runway safety lights.

Most citizens have become cynical of politicians and their special interests. We ask you to show your constituents that you will serve **their** interests. Allowing this runway reconfiguration project to go forward is not only irresponsible but it violates the public trust. Airport safety is important but moving the north runway does not make anyone safer; on the contrary it makes the residents in PDR and Westchester less safe.

We want a world-class airport that operates smoothly and safely but we do not think that LAWA and

**QUINTANILLA, EVELYN**

**From:** L Farris [farris@ca.rr.com]  
**Sent:** Thursday, November 04, 2010 8:01 PM  
**To:** LAX Specific Plan Amendment  
**Cc:** art.marroquin@dailybreeze.com; kristin.agostoni@dailybreeze.com; letters@dailybreeze.com  
**Subject:** Mayor Villaraigosa's promise, the risk of ruining a large portion of our cities beaches, communities and creating health issues for an airport runway expansion?

**Importance:** High

Mayor Villaraigosa,

I am a homeowner in Playa del Rey, parent of two young daughters and member of a local group called Playa del Rey Neighbors. Most of the Playa del Rey group are property owners, encompassing a range of families with young children to an elderly community who have invested their lives here. We took LAX into consideration when we bought our homes, however recent construction and threats of expansion are a serious concern.

One of your own campaign promises, Mayor Villaraigosa, was that you would not allow LAX expansion. I trust that not only are you a man of your word, but now more than ever we need you to take action on your promise. Impending LAX expansion effects our coastal communities and thousands of families; as it relates to health issues, already hit property values, and basic quality of life. The prospect of ruining a large portion of Los Angeles beautiful beach communities and natural resources must be considered, in LAX's desire for larger runways or local Union's temporary construction jobs. I'm sure there are more productive bonds and jobs you can support the Union's in fighting for; perhaps fixing some of our schools and road ways.

Over the years, the noise and pollution have worsened. Impending expansion is a detriment to all area property and home owners. Noise is a serious issue; based on a study of over 4.6 million adults, researchers found that fatal heart attacks were more common among those who lived with the roar of airplanes overhead (found in the October 29<sup>th</sup>, 2010 issue of The Week). The communities around LAX, in particular Playa del Rey, cannot be treated as an apron for yet another runway expansion. It has the potential to ruin an entire beach community. In addition to the noise, the toxic air pollution that thousands of tons of spent fuel showering down closer to our homes, beaches, and wetlands, will harm children, adults, plants and animals alike. With the right wind conditions it showers down directly on the area residents and beach goers, and is something we should all put a great deal of thought, into before we decide later that many health issues are directly related to the never ending air pollution, from aircrafts.

Have the proper EPA and required studies been completed on the true environmental impact, with regard to more pollutants being moved closer into our community and beaches? Please provide us and the press with all necessary reports on what increasing concentrations of pollutants will have on the area population.

This ongoing threat of the ever expanding international airport, which continually wants to grow, is a serious concern. Instead of ruining a large portion of Los Angeles' beautiful beach communities and some of the most beautiful beaches on the southern coast, another option for LAWA's expansion must be considered. What a terrible legacy it would be to ruin our beaches for an airport that desires additional runways?! Even the President of National Air Traffic Controllers noted that "expansion is a very expensive improvement that would bring far less safety than attracting and retaining experienced (air traffic) controller work forces at the LAX tower." The fact is that lights on some of these runways have been out for years, but now we're using expansion as a safety solution. There are no safety issues at LAX which require this desired expansion. It is critical, however, that all the safety concerns of both the airport and the surrounding beach communities are considered before any further construction and investment in made in LAX's expansion. If your promise is not kept and LAX continues to expand, the City of Los Angeles risks ruining beaches, beach communities, natural resources and affecting the health and safety of its community.

Sincerely,  
 Lisa Farris  
 Playa del Rey Neighbors

11/8/2010

-- Denny Schneider 310 641-4199 voice 213 675-1817 mobile

-- You received this message because you are subscribed to the Google Groups "Playa del Rey Neighbors" group.

To post to this group, send email to [PDRN@googlegroups.com](mailto:PDRN@googlegroups.com).

To unsubscribe from this group, send email to [PDRN+unsubscribe@googlegroups.com](mailto:PDRN+unsubscribe@googlegroups.com).

For more options, visit this group at <http://groups.google.com/group/PDRN?hl=en>.

-- You received this message because you are subscribed to the Google Groups "Playa del Rey Neighbors" group.

To post to this group, send email to [PDRN@googlegroups.com](mailto:PDRN@googlegroups.com).

To unsubscribe from this group, send email to [PDRN+unsubscribe@googlegroups.com](mailto:PDRN+unsubscribe@googlegroups.com).

For more options, visit this group at <http://groups.google.com/group/PDRN?hl=en>.

11/8/2010

---

**From:** Nenceheadf [mailto:nenceheadf@aol.com]  
**Sent:** Sunday, November 28, 2010 1:55 PM  
**To:** LAX Specific Plan Amendment  
**Subject:** Re: LAX expansion

Dear Mr Glasgow,

I'm just writing to let you know that it would kill our neighborhood if you expand the airport. Please consider making one of the other airports bigger - hasn't Westchester given up enough?

Sincerely,

Nancy Ferrandino

---

**From:** RFelicioni@aol.com [mailto:RFelicioni@aol.com]  
**Sent:** Sunday, November 28, 2010 5:10 PM  
**To:** LAX Specific Plan Amendment  
**Cc:** councilman.rosendahl@lacty.org  
**Subject:** LAX Reconfiguration / Expansion

Mr. Glasgow,

As a 10 year resident of Playa del Rey I feel I have experienced both the positives and the negatives of being a neighbor of LAX. The proximity is an obvious benefit to me and my family as my wife is employed by an airline. The negatives, however, are too numerous to mention in this writing except for one and that is the unceasing effort on the part of LAWA to further the expansion of LAX regardless of the quality of life impact on it's neighbors.

In my opinion these efforts have persisted over the years despite commitments to the contrary by LAWA and political leaders, authoritative studies of adequate configuration and operational safety, agreed to limits for passenger loads, and the ever-present unused potential for a regional solution within the area now served by LAX.

As a neighbor, I feel our community has not been dealt with honestly or fairly in the past by LAWA and this most recent proposal further exemplifies that treatment. **Mr. Glasgow, we do not need more devastation to our community. The North Airfield is safe as it is.**

R. J. Felicioni  
Playa del Rey

Nov. 17, 2010

Dear Mr. Glasgow:

The Los Angeles County Business Federation represents 70 top business organizations with more than 107,000 member businesses across the region, united in efforts to ensure the continued economic and quality-of-life viability of our entire region.

The release of the NOP initiates a critical stage of planning and implementation for the future of LAX and BizFed firmly believes that the next steps LAWA takes on the vitally needed infrastructure improvements for LAX will have a significant impact on all of our futures.

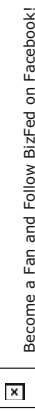
Please see the attached letter from BizFed submitted for your consideration.

Sincerely

Submitted on behalf of BizFed Chair Thomas Flintoft, BizFed Founding Chair David Fleming and BizFed CEO Tracy Rafter.

Judi

Judi Erickson  
**BizFed**, Los Angeles County Business Federation  
818.984.5080  
Judi.Erickson@bizfed.org  
[www.bizfed.org](http://www.bizfed.org)  
*Grassroots alliance of 70 top LA County business groups  
Mobilizing over 100,000 business owners*



Become a Fan and Follow BizFed on Facebook!

\_\_\_\_\_

**From:** Judi Erickson [mailto:judi.erickson@bizfed.org]  
**Sent:** Sunday, November 21, 2010 7:08 PM

**To:** LAX Specific Plan Amendment

**Subject:** BizFed Comment Submission: Revised Notice of Preparation of LAX Draft EIR for its Specific Plan Amendment Study

Nov. 22, 2010

Dear Mr. Glasgow,

Attached please find the correct letter of submission by BizFed regarding the NOP LAX Draft EIR for its SPAS.

A previous letter, sent on Nov. 17 (email submission notice below for your reference), was mistakenly sent.

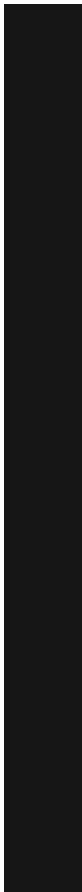
Please consider this attachment as BizFed's official submission of comment.

Thank you for your consideration.

Submitted on behalf of BizFed Chair Thomas Flintoft, BizFed Founding Chair David Fleming and BizFed CEO Tracy Rafter.

Judi

Judi Erickson  
**BizFed**, Los Angeles County Business Federation  
818.984.5080  
Judi.Erickson@bizfed.org  
[www.bizfed.org](http://www.bizfed.org)  
*Grassroots alliance of 70 top LA County business groups  
Mobilizing over 100,000 business owners*





Strengthening the Voice of Business

Nov. 19, 2010

Mr. Herb Glasgow  
Chief of Airport Planning  
City of Los Angeles World Airports  
1World Way, Room 218  
Los Angeles CA 90045

**Re: Revised Notice of Preparation of LAX Draft EIR for its Specific Plan Amendment Study**

Dear Mr. Glasgow:

The Los Angeles County Business Federation represents 70 top business organizations with more than 107,000 member businesses across the region, united in efforts to ensure the continued economic and quality-of-life viability of our entire region.

The release of the NOP initiates a critical stage of planning and implementation for the future of LAX and BizFed firmly believes that the next steps LAWA takes on the vitally needed infrastructure improvements for LAX will have a significant impact on all of our futures.

While LAX is as one of the world's key hub airports - serving approximately 60 million passengers a year, sustaining more than 400,000 jobs, and contributing more than \$60 billion dollars a year to Southern California's economy - it is facing increasingly heated competition and is in desperate need of improvements. No one wants to see LAX become a second-class partner in the global economy, an aging relic shunned by carriers and passengers in favor of newer, more advanced and more welcoming destinations.

It is clear that well-considered improvements and investments must be made now to ensure LAX remains at the forefront of the rapidly changing global marketplace, remains a vital job-creator in the region, and continues to efficiently and effectively provide carrier and passenger services.

And that means moving forward earnestly with the Specific Plan Amendment Study planning process to study all of the development improvements that our passengers and airlines require of LAX in today's competitive market.

In the long term, BizFed believes the proposed plans will provide the needed, broad regional economic and job gains. BizFed believes that improving LAX's competitive edge through a new, modern and world-class airport is the right thing to do - and now is the right time to do it.

Sincerely,

Thomas Flirtoft  
BizFed Chair  
LAX Coastal Area Chamber

David Fleming  
Founding Chair  
Latham & Watkins

Tracy Rafter  
BizFed CEO  
Rafter Group, Inc.

1000 N. Alameda St. #240 Los Angeles, California 90012 T: 213.346.3282 F: 213.652.1802 www.bizfed.org

**From:** Gail Folan [mailto:casacent@sbglobal.net]

**Sent:** Sunday, November 28, 2010 12:40 PM

**To:** LAX Specific Plan Amendment

**Cc:** Councilman Bill Rosendahl; Denny Schneider; Danna Cope

**Subject:** Comments to NOP on Draft EIR for LAX

Dear Mr. Glasgow,

I am a 20+ year Westchester resident and have raised my family here. My neighbors, my family and I all love and cherish our community. We strongly oppose any movement north of the LAX "outboard" or "North" runways as being totally unnecessary for safety reasons as repeatedly shown by numerous credible studies. Such a project, if implemented, in addition to being costly and pointless, would completely destroy the heart of our neighborhood and way of life. I think that two of our recognized neighborhood spokesmen on the subject, David Voss and Denny Schneider, have stated our objections very competently and succinctly over the many years that this issue continues to rear its ugly head:

**Per an email from David Voss (earlier in 2010, upon release of, and quoting from, the NASA LAX runway study):** "In a nutshell, the study shows that the only reason for 340 North would be an increase in capacity. No meaningful safety gains. In other words, no argument that the community just has to suffer the adverse impacts of runway movement because safety requires it. Huge findings that new technologies are making runway safety massively safer."

The principal conclusions of the study can be summarized as follows:

*The North Airfield of LAX is extremely safe under the current configuration. Changes to the configuration could create even greater safety, but they would be expected to reduce only slightly the overall risk that LAX air travelers face in their journeys. (That overall risk level is itself minuscule because air travel is exceedingly safe.) Considerations of capacity appear to*

is, they should CLOSE ONE!

If the primary concern is runway incursions that occur as a result of crossing active runways, then change LAX northside to a one runway configuration as at Hethrow Airport in London. The FAA said a one runway configuration conflicts with their push to expand air capacity at LAX, but they could instead help to establish a regional network of airports instead of just LAX."

Thank you for listening to us. We hope you will do the right thing and reject any proposals to move the LAX North runways into our Westchester/Playa del Rey community.

Gail Folan

*make some alterations to the North Airfield less attractive, and others - particularly the option of moving Runway 24-R 340 feet North - significantly more so. But the AP believes that it would be difficult to argue for reconfiguring the North Airfield on safety grounds alone.*

*During the presentation, they talked about mortality risk as 1 in 150 million compared to a 1 in 100 chance of dying in an auto accident.*

*'Exceedingly small risk'-. The findings of the panel are unanimous."*

**...and a few years ago, per an email from Denny Schneider:**

"Message to the FAA: Don't risk our lives, if the north runways are unsafe shut one down today!

If safety is the primary objective, follow the NTSB recommendation and LAX Noise Mitigation Runway Plan that calls for segregation of take offs and landings on separate runways and provide the added benefit of noise reduction. Proponents want runways expanded to increase capacity so that the up to 12 NLA per day out of over 700 flights are handled without restriction. Is this worth several billion dollars? They say NLAs create a future safety issue that compounds one that exists now. This is unacceptable.

Cramming more capacity into the small 3500 acre facility will aggravate an already critical condition. Encourage use of LA/Ontario and LA/Palmdale which is 5X larger. Mixing capacity enhancement with safety does not make it easier to swallow having more homes and businesses around LAX desimated. LAX expansion proponents have orchestrated a safety fear campaign to justify unwarranted, undesirable LAX capacity increases. Moving runways north will push pollution into surrounding communities and futher congest the 405 freeway into total gridlock.

Make the skies and runways safe NOW. Don't wait years for a massive, expensive runway building program to be completed. The call for runway demolition and relocation in the name of additional safety is not science based, but is supported by anecdotal evidence and rumor. Aside from discounting the importance of local businesses and residents, why waste limited resources experimenting with public safety? The high speed taxiway off ramps installed just over ten years ago are being removed because the don't work for current and future needs. This was an experiment gone bad. Air traffic is increasing and so are the human error incursions. Incursion history points to safety fixes other than runway movement. We seek confirmation from NASA simulations to show how human error incursions can be eliminated and cures implemented immediately.

LAX runways can already accommodate new larger aircraft (NLA) like the Airbus A380, but it requires restricting other aircraft movement on adjacent, substandard taxiways near the terminals and an adjacent runway. Is this worth several billion dollars to expanded the runways so that the up to 12 NLA per day out of over 700 flights are handled without restriction? This money could be better spent on modernizing terminals and amenities that brings tourism to Los Angeles. LAX north runway incursion experience is better than many major airports at this time. NO airport will ever be 100% safe, but it can always be improved. If LAWA or the FAA feel that the north complex is truly unsafe as

OF PEOPLE. EXISTING STUDIES  
HAVE DEBUNKED THE GENERIC  
"SAFETY" RATIONALE.

THE RATIONALE I AGAIN ASK  
WHO'S SAFETY ARE WE TALKING  
ABOUT?

UNTIL THIS IS ADDRESSED  
THE RATIONALE APPEARS  
TO BE A "STRAW-ISSUE."

WRITTEN COMMENT



LAX REVISED SPECIFIC PLAN AMENDMENT STUDY DRAFT ENVIRONMENTAL IMPACT  
REPORT  
PUBLIC SCOPING MEETING

Please print:

Date: NOV. 03, 2010

Name: STUART M. GARRISON

Organization: WNA, INC

Address: 7001 GODDARD AVE LA CA 90045

Comment:

MANY OF LAWA'S PLAN OPTIONS  
SEEM TO CONCENTRATE UPON "SAFETY."  
THIS IS A RELATIVE TERM. THE QUESTION  
I HAVE IS WHO'S "SAFETY" ARE WE  
CONCERNED WITH? THERE ARE  
PLANS TO SPEND ENORMOUS AMOUNTS  
OF MONEY FOR INFRASTRUCTURE  
MOVEMENT WHICH SEEMINGLY  
WOULD RESULT IN CHANNELIZING  
GREAT CONCENTRATIONS OF PEOPLE  
IN CONFINED SPACES SUCH AS  
CENTRAL FACILITIES THAT  
POSES A NATIONAL SECURITY  
RISK FOR TERRORIST TARGETING

Please drop the completed form into the box marked "COMMENTS" or mail to:

Mr. Herb Glasgow  
Chief of Airport Planning I  
Los Angeles World Airports

1 World Way, Room 218  
Los Angeles, CA 90045

COM  
ON REVIEW

All comments must be received no later than 5:00 p.m. on Wednesday, November 29, 2010.

**QUINTANILLA, EVELYN**

From: Pamela Greene [Pam@gtoargus.com]  
Sent: Wednesday, November 03, 2010 11:12 PM  
To: LAX Specific Plan Amendment  
Subject: Strongly opposed to AIRPORT EXPANSION

Mr. Herb Glasgow  
Chief of Airport Planning I  
City of Los Angeles  
Los Angeles World Airports  
1 World Way, Room 218  
Los Angeles, CA 90045

I am strongly opposed to this proposal to expand the airport. It is a huge waste of money, and this proposal will not make any one safer. It is a **threat to our neighborhood and quality of life as it will greatly increase air and noise pollution.**

I request that the RAND Study be incorporated into any proposals addressing safety. NO movement of the runway- whether it be West or North is acceptable. Modernization of LAX does not require EXPANSION-- especially when it comes at a major cost to our quality of life and public safety. The Rand study does provide solutions and strategies that won't threaten quality of life or increase air and noise pollution.

Pamela Greene  
7339 Trask Ave  
Playa Del Rey, CA. 90293

11/4/2010

**WRITTEN COMMENT**



**LAX REVISED SPECIFIC PLAN AMENDMENT STUDY DRAFT ENVIRONMENTAL IMPACT REPORT  
PUBLIC SCOPING MEETING**

Please print.

Date: 11-3-10  
Name: Scott Greene  
Organization: PDR resident  
Address: 6945 Trolleyway

Comment: Scope should include detailed air-quality analysis and environmental impact.

If 24R moves north, how much more emissions will we have to breathe? How many much additional unburned fuel will fall onto my house? Some of the additional pollution will increase disease and lower our quality of life. The EIR should describe what is in the emissions and how they impact our health, in layman's terms please.

Also please consider how High Speed Rail could lessen demand for air travel. We might not need all the gates.

Please drop the completed form into the box marked "COMMENTS" or mail to:

Mr. Herb Glasgow  
Chief of Airport Planning I  
Los Angeles-World Airports  
1 World Way, Room 218  
Los Angeles, CA 90045

All comments must be received no later than 5:00 p.m. on Wednesday, November 29, 2010.



**QUINTANILLA, EVELYN**

**From:** Brian Gustafson [brian\_g@openroadent.com]  
**Sent:** Monday, November 08, 2010 12:05 PM  
**To:** LAX Specific Plan Amendment  
**Subject:** Families in Westchester/Playa Del Rey need your help

We are people who love our city. Many of us have been here for years and hope to live here for many more. Our children go to school in the area. One school, WISH Charter School, is very close to LAX and the expansion north would have a huge effect on those children. We are already affected enough by the airport. Our air is dirty, the traffic is heavy, and the sounds of planes all take a toll on us. The LAX expansion means destroying local businesses, schools, and people's lives in the community, all to just make more money. Please help us make our city better, not worse.  
Thanks,

Brian Gustafson

**From:** Tim Grubb [mailto:timgrubb@yahoo.com]  
**Sent:** Wednesday, November 24, 2010 11:50 AM  
**To:** mayor@lacity.org; Jim.Bickhart@lacity.org; LAX Specific Plan Amendment; nate.kaplan@lacity.org; Michael.Diviglio@mail.house.gov; bill.rosendahl@lacity.org  
**Subject:** SAY NO to LAX EXPANSION

Dear Elected Officials -

I am a long time resident of Playa Del Rey and I am writing to voice my strong opposition to LAWA's latest proposal to once again attempt to destroy the Westchester and Playa Del Rey communities by moving the north runway closer to our homes.

This move is not based on safety concerns - as the recent NASA studies have confirmed - and there must be other alternatives. We certainly need a world class airport, but not at the expense of one of the last beach communities in Los Angeles. Please do your job and represent our interests and come up with some other viable options.

Best regards -

Timothy Grubb, Esq.  
Playa Del Rey Resident



Denise Gustafson & Brian Gustafson  
 Olivia - 5 years old  
 Trey - 5 years old

Dr. Seuss - Horton Hears A Who  
 "WE ARE HERE"



WRITTEN COMMENT

Los Angeles World Airports  
LAX REVISED SPECIFIC PLAN AMENDMENT STUDY DRAFT ENVIRONMENTAL IMPACT REPORT

AGRIUMED PEOPLE WNTN TO BE BUILT IN THE MANCHESTER SQUARE AREA -  
Please print: RELOCATION AND NO OVER

Date: 11/3/2010

Name: JANEVINE HAMILTON

Organization: TUSKAGE AIRMEN, INC.

Address: P.O. Box 90892 L.A. CA 90009

Comment: COMEPLY 9312 GILSON PL, Apt 15, L.A. CA 90045

IN BEING A RESIDENT OF THE MANCHESTER SQUARE AREA IN THE 70S AND 80S

WHILE Awaiting for RESIDENTS who WERE IMPACTED BY THE LAX

EXPANSION PROJECT, I WAS TOLD TO CONTINUE paying my HOUSING

COSTS TO ENSURE MY RECEIPT OF THE RELOCATION AWARD. THIS WAS

DURING 2001-2008. I WAS ALSO BEING VICTIMIZED BY CRIMES

such AS MURDER, MARIJUANA, MARIJUANA AND FRAUD, HARASSMENT,

ASSAULT, STALKING, prevention of going to work, theft and

ILLEGAL USE OF MY CREDIT CARD AND FINANCIAL INFORMATION. I WAS

ADVISED BY MARSHAL WATSON TO MOVE FROM THE AREA. THIS ADVISOR AND

THE ILLEGAL Schemes DONE BY THE PROPERTY OWNER JEAN WATSON AND MURKIN

MURKIN EXPANDER AND WILLIAM FORGEBERT TO COLLECT HOUSING COSTS, NOT

PURCHASE A SAFE AND SOUNDLY LIVING ENVIRONMENT, AND LIVE TO SPARE EVERY

YEAR THAT THE RELOCATION AWARD WOULD BE RECEIVED MUST BE RESOLVED

BY PAYMENT OF THE RELOCATION AWARD "

Please drop the completed form into the box marked "COMMENTS" or mail to:

Mr. Herb Glasgow  
Chief of Airport Planning I  
Los Angeles-Worlds Airports  
1 World Way, Room 218  
Los Angeles, CA 90045

All comments must be received no later than 5:00 p.m. on Wednesday, November 29, 2010.

From: Jaxshootout@aol.com [mailto:Jaxshootout@aol.com]

Sent: Sunday, November 28, 2010 11:02 PM

To: LAX Specific Plan Amendment; councilman.rosendahl@lacty.org

Subject: re: Revised Notice of Preparation of a Draft Environmental

The most drastic proposal in the NOP is to move the outboard runway (Runway 24R) 400 feet north. With the protection and buffer zones required by FAA, this could take out a major portion of our Westchester Business District plus move take offs and landings much closer to our Playa del Rey and Westchester communities.

Also, the NOP continually makes the statement that this would be for "safety," yet the North Airfield Safety Study clearly and unequivocally states that "For projected 2020 traffic levels and traffic mix, the LAX North Airfield is extremely safe under the current configuration."

Dear Sirs,

The North Airfield is safe as it is and this is NOT SOMETHING we want to happen here in our community.

PLEASE Don't move the runways period. However, if they are moved, PLEASE go south first.

PLEASE...No runway extensions in either direction - environmental impact on protected species.

Please continue to implement all "green lighted" safety recommendations.

As you know there are noise & pollution impacts on educational, residential and commercial Businesses

Please add more ATC's. (Air Traffic Controllers) and lastly please get any agreement in writing from the FAA.

Thank you  
Playa Del Rey Homeowner  
Manitoba Street  
Playa Del Rey.

Jackie Hakim

## LAX Airline Airport Affairs Committee

November 29, 2010

Mr. Herb Glasgow  
Chief of Airport Planning I  
City of Los Angeles, Los Angeles World Airports  
1 World Way, Room 218  
Los Angeles, CA 90045

Re: Revised Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the Los Angeles International Airport (LAX) Specific Plan Amendment Study (SPAS)

Dear Mr. Glasgow:

The LAX Airline Airport Affairs Committee (AAAC), whose members include airline representatives for all signatory airlines serving LAX have completed a preliminary review of the above referenced document. This letter is written to set forth the AAAC's comments for consideration by LAX as part of its decision-making process to finalize the scope of the EIR. The comments provided herein should not be construed to express support, approval or consent to any projects whether or not specifically addressed.

The AAAC is generally supportive of efforts to modernize LAX, albeit in a cost effective and competitive manner. While the AAAC understands both LAX's desire and the statutory requirements to study the environmental impacts of the options that are proposed to be part of this study, it is imperative that the quantitative and objective information necessary to enable decision-makers to fully understand the costs and benefits of each option be developed concurrently. Accordingly, the AAAC respectfully requests that the above referenced study include preparation of updated cost/benefit analyses for each SPAS option to be studied as part of the final scope.

The above referenced document includes a number of options that have been undertaken by events and/or are simply not supportable. These include:

- North Airfield Reconfiguration SPAS options that do not fully meet Group VI standards, such as:
  - Option i – Relocate R/W 6R/24L 340' South (Approved Master Plan);
  - Option ii – Relocate R/W 6R/24L 100' South;
  - Option iii – Relocate R/W 6L/24R 100' North; and,
  - Option iv – Relocate R/W 6L/24R 200' North.

**From:** Hasenberg, Megan [COBIUS] [MHasenbe@its.jni.com]  
**Sent:** Tuesday, November 30, 2010 10:11 AM  
**To:** LAX Specific Plan Amendment; councilman.rosendahl@lacity.org  
**Subject:** LAX North Runway Expansion

Dear Mr. Glasgow:

I have lived in Westchester/Playa Del Rey for over 17 years and am raising my family in this community. My children attend the local schools and my family is very active in our community.

I wanted to express my opposition to any movement of the north runway at LAX that would result in the destruction of Westchester/Playa del Rey businesses, homes and apartments. There is absolutely no reason to impose such an invasive project on our community - one that will have a real and significantly negative impact on the residents of Westchester and Playa del Rey with little to no safety benefits for LAX travelers according to the NASA LAX Runway Study.

Please reject any proposals to move the LAX North runways into our Westchester/Playa del Rey community.

Thank you for your time and consideration.

**Megan Hasenberg, R.N.**  
[mhasenbe@its.jni.com](mailto:mhasenbe@its.jni.com)

**QUINTANILLA, EVELYN**

**From:** Jenny Hontz [jhontz321@ca.rr.com]  
**Sent:** Tuesday, November 02, 2010 7:33 PM  
**To:** LAX Specific Plan Amendment  
**Subject:** Stop LAX Runways From Moving North

Dear herb Glasgow,  
I am totally opposed to the proposal to move the LAX North runway north by up to 400 feet. The recent NASA study clearly showed that this move is unnecessary, and we also cannot afford it. I live in Westchester, and moving the runway north will increase airport noise at my house to unbearable levels and will lower my property value. I also have an infant son, and studies show that airport noise hurts language development. Please don't do this to my family.

Best,  
Jenny Hontz  
www.jennyhontz.com  
310-821-6991

Ltr. H. Glasgow  
November 29, 2010  
Page 2

- CTA Terminal SPAS options that call for the demolition of all or part of a terminal building, such as:
  - Option i – Demolish Most of Terminals 1, 2, and 3 including the Piers/Concourses in their Entirety (Approved Master Plan); and,
  - Option iii – Partial Demolition of Terminal 1 Building/Alteration of Gate Configurations.
    - Such options would in fact reduce terminal capacity and at the same time result in additional cost to replace facilities that were demolished.
- Ground Transportation Center (GTC) SPAS Option i – Close Access to CTA – Build GTC at Manchester Square (approved Master Plan)
- Automated People Mover SPAS Option i – Build APM2 (Approved Master Plan)

The AAAC recommends LAWA avoid wasting limited available resources that can be more productively utilized elsewhere, and delete these SPAS Options from the final scope of the EIR.

The LAX AAAC appreciates the opportunity to provide input to the SPAS NOP and would be happy to discuss our perspective in greater detail. Please telephone me at 817-931-8798 should you wish to discuss our comments further.

Sincerely,



Steven R. Holt, Chair  
LAXAAAC

Cc: LAXAAAC  
Gina Marie Lindsey

WRITTEN COMMENT



Please print.
Date: 11/03/10
Name: Gracida Heath
Organization:
Address: Same as to you. exp.

Comment: Please you should do something about your fees that come to park inside our communities to conduct their personal business - shopping, banking, eating and pleasurable hours with the quality of persons you would not like to see (where jobs children go to shop or play. Also something has to be done regarding the lack of flight paths for airplanes taken off towards the East being the sixteen as it is today who would imagine that you have any case for safety.

Please drop the completed form into the box marked "COMMENTS" or mail to: Mr. Herb Glasgow, Chief of Airport Planning I, Los Angeles World Airports, 1 World Way, Room 218, Los Angeles, CA 90045.

All comments must be received no later than 5:00 p.m. on Wednesday, November 29, 2010.

From: Jenny Hontz [mailto:jhontz221@ca.rr.com]
Sent: Wednesday, November 10, 2010 9:23 AM
To: LAX Specific Plan Amendment; mayor@lacity.org; Jim Bickhart@lacity.org; LAX Specific Plan Amendment; councilmember.garretti@lacity.org; Councilman.Rosendahl@lacity.org
Subject: Stop LAX Expansion
I am shocked to learn that our tax dollars may be spent moving LAX runways in the middle of a fiscal crisis. A group of academics in conjunction with NASA studied this issue and determined just a few months ago that the runways are "extremely safe" and that moving them is of "limited practical importance." So this is simply a waste of money -- money we cannot afford.

Here is a report on the study: http://articles.latimes.com/2010/feb/20/local/la-me-lax-report20-2010feb20
I moved to Westchester a year ago with my 9-month-old child, and I want to make you aware of studies showing that airport noise hurts children's cognition, reading and mental health. Moving the runways will increase noise in my neighborhood to unsafe levels. Moving the runways could harm my child, and that is unacceptable. Here are some links to those studies:
http://www.ncbi.nlm.nih.gov/pubmed/15936421
http://journals.cambridge.org/action/displayAbstract?fromPage=online&aid=70319
http://www.newscientist.com/article/dn2944-airport-noise-damages-childrens-reading.html
http://www.abc.net.au/news/stories/2005/06/03/1383973.htm

Obviously, given my desire to protect my child and hundreds of other children in my community, I am willing to fight this proposal with every fiber of my being. I am willing to help organize community protests, contribute to any legal challenges and base any future electoral votes on whether my representatives support or vigorously fight this expansion.

Please don't spend our tax dollars to harm our kids. It's just wrong.
Best,
Jenny Hontz
www.jennyhontz.com
310-821-6991

community. Westchester, including my family, has suffered through multiple expansions at LAX. While transportation is vital to our City, one community should not have to pay such a heavy and disproportionate price for it.

My opposition to the movement of the north runway into our community is not solely based on my love of Westchester with a disregard for air travel safety. My opposition is based on everything I have read on the issue including the NASA LAX Runway Study. The study concluded that the North Airfield of LAX is extremely safe under the current configuration and the proposed changes would have a minuscule effect on air travel safety. The bottom line conclusion of the study was that safety was not a reason to argue for reconfiguring the north runway and moving it to the north. The study clearly concluded that there would be no meaningful safety gains by moving the runway further into the community. Thus, there is absolutely no reason to impose such an invasive project on our community - one that will have a real and significantly negative impact on the residents of Westchester and Playa del Rey with little to no safety benefits for LAX travelers. If safety is an issue there are other less invasive, less expensive and more effective measures that can be taken.

If the north runway relocation into the Westchester/Playa del Rey community is a covert effort to allow for increased capacity at LAX this too is unacceptable. Cramping more capacity into the small 3500 acre LAX facility is not necessary and it is an inconsiderate imposition on the surrounding communities. LAX is already operating at near maximum capacity. If passenger and cargo expansion is needed a regional plan needs to be implemented that takes advantage of the land and airspace available in Ontario and Palmdale.

Back in 1974, the City condemned my grandparents' lovely home with a view of the Santa Monica bay in order to extend a runway at LAX. The proposed expansion never happened, but the home where I spent every single holiday growing up - and where my mother grew up - was demolished. The residents of PDR and Westchester have paid a heavy price by living so close to LAX. It's truly amazing that we have such a vibrant community so close to a major airport. Perhaps this is because there are so few options for "middle class" residents of L.A. to live within relatively close proximity to their jobs. Please - please!! - do not sacrifice the quality of life in our community for an expansion that will only marginally affect passenger safety at LAX.

Thank you for listening to the residents of Westchester and Playa del Rey. We hope you will do the

**From:** J Jacobs [mailto:Jacobs90045@sbcglobal.net]  
**Sent:** Sunday, November 28, 2010 8:05 PM  
**To:** LAX Specific Plan Amendment  
**Subject:** Comments to NOP on Draft EIR for LAX

Dear Mr. Glasgow,

I have lived in Westchester since 1993. My husband, three children and I live at 7828 Truxton Ave. While I grew up in Long Beach, my family and I drove up to Playa del Rey every weekend to visit my grandparents - until the City took my grandparents house by eminent domain for expansion of a runway in 1974. Now I'm living in Westchester, and my children attend the local schools and we are active in our community.

Westchester is a wonderful suburban oasis in the midst of a very big city. My husband and I graduated from law school in the late 1980's. Because we practice in the public sector on the west side of Los Angeles, there are few places where we could afford to buy a home without a heavy commute. In addition, we wanted to raise children in a neighborhood where our kids could ride their bikes and walk to school. We chose Westchester because it is one of the few "affordable" places in west L.A. and because it's the type of community in which we wanted to raise our family.

As a community we are vehemently opposed to any movement of the north runway at LAX that would result in the destruction of Westchester/Playa del Rey businesses, homes and apartments. Movement of the north runway into the community will push jet fuel pollution and noise pollution further into the surrounding communities; home prices will drop and the way of life in Westchester and Playa del Rey will be permanently if not irreparably altered. Such a project, if implemented, will completely destroy the heart of our neighborhood and the way of life for this

**QUINTANILLA, EVELYN**

**From:** John James [jjames@verizon.net]  
**Sent:** Tuesday, November 02, 2010 10:47 PM  
**To:** LAX Specific Plan Amendment  
**Cc:** 'herb hall'; jjames@verizon.net; RFelicioni@aol.com; 'Sibyl Buchanan'; 'paul niedermeier'; 'Joyce Khoury'; 'Sheila Beach'; 'al garcia'; melinomb3@aol.com  
**Subject:** North runway expansion

Mr. Glasgow,

I am a resident of Playa del rey, and have lived here for over 30 years. I knew the airport was there when I bought my house, and I decided that I could live a nice life here even with the everyday air traffic from lax..

However over the years the traffic and runway expansion has only gotten worse.. Do you realize what a detriment to all of the homeowners there will be with a runway so close to some of the homes here? Will we be able to see the passengers as the aircraft taxi around? The noise will be deafening, It appears you are trying to treat our community as an apron for yet another runway, closer and closer, please do not do this to our great little community.. Not only the noise but maybe most important is the toxic air pollution that thousands of tons of spent fuel showering down closer and closer and the harm it will cause. With the right wind conditions it showers down directly on us, and is something we should all put a great deal of thought into before we decide later that many health issues are directly related to the never ending air pollution from departing aircraft.

Has the (AQMD) or (CARB) done any studies to see what the environmental impact will be with regard to more pollutants being moved closer and closer into our community? Please let me know if there is any information that could shed any light on what increasing concentrations of pollutants will have on the residents here.. Also please be advised that I will strongly oppose any effort to intrude into our community..

The thought of a massive, ever expanding international air port that will always want to keep expanding is something we all think about.. Instead of ruining a beautiful beach community and some of the most beautiful beach front property on the southern coast, why couldn't lax be put on an island runway a few miles off shore? It could grow any time it wanted to. It could also be at least partially paid for if the existing air port property was turned into high end beach properties... The coast would be beautiful and quiet, and we would be out of harms way especially if there was a terrorist bombing attack at the air port...Have all the safety concerns of the residents really been thought about by moving aircraft closer to our residents?

Sincerely, John James

11/3/2010

right thing and reject any proposals to move the LAX North runways into our Westchester/Playa del Rey community.

Jennifer Jacobs  
 7828 Truxton Ave.  
 Los Angeles, CA 90045





WRITTEN COMMENT

LAX REVISED SPECIFIC PLAN AMENDMENT STUDY DRAFT ENVIRONMENTAL IMPACT REPORT  
PUBLIC SCOPING MEETING

Please print.

Date: Nov 6, 2010  
Name: Helen Jorna

Organization: Elementary  
Address: 7819 81st

Comment: Our new school, WISH, is located on Sepulveda eastway across from bed bath & beyond. A move northward of the runway impacts our school directly by increasing both air & noise pollution. The safety with of our children is at risk and their learning is at jeopardy.

Please drop the completed form into the box marked "COMMENTS" or mail to:

Mr. Herb Glasgow  
Chief of Airport Planning I  
Los Angeles-Worlds Airports  
1 World Way, Room 218  
Los Angeles, CA 90045

All comments must be received no later than 5:00 p.m. on Wednesday, November 29, 2010.

From: Helen Jorna [mailto:helenjorna@yahoo.com]  
Sent: Tuesday, November 09, 2010 3:44 PM  
To: mayor@lacity.org  
Cc: jim.bickhart@lacity.org; LAX Specific Plan Amendment; dheikes@laweekly.com; jstewart@laweekly.com; ron@onkayela.com; art.marroquin@dailybreeze.com; kristin.agostoni@dailybreeze.com; martha.groves@latimes.com; vince@argnews.com; readers.representative@latimes.com; letters@dailybreeze.com; bill.rosendahl@lacity.org; wishplaygroups@yahoo.com; Shawna Draxton; felicia@wishcharter.org; Jennie Brooks; Denny Schneider; Jennifer Dakoske; David Weiss  
Subject: LAX Expansion

Dear Mayor Villaraigosa,

As a resident of Playa Del Rey and a parent of a kindergartner at our newly founded Elementary School called WISH Charter, I am very concerned about LAMA's renewed pursuit of a northward runway expansion into our community. After a lot of hard work, we proudly opened the doors to our school this September and have 120 new families excited about the future of their children's education.

Unfortunately, this will change if the expansion moves forward. Our school is located at 8820 Sepulveda Eastway, just across the street from Bed Bath & Beyond in Westchester. The jets already fly very close to the school on approach, especially the playground, and a move of potentially 400 feet northward will put the jets overhead. Our children are already exposed to significant noise and air pollution as it is, but the runway move will change it so drastically that I'm afraid it will become impossible to keep our school open.

I attended a meeting last Saturday held by LAMA where they only accepted statements from the public. No questions allowed. It seems they have already made up their minds and the local residents have no say. This seems overwhelmingly unfair.

I know you campaigned on this issue and were very opposed to any expansion. In fact, it was the reason I voted for you. I am now expecting you to step up and stand with us, as promised, in fighting this expansion. I would also like to invite you to see our school so you can truly understand what we are fighting for.

Your leadership is necessary here, and it is your obligation as mayor to provide it. Please don't be a part of displacing all of these children that are doing so well in their new school.

Sincerely,  
Helen Jorna

**QUINTANILLA, EVELYN**

**From:** Erica Leach [e.l.designs@ca.rr.com]  
**Sent:** Monday, November 08, 2010 11:44 PM  
**To:** LAX Specific Plan Amendment  
**Subject:** no expansion.

I am opposed to moving the runways north. We are people who love our city. Many of us have been here for years and hope to live here for many more. Our children go to school in the area. We have a special needs child who has health trouble already, and since we overpaid on our house in 2006 we are not going anywhere for a long time. Therefore we'll fight the expansion with everything we've got. Our child's health and development are at stake. We are already affected enough by the airport. Our air is dirty, the traffic is heavy, and the sounds of planes all take a toll on us. The LAX expansion means destroying local businesses, schools, and people's lives in the community, all to just make more money. Please help us make our city better, not worse.

Thanks,

Erica Leach

11/9/2010

**From:** Eve Keller [mailto:ewkeller@sbcglobal.net]  
**Sent:** Wednesday, November 17, 2010 12:31 AM  
**To:** mayor@lacity.org  
**Cc:** jim.bickhart@lacity.org; LAX Specific Plan Amendment; dheikes@laweekly.com; jstewart@laweekly.com; ron@ronkayala.com; art.marroquin@dailybreeze.com; kristin.agostoni@dailybreeze.com; martha.groves@latimes.com; vince@argienews.com; readers.representative@latimes.com; letters@dailybreeze.com; bill.rosendahl@lacity.org; denyschneider@wellvefree.com  
**Subject:** LAX expansion

Dear Mayor Villaraigosa,

My child attends an AMAZING new LAUSD independent charter school named WISH.

We have such a diverse and social conscious group of parents...one of them recently got a controversial billboard located by our school taken down. I was inspired by her dedication to make a difference and have a voice.

I am now using that inspiration to share my own personal concern about the potential LAX expansion.

I am urging you to make a STAND and STOP this for the shake of our beautiful Los Angeles. I realize that as a resident of one of the largest cities in the United States we all make many sacrifices to dwell in such a unique and thriving place BUT there needs to be some boundaries to consider in order to keep the residents happy enough to remain here. Between the cost of housing, gas prices due to lots of driving, etc the list is shrinking every day for the plus side. I want to live here and feel I personally need your support in this choice.

The noise and air pollution from this potential expansion would be devastating to our children of this wonderful school.

Please stand against this and know you have lots of support from the parents of WISH.

Sincerely,  
Eve Keller

LAX as safe as humanly possible, moving the north runway does not make anyone safer- on the contrary it makes thousands of residents in PDR and Westchester LESS SAFE.

We want a world-class airport that operates smoothly and safely but we do not think that LAWA and the City of Los Angeles should take on another 500 million dollar construction project when it is not warranted, will not greatly improve the safety of airline passengers and will come at a GREAT cost to the surrounding residents and businesses.

We do not support this needless runway reconfiguration. It is not about safety at all. If safety is important to you then please insist that LAWA fully staff the air traffic control tower and install modern runway lights. Please do not allow LAX to move even one foot closer to our homes, our schools and our businesses. Tell LAX to honor the spirit of our agreement and to be a good neighbor- not to destroy our neighborhood and way of life.

Sincerely,

Katy Loftus  
Playa del Rey, CA

**From:** Katy Loftus [mailto:kstloftus@hotmail.com]

**Sent:** Friday, November 12, 2010 2:55 PM

**To:** mayor@lacity.org

**Cc:** jim.bickhart@lacity.org; LAX Specific Plan Amendment; nate.kaplan@lacity.org; michael.divirigillo@mail.house.gov; bill.rosendahl@lacity.org; dennyschneider@wellvetree.com; dheikes@laweekly.com; jstewart@laweekly.com; ron@ronkayela.com; art.marroquin@dailybreeze.com; kristin.agostoni@dailybreeze.com; martha.groves@latimes.com; vince@argnews.com; readers.representative@latimes.com; letters@dailybreeze.com

**Subject:** FW: LAX Expansion

November 2010

Dear Mayor Villaraigosa,

As a resident of Playa del Rey, I am extremely upset by LAWA's latest proposal to move the northern runway even one foot closer to PDR & Westchester. This is a blatant move towards expanding the physical footprint of LAX and has absolutely nothing to do with safety.

Just a few months ago, Mayor Villaraigosa was quoted in the Daily Breeze as saying: " I have always said that I oppose a reconfiguration of the north airfield at LAX absent a clear demonstration that such a change is necessary to ensure the safety of passengers, workers and the surrounding community." "Barring other findings that would indicate safety issues, we are not moving the runway." And yet, here we are in the fall of 2010, and in spite of the agreement, in spite of the recent NASA study, LAWA's board of airport commissioners are again trying to force the expansion of LAX by needlessly moving the northern runway into the neighborhoods of PDR and Westchester.

The NASA study (paid for and commissioned by LAWA) has concluded that by reconfiguring the northern runway, any improvements in safety would be inconsequential; the runway is safe and does not need to be reconfigured. The experts agreed that risk of ground collision is so low that any shift in any direction would be virtually inconsequential. Instead, they suggested what the air traffic controllers, pilots and ARSAC have been requesting for years--- more, modern runway safety lights.

Now is the time to stand up again to show your constituents that you truly care about them. Allowing this runway reconfiguration project to go forward is not only irresponsible but also violates the public trust. Everyone deserves to be safe from unnecessary harm- and while I support making air travel at

**From:** Renee Lynch [reelynch@sbcglobal.net]  
**Sent:** Monday, November 29, 2010 5:48 PM  
**To:** LAX Specific Plan Amendment  
**Cc:** Councilman Bill Rosendahl; Denny Schneider; Danna Cope; Denny Lynch  
**Subject:** LAX Expansion

Mr. Glasgow,

As a concerned resident of the Westchester community, I hereby submit my strong objection to the proposed LAX north runway movement/expansion further into Westchester. I believe that modernization is acceptable, in fact desirable, but DO NOT support any plan which will further encroach upon existing Westchester business and residential communities.

Sincerely,  
 Renee Lynch  
 Westchester Resident

**From:** Sylvia Lozano [lozanodepot@yahoo.com]  
**Sent:** Monday, November 29, 2010 6:59 PM  
**To:** LAX Specific Plan Amendment  
**Cc:** councilman.rosendahl@lacity.org; dannacope@gmail.com; dennyschneider@wellsivefree.com  
**Subject:** Comments to NOP on Draft EIR for LAX

Dear Mr. Glasgow,

I am sending you this letter to inform you of my opposition to the LAX Expansion.

I have lived in Westchester for many years. My children attend the local schools and we support many of the local businesses.

My family strongly opposes the plan to expand the north runway at LAX. This would result in the destruction of Westchester/Playa del Rey businesses and homes. It would also push jet fuel pollution and noise pollution further into the surrounding communities and home prices will drop. This expansion would destroy the Westchester community. Westchester has gone through too many expansions, when will it be enough?

I have read articles, with the most recent in the Los Angeles Times that state that the North Airfield of LAX is safe and the proposed changes would have a very small effect on air travel safety. Therefore, there is absolutely no reason to impose such an invasive project on our community.

Thank you for listening to the residents of Westchester and Playa del Rey. We hope you will do the right thing and reject any proposals to move the LAX North runways into our Westchester/Playa del Rey community.

Sylvia Lozano

of Westchester and Playa del Rey with little to no safety benefits for LAX travelers. If safety is an issue there are other less invasive, less expensive and more effective measures that can be taken.

If the north runway relocation into the Westchester/Playa del Rey community is a covert effort to allow for increased capacity at LAX this too is unacceptable. Cramping more capacity into the small 3500 acre LAX facility is not necessary and it is an inconsiderate imposition on the surrounding communities. LAX is already operating at near maximum capacity. If passenger and cargo expansion is needed a regional plan needs to be implemented that takes advantage of the land and airspace available in Ontario and Palmdale.

Thank you for listening to the residents of Westchester and Playa del Rey. We hope you will do the right thing and reject any proposals to move the LAX North runways into our Westchester/Playa del Rey community.

Beth Marsh

**From:** Beth Marsh [mailto:balmash@att.net]  
**Sent:** Sunday, November 28, 2010 6:47 PM  
**To:** LAX Specific Plan Amendment  
**Cc:** Councilman Rosendahl; dennyschneider@wellwefree.com; dannacope@gmail.com  
**Subject:** Community Comment to NOP on Draft EIR for LAX Runway Proposal

**To:** Mr. Herb Glasgow <LAXSPAS@lawa.org>  
**Cc:** Councilman Bill Rosendahl <councilman.rosendahl@lacity.org>; Denny Schneider <dennyschneider@wellwefree.com>; Danna Cope <dannacope@gmail.com>

**Subject:** Comments to NOP on Draft EIR for LAX

Dear Mr. Glasgow,

I have lived in Westchester for over nineteen years and I am raising my family in this community. My children attended the local schools, we attend a local church and we are active in our community.

Westchester is a wonderful community. We are a cohesive group that look out for one another and embody the traditional values that one associates with a neighborhood. Over the last twenty years I have seen the leaders of this community work hard to restore the vitality of Westchester which was seriously compromised by the last airport expansion project. As a community we are vehemently opposed to any movement of the north runway at LAX that would result in the destruction of Westchester/Playa del Rey businesses, homes and apartments. Movement of the north runway into the community will push jet fuel pollution and noise pollution further into the surrounding communities; . home prices will drop and the way of life in Westchester and Playa del Rey will be permanently if not irreparable altered. Such a project, if implemented, will completely destroy the heart of our neighborhood and the way of life for this community. Westchester has suffered through multiple expansions at LAX many of which have caused beloved homes to be leveled and families to be relocated. One such family lives on my street, and quite frankly, they have never gotten over the loss of their original Westchester home that they loved and "lost to the airport".

My opposition to the movement of the north runway into our community is not solely based on my love of Westchester with a disregard for air travel safety. My opposition is based on everything I have read on the issue including the NASA LAX Runway Study. The study concluded that the North Airfield of LAX is extremely safe under the current configuration and the proposed changes would have a minuscule effect on air travel safety. The bottom line conclusion of the study was that safety was not a reason to argue for reconfiguring the north runway and moving it to the north. The study clearly concluded that there would be no meaningful safety gains by moving the runway further into the community. Thus, there is absolutely no reason to impose such an invasive project on our community - one that will have a real and significantly negative impact on the residents

From: mcgovern66@ca.rr.com [mailto:mcgovern66@ca.rr.com]  
 Sent: Sunday, November 14, 2010 1:58 PM  
 To: Councilman.Rosendahl@lacity.org  
 Cc: LAX Specific Plan Amendment  
 Subject: Airport expansion

Dear Councilman Rosendahl:

Our family has resided in Playa del Rey since 1989. We chose the neighborhood because, despite the occasional and minimal jet noise from LAX, we found it to be a quiet, family-oriented oasis on the otherwise frenetic West Side. Our son attended Paseo del Rey and St. Anastasia Elementary Schools and played AYSO Soccer at Nielsen Field.

The airport's expansion plan now threatens all that and, in addition, poses the real threat of real lifestyle changes for innumerable people who reside, work or study in the area.

The most worrisome aspect is the plan to move the northernmost runway, 6L/24R, up to 400 feet north. The additional noise that this will bring will be intolerable, not just for us but even more so for our neighbors closer to the airport's northern perimeter. For just one example: How on earth are the students at St. Bernard, Paseo del Rey, Westchester High, St. Anastasia and Visitation supposed to concentrate with the constant thundering racket? How are the people nearby going to be able to get any sleep at night or rest if they are bed-ridden during the day, trying to shake that cold or flu so that they can get back to work?

If some small percentage of the aircraft have to taxi a little farther to use the already-upgraded runway and taxiway facilities on the South Side, then so be it. It will cost a bit more fuel and jet exhaust, but compared to the disruption in lives under the alternative scheme, it is a small price to pay. Those facilities are done. Use them to the maximum. In fact, why not reconfigure the terminal assignments so that the airlines operating the super-jumbo jets are housed there? Since aircraft departing Bradley have to taxi essentially the same distance in either direction, doesn't putting the others with the large aircraft on the South Side solve your problem?

The safety issue raised by the northern expansion is real. Now, approaching aircraft pass over or adjacent to the Airport Post Office, but if the runway moves north so will that approach path. You cannot help but put arriving jets over dense residential areas north of the Post Office. It will only take one engine failure, bird strike or lapse in a pilot's judgment (breaking minimums because "I know I'll pick the runway up through these clouds in just a second") and you will have a disaster on your hands. It will be one which you could have prevented, and the people involved in allowing the environment for it will have to live with that.

I know something about all of this. I spent 7 years on active duty as a Navy F-4 Radar Intercept Officer and another 18 in the Naval Air Reserves. For the last 30 years I have

**From:** Jenn Mascari [mailto:jenn@mrmascari.com]

**Sent:** Tuesday, November 09, 2010 6:45 AM

**To:** LAX Specific Plan Amendment; mayor@lacity.org; Jim.Bickhart@LACity.org; dheikes@laweekly.com; jstewart@laweekly.com; Ron@ronkayela.com; art.marroquin@dailybreeze.com; kristin.agostoni@dailybreeze.com; martha.groves@latimes.com; vince@arglenews.com; readers.representative@latimes.com; letters@dailybreeze.com

**Subject:** LAX Expansion

Attention: LAXSPAS@lawa.org; mayor@lacity.org; Jim.Bickhart@LACity.org; LAXSPAS@lawa.org; dheikes@laweekly.com; jstewart@laweekly.com; Ron@ronkayela.com; art.marroquin@dailybreeze.com; kristin.agostoni@dailybreeze.com; martha.groves@latimes.com; vince@arglenews.com; readers.representative@latimes.com; letters@dailybreeze.com

**I have been a resident of Westchester for over thirty years. I grew up here, went to the local schools, and am now raising my own young children here. It is a close knit community of highly educated and environmentally thoughtful people.**

**I oppose the further expansion of LAX for the following reasons:**

1. **Worsened increased flow of heavy traffic through our city**
2. **Air noise and quality pollution**
3. **Destruction of small businesses in the local area because of forced relocation**
4. **Disruption of residential life in the affected areas because of forced relocation**
5. **Increased urbanization of our city has increased the level of violent robberies in our community**
6. **Significant cut backs to LAPD force to counter the increased level of crime**
7. **Poor maintenance of our city in general despite tax dollars that we pay**
  - a. **We have the funds but no impetus to fix or maintain the overgrown or dead landscaping, cracked/broken sidewalks**

Jennifer Mascari

---

**From:** Nancy-Gene Morrison [nangee@aol.com]  
**Sent:** Monday, November 29, 2010 4:12 PM  
**To:** LAX Specific Plan Amendment  
**Cc:** Bill Rosendahl; Danna Cope  
**Subject:** Response to NOP

Nancy-Gene Warner Morrison  
6350 W. 81st Street  
Westchester, CA 90045  
310 410-4430  
November 29, 2010

Mr. Herb Glasgow  
Chief of Airport Planning I  
[LAXSPAS@lawa.org](mailto:LAXSPAS@lawa.org)

**Re:** Revised Notice of Preparation of a Draft Environmental Impact Report  
(SCH No. 1997061047)  
Los Angeles International Airport Specific Plan Amendment Study

I am opposed to moving any runways to the north.

I do not favor moving Runway 24R north. The NOP does not prove that movement north would be any benefit to safety nor to efficiency.

If a Runway on the North Airfield should be moved, it should be Runway 24L 100 feet to the south.

1

practiced law, specializing in aviation. The number of times I have seen the horrific results of momentary lapse of attention or judgment by a pilot or a controller I can no longer count. There have been too many, and they continue and always will continue. You can't plan your new airport on the assumption that people will do the right thing, but on the certainty that, sooner or later, they won't.

For all of the above reasons, we request that the northern expansion of LAX be stopped.

Thank you

McGovern

David C. and Pamela L.  
7812 West 80th Street  
Playa del Rey CA 90293-7905

7905

2

The disadvantages that must be studied in the DEIR include:

- It would cost billions of dollars,
- Destruction of much of the Westchester Business District,
- Elimination of hundreds of permanent jobs,
- Requirement of major highway relocations,
- Requirement of extensive, lengthy negotiations and potential lawsuits to procure properties,
- Removing the gas, oil, and jet fuel residues in the soil,
- Filling in tunnels with substances able to withstand the force of New Larger Aircraft (NLA) landing on the runway above the tunnels, and
- The need to address the natural aqueduct.

Given the difficulties in properly filling the tunnels, fixing any sink holes, and finding the source of the natural aqueduct and dealing with the water spreading under the North Airfield, LAWA and the City of Los Angeles should purchase insurance to protect them from lawsuits in case there were to be a tragic accident involving a NLA (carrying over 550 passengers) landing on a relocated Runway 24R which collapses during the landing.

The DEIR also needs to consider the possibility that airlines and pilots may refuse to land on a runway with so many underground problems. This could cause an increase in demand for landing on the South Airfield or on take offs on Runway 24L on the North. Obviously, this would cause a very large problem with efficiency and would negate the whole process of moving Runway 24R to the north.

Why should the people who live in communities surrounding LAX be subjected to the air pollution, noise, and traffic nightmares during the long construction cycle to move the runway, and then the increased pollution, noise, and safety threats of having a flight path directly overhead, when there is no reason to waste so much money at LAX? These impacts must be studied in the DEIR.

Moving Runway 24R north would gain a very small advantage, but LAWA would still have the smallest, most cramped major airport in the world, with no way to expand without spending more billions.

A fraction of the money moving the runway at LAX would cost could build magnificent terminals and airfields at Palmdale (where the high-speed rail will go) and Ontario. Both airports have the land to expand in the future – for a much smaller amount of money than LAX expansion would cost.

The health risks and issues must be completely investigated. I did not have asthma prior to moving to LA 90045. There are many schools in the area that would be adversely affected by moving the runways further north including nursery schools, several elementary schools, at least one middle school, two high schools, and Otis Art Institute and Loyola Marymount University. Not only should Asthma risks but also increase numbers of cancer detected in the surrounding community.

The NOP states in many places that moving Runway 24R north would address safety problems on the North Airfield. This is in contradiction to the clear and unequivocal finding by the panel of experts of the North Airfield Safety Study, who found that: "For projected 2020 traffic levels and traffic mix, the LAX North Airfield is extremely safe under the current configuration." Therefore, by repeating a total misstatement about safety at LAX, LAWA is trying to frighten residents, airlines, air passengers, and everyone who does business at LAX or in Westchester

Measures that would provide real safety improvements include:

- Improved communications between tower and cockpit,
- Fully staffed tower and TRACON offices,
- Modern and efficient equipment installed in the tower,
- GPS ground-tracking system installed,
- Completing the installation of Runway Status Lights, and
- Realigning the taxiways on the North Airfield.

Creating a centerline taxiway has been given as a safety measure. The DEIR needs to study the low number and the nature of runway incidents that occurred on the North Airfield and whether a centerline taxiway would have made any difference. Also, the unsafe effect centerline taxiways can have (especially when pilots mistake them for runways) needs to be in the study.

Efficiency was also mentioned as a reason for moving Runway 24R north. The same items listed above for true safety benefits would also increase efficiency far more than moving the runway north.

Capacity enhancement remains as the one advantage moving Runway 24R north would provide. A complete analysis of exactly how much capacity enhancement would be created needs to be in the DEIR.



[Nangee@aol.com](mailto:Nangee@aol.com)

--

--

Realistic time lines need to be included for all the projects covered in the DEIR. Time needs to be included for negotiations for land purchases and working with other agencies, e.g. Caltrans on highway relocation.

For each runway option and project discussed in the DEIR, specific cost and environmental impacts must be studied.

Noise impacts studied in the DEIR must include not only 65 dB CNEL levels, but should also extend out to 60 dB. Studies must also include single-event noise and time above average impacts.

Health studies should include the pockets of cancer that have been identified around LAX and the higher incidence of asthma cases, especially in children, that are also around LAX.

There is only one location suggested for the conRAC: Manchester Square. The DEIR must identify lots within that square that are not yet owned by LAWA and what impediment those lots would have on conRAC completion. Also, the location and method of transporting people from the conRAC to the Central Terminal Area (CTA) must be studied.

Interfacing with the Crenshaw/LAX train must be detailed in the DEIR, including the location and method of transporting people to the CTA.

All properties owned by LAWA or the city of Los Angeles, in the area around LAX need to be identified and included in the DEIR study with planned or potential uses of the properties.

Sincerely,

Nancy-Gene W. Morrison

6350 West 81st Street  
Los Angeles, CA 90045

Thank you for listening to the residents of Westchester and Playa del Rey. We hope you will do the right thing and reject any proposals to move the LAX North runways into our Westchester/Playa del Rey community.

Sincerely,  
Margaret F. Platis  
Teresa A. Dickey  
8018 VICKSBURG AVE  
L.A. CA 90045-2931  
[mtheads@pacbell.net](mailto:mtheads@pacbell.net)

**From:** Teresa&Meg [mtheads@pacbell.net]  
**Sent:** Monday, November 29, 2010 7:43 AM  
**To:** LAX Specific Plan Amendment  
**Cc:** Councilman Bill Rosendahl; Denny Schneider; Danna Cope  
**Subject:** Comments to NOP on Draft EIR for LAX

Dear Mr. Glasgow,

I have lived and shopped in Westchester on and off for over fifty years; twelve years ago we were finally able to buy a home here, in the Westport Heights section of Westchester. I also grew up, literally UNDER the North Runway in Inglewood, when that runway was first established in the 1960s. I know the damage that noise from a runway can do to a community.

Westchester is a wonderful community. Over the last twenty years, the leaders of this community have worked hard to restore the vitality of Westchester which was seriously compromised by the last airport expansion project. As a community we are vehemently opposed to any movement of the north runway at LAX that would result in the destruction of Westchester/Playa del Rey businesses, homes and apartments. Movement of the north runway into the community will push jet fuel pollution and noise pollution further into the surrounding communities; home prices will drop and the way of life in Westchester and Playa del Rey will be permanently if not irreparable altered. Such a project, if implemented, will completely destroy the heart of our neighborhood and the way of life for this community. Westchester has suffered through multiple expansions at LAX many of which have caused beloved homes to be leveled and families to be relocated.

My opposition to this new runway is based on the NASA LAX Runway Study. The study concluded that the North Airfield of LAX is extremely safe under the current configuration and the proposed changes would have a minuscule effect on air travel safety. The bottom line conclusion of the study was that safety was not a reason to argue for reconfiguring the north runway and moving it to the north. The study clearly concluded that there would be no meaningful safety gains by moving the runway further into the community. Thus, there is absolutely no reason to impose such an invasive project on our community - one that will have a real and significantly negative impact on the residents of Westchester and Playa del Rey with little to no safety benefits for LAX travelers. If safety is an issue there are other less invasive, less expensive and more effective measures that can be taken.

the fact that emissions at high altitude are more potent drivers of global warming. In light of these very real physical constraints – together with the crumbling overall economic scene – the asserted projections of “increases” and “recovery” in airline industry volume are seriously misinformed.

The world is changing dramatically; it is time to shift gears. Any forward-thinking plan which is drafted at this point in human history must help us adapt for peak oil, global warming, and economic contraction. Instead of airports, the U.S. Department of Transportation/FAA and the City of Los Angeles/LAWA should be using this money to build the transportation infrastructure for post-petroleum operations.

Sincerely



Joanne Poyourou  
Transition Los Angeles



The Reverend Peter H. Rood, Jr.  
Environmental Change-Makers

Transition Los Angeles is a group of local grassroots citizens who are preparing our communities for a positive outcome through the sweeping changes coming with global warming and peak oil. They work to Transition our society from our current high-energy, high-consumption lifestyles toward our inevitable lower-powered future. They do this by growing local resilience, our ability to flex and adapt to change. Their predecessor organization – the Environmental Change-Makers of Westchester – has held free public meetings on environmental solutions for over three years. Transition Los Angeles is affiliated with Transition United States and the international Transition Network.

- CC:
- Mayor Antonio Villaraigosa
  - Councilmember Bill Rosendahl
  - Senator Roderick Wright
  - Assembly Member Steven Bradford
  - Senator Curran Price
  - Congresswoman Jane Harman
  - Governor Arnold Schwarzenegger
  - Representative Maxine Waters
  - U.S. Senator Dianne Feinstein
  - U.S. Senator Barbara Boxer
  - Congressional Peak Oil Caucus c/o Representative Roscoe Bartlett
  - Los Angeles Times
  - Argonaut newspaper, attention Helga Gendell 350.org
  - Sierra Club Legislative Office
  - Union of Concerned Scientists, West Coast Office
  - Transition United States
  - Alliance for a Regional Solution to Airport Congestion (ARSAC)
  - Neighborhood Council of Westchester-Playa's Airport Relations Committee
  - Gina Marie Lindsey, executive director, Los Angeles World Airports (LAWA)
  - The Reverend Canon Sally Bingham, Interfaith Power and Light
  - Bishop J. Jon Bruno, Episcopal Diocese of Los Angeles
  - Bishop Steven Charleston, Genesis Covenant

Transition Los Angeles City Hub  
Guiding our communities from oil dependency to local resilience  
www.TransitionLA.org



TRANSITION  
LOS ANGELES

Transition Los Angeles City Hub  
6700 West 83rd Street  
Los Angeles, CA 90045  
TransitionLA@gmail.com  
www.TransitionLA.org

Guiding our communities  
from oil dependency  
to local resilience

November 27, 2010

Mr. Herb Glasgow, Chief of Airport Planning 1  
City of Los Angeles, Los Angeles World Airports  
1 World Way, Room 218  
Los Angeles, CA 90045

Re: Notice of Preparation of Draft EIR  
Los Angeles International Airport Specific Plan Amendment Study  
City Clerk Case #007-08-AD

Dear Sir:

The current Specific Plan Amendment Study is built upon a severely flawed presumption that we can expect a practical capacity of 78.9 million annual passengers at LAX. We question whether there is any need – or any justification – for spending public dollars on expansion, modernization, redevelopment, enhancement, or improvement of LAX at this point in time.

LAWA's own Aviation Activity Analysis stated "The number of commercial aircraft operations at LAX has dropped significantly ... after reaching a peak ... in 2000."<sup>1</sup> Passenger operations have decreased 41% and commercial operations have declined 30% from the peak level observed in 2000.<sup>2</sup>

In short, LAX Airport volume has been in serious decline for ten years.<sup>3</sup>

"The peak is over," said Giovanni Bisignani, director general of the International Air Transport Association. As recently as October 2010, he described the airline industry as "an industry that is very fragile."<sup>4</sup>

Peak passenger volume was 67.3 million annual passengers, yet the Master Plan and the Specific Plan Amendment Study still seek to build for 78.9 million annual passengers that we will never see.

Similarly, the clamoring for expansion to accommodate new large aircraft (Group VI aircraft) such as the A380 is unfounded. "The freight numbers are worrying," IATA's Mr. Bisignani admitted.<sup>5</sup> "Austerity measures will dampen demand."<sup>6</sup>

This decline will likely be permanent because the airline industry is up against physical resource limitations. World petroleum supply has peaked, according to the U.S. Department of Energy's Energy Information Administration<sup>7</sup> and the International Energy Agency.<sup>8</sup> We have burned our way through the first, cheap, easy-to-get-to half of our planetary oil supply, and the second half will be far more expensive. Aircraft cannot fly on "alternative fuels," and most certainly cannot sustain the current commercial volume.<sup>9</sup>

Humanity also faces immediate need to severely curtail greenhouse gas emissions. The airline industry is one of the worst offenders due to

- **The Draft EIR should demonstrate that any changes proposed for expansion, modernization, redevelopment, enhancement, or improvement of LAX operations will result in "real, permanent, quantifiable, and verifiable" decreases in greenhouse gas emissions (as defined by California Health and Safety Code Section 38562(d)(1)).**

Taken individually, the Yellow Light projects could possibly be construed to be "limited" with respect to greenhouse gas emissions, but when considered within the full panorama of airport operations, they are "cumulatively considerable."

The full panorama of LAX airport operations would include all emissions from the airport campus and aircraft using the airport; all parties including LAWA operations, participating airlines, contractors; demolition and construction efforts; airport leased facilities, airline facilities; aircraft emissions associated with approach, landing, taxiing, takeoff, climb out operations; gate and fueling operations; ground support vehicles (aircraft tugs, baggage tractors, cargo moving equipment, etc.); ground access vehicles (passenger cars, busses, vans, other service vehicles, etc.); cargo transport (light, medium and heavy duty trucks used for mail and cargo transport); military operations; and any other airport-related operations which are not included on this list.

Global warming emissions cannot be swept under the rug with claims they are attributable to a different governmental entity or a different corporate interest. Regardless of which legal entity holds control, the molecules are still contributing to the warming of our planet.

Admittedly, LAX airport is not a stand-alone entity; it is part of a national and worldwide network of airports. It is part of the airline industry as a whole. The airline industry as a whole needs to address this issue. Expanding, modernizing, redeveloping, enhancing, or improving LAX "because the industry is doing it" is no justification for moving further into the wrong direction for humanity.

- **The Draft EIR must address LAX overall operations. Physics is non-negotiable. There must be real, physical decreases in greenhouse gas emissions from airport operations overall.**

There is no "mitigation" that could justify violation of the above-bulleted societal goals. The need of many is more important than the desire of a few. The desire of 56.5 million annual passengers for convenient air transport is far eclipsed by the need of 7 billion people *plus untold future generations* for basic survival.

(continued)

Response to specific Environmental Impacts  
(NOP pages IS-5 through IS-11 and Attachment A)

## VII. GREENHOUSE GAS EMISSIONS

Significant legislation, scientific understanding, and public policy shift has occurred with respect to global warming since the 2004 LAX Master Plan. These changes are so substantial that they call into question the appropriateness of the LAX Master Plan as it currently stands.

- **Any amendments to the LAX Master Plan should update the entire plan with respect to greenhouse gas emissions, to bring LAX's overall operations into compliance with recent legislation and into alignment with public policy and societal goals.**

Any expansion, modernization, redevelopment, enhancement, or improvements at LAX must comply with all of these goals, whether legally binding or not yet binding. Any new designs must meet or exceed societal goals during their lifetime.

- **At Section VII, the Draft EIR must clearly reveal how any proposed expansion, modernization, redevelopment, enhancement, or improvement will help LAX's overall operations meet or exceed each of the following societal goals:**

- reduce global warming pollution at least 25% below 1990 levels by 2020 (widely-accepted national goal),<sup>10</sup>
- reduce global warming pollution at least 35% below 1990 levels by 2030 (L.A. City goal),<sup>11</sup>
- make significant progress toward reducing global warming pollution at least 80% below 1990 levels by 2050 (widely-accepted national goal and likely international legislation),<sup>12</sup>
- help LAX and the airline industry reflect the IPCC's "Underlying policy framework" for Transport Sector (international guideline)<sup>13</sup>
- help the LAX combined airport enterprise comply with the California Global Warming Solutions Act, including Health and Safety Code Section 38530(b)(1), irrespective of any and all waivers LAX might have sought under Section 38562(b) or other sections (California state law, confirmed by public mandate via the November 2010 Proposition 23);

- help LAX adhere to the U.S. Mayor's Climate Protection Agreement, Item C 1;<sup>14</sup>
- contribute to reducing CO<sub>2</sub> concentrations below 350ppm by late this century,<sup>15</sup> a statistic which transcends the realm of "goals" and instead represents basic human survival.

Pollution offset credits, Certified Emission Reductions, and clean development mechanisms are credit-swapping techniques for getting old, polluting technologies to *become aware of* how much they pollute. Pollution offset credits and carbon credits are interesting artificial tools for raising current-day consumer awareness of the need to change our ways. But the point is not to "use offsets." The point is to make real, physical decreases in greenhouse gas emissions. As we contemplate building new infrastructure to see us into the future, we must move beyond the artifice of "credits."

crude oil for both? Some tough decisions will need to be made. ... Agriculture is enormously dependent on diesel. Transportation - both rail and trucking - will also have a significant impact on the dwindling resource. When farmers cannot produce food, and when truckers cannot transport our goods, aviation needs will look decreasingly important.<sup>19</sup>

➤ **The Draft EIR must address the competing uses that it is proposing. The Draft EIR should reveal that the proposed projects, the LAX Master Plan as a whole, airport operations, and the airline industry these enable, would consume vast amounts of precious remaining world petroleum supplies, in direct competition with future food production and the basic ground transportation needed to move the goods necessary for human survival.**

LAWA's 2009 Aviation Activity Analysis stated about passenger volume that "high fuel prices and poor economic conditions worldwide have limited growth."<sup>20</sup> Peak oil says we can only expect more of the same.

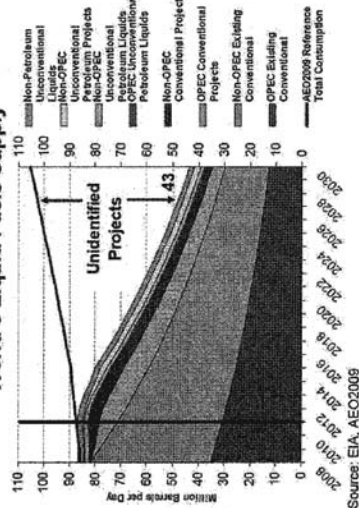
If we assume the Yellow Light construction projects will be completed within 5 years of the EIR process (thus 2020), then the new North Airfield will be opened for business at a point when world liquid fuels production is a mere 75% of that which is available today.<sup>21</sup>

We can only imagine what the pricing will be for aviation fuel and fuel for ground transportation when we have only 75% of the

petroleum production we have today. The report released this month by the International Energy Agency refers to the peak oil analysis expect to see several times that. Under such circumstances, there is not likely to be much demand for the expanded airport capacity or the new large aircraft the Yellow Light projects hope to serve. Nor will the airline industry be able to survive economically.

While the airline industry continues to entertain hopes of flying commercial aircraft using biofuels<sup>23</sup> this idea today remains an experimental concept.<sup>24</sup> Biofuels lack the energy density demanded of aircraft fuels. The biofuels test flights which have been completed involved aircraft without full cargo load, using fuel ratios that were generously blended with fossil-sourced fuels.<sup>25</sup> The biofuels infrastructure is not presently geared up to operate in time before petroleum supplies begin to taper off. Biofuel production is dependent upon enormous amounts of fossil fuels for farming and the refining process, at times as high as a 1:1 or negative ratio. Plus the United Nations Food and Agriculture Organization cautions against encouraging

**World's Liquid Fuels Supply**



**IX a. MINERAL RESOURCES**

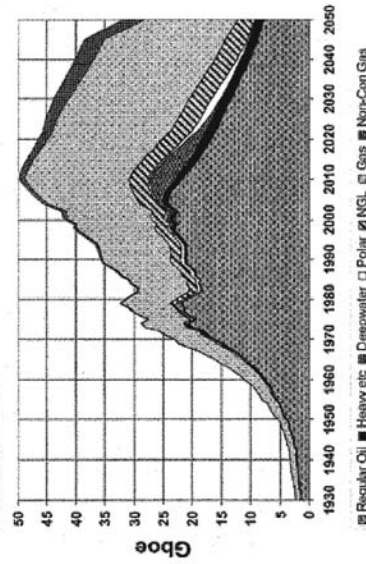
The Notice of Preparation erroneously states that the proposed project will have "No Impact" on mineral resources that will be of value to the region and the residents of the state. In reality, the proposed project will have *significant impact* to precious petroleum resources of value to the region, the state, the nation, and the world.

When considered in conjunction with the entirety of the LAX Master Plan and the current consumption levels of airport operations, supporting industries, and the world airline industry, this impact is "cumulatively considerable" (NOP section XVIII b).

"Peak oil" is the understanding that our world oil supply is finite, and that we are currently burning our way into the second half of that planetary supply. We have already used up the cheap, easy-to-get-to half; extracting the second half will demand far more technological expertise, be far less efficient, and will be far more expensive. The amount of "economically recoverable oil" - that which it is economically practical to extract - is likely far smaller than total available supplies.<sup>16</sup> Because there continues to be a steady rise in global demand for oil and our society has thus far done little to prepare for the end of petroleum, the second half of our global supply will be consumed much more rapidly than the first half.

The U.S. Department of Energy's Energy Information Administration now admits that we will see the peak of world oil production in 2012.<sup>17</sup> This is a conservative estimate; a report released this month by the International Energy Agency suggests that the production of conventional

**ASPO: OIL & GAS PRODUCTION PROFILES 2005 Base Case**



crude occurred in 2006.<sup>18</sup> The specific date is far less important than its implications: our future will inevitably be one of far less petroleum and far less of all the transportation options that oil has granted us for this brief 50 to 100 years.

In the near future, our society will be presented with tough choices. Already, our poorer citizens are daily faced with such decisions: *fill up the gas tank or feed the kids?* This decision matrix will soon "trickle up" and within perhaps 5 to 10 years will be felt by all of us.

"A-1 jet fuel, a high grade, moisture free kerosene, competes directly with the production of diesel. A refiner has a certain amount of leeway when extracting fuels from each barrel of crude oil. By and large, however, a choice must be made between kerosene or diesel. What happens when there isn't enough

short-haul truck refueling stations. Human-powered transportation, such as bicycles and walking, will be necessary for all demographics, but particularly for the urban mainstream population.

The urgent need for human-powered transportation infrastructure and for modernized and expanded rail transportation has been emphasized in the post-petroleum planning that has been done by cities such as Portland, San Francisco, and Ventura.<sup>31</sup>

The U.S. Department of Transportation/FAA and the City of Los Angeles/LAWA have public duty to provide transportation services to our citizens. These transportation services will have to adapt to the changing circumstances of *peak oil + climate change + economic contraction*.

Rather than expanding and "modernizing" petroleum-dependent airports, LAWA and the FAA should be reorienting their operations – and their Master Plans – to building post-petroleum infrastructure, including human-powered transportation infrastructure and high-efficiency, low-carbon rail transportation.

➤ **The Draft EIR must address the competing uses that it is proposing. The Draft EIR should reveal that it would consume public funds on petroleum-intense airports, at a point in time when we should instead be reorienting our transportation infrastructure for a post-petroleum future.**

**XVIII b. CUMULATIVELY CONSIDERABLE – ECONOMIC ENVIRONMENT**

With regards to economic environment, the incremental effects of the Yellow Light projects become "cumulatively considerable" when viewed in connection with other current LAX projects, and when viewed in connection with probable future projects that will be needed to reorient our transportation infrastructure for the future.

The NOP does not mention how the Yellow Light projects will be funded. But if they are to be funded with city money, federal transportation dollars, or even bond money, the incremental effects of the Yellow Light projects become "cumulatively considerable" when viewed in conjunction with staggering city, state, and federal deficits.

large-scale biofuel production because it demands farmland which is needed for feeding people.<sup>26</sup> Thus even if experimental biofuel-propelled aircraft pan out, it is inadvisable for humanity to expand a biofuelled fleet to today's scale of operations.

Rather than "more of the same," it is time for fundamental redesign of our transportation network.

Forward thinking cities such as Portland, Oregon and San Francisco, California are creating Peak Oil task forces. In March 2007, Portland's task force issued a report which details the projected impacts of peak oil on the city, its infrastructure, and its citizens. San Francisco issued their report in March 2009.<sup>27</sup> The City of Ventura, California also has a Vision Plan for a post-petroleum future.<sup>28</sup>

Portland discovered they need to "prevent infrastructure investments that would not be prudent given fuel shortages and higher prices." They need to "support land use patterns that reduce transportation needs." They need to "reduce total oil and natural gas consumption by 50 percent over the next 25 years." They need to "redesign the safety net and protect vulnerable and marginalized populations."<sup>29</sup>

What about the Los Angeles region? Without radical changes to infrastructure and support systems, we are ill prepared to provide for the needs of our citizenry.

**XVI c. TRANSPORTATION/CIRCULATION – AIR TRAFFIC PATTERNS**

NASA and a panel of distinguished academic experts found in an independent safety report that the North Runways as presently configured are extremely safe, and will remain so for the foreseeable future. The same panel found that even at future projected air traffic levels, the existing configuration will not unduly burden operational efficiency at LAX.<sup>30</sup>

Group VI new large aircraft such as the A380 have already been landing at LAX. The modernization of the Tom Bradley International Terminal and gates that is already underway will provide options for these aircraft. Thus there is no need to embark upon yet another large-scale expansion project, particularly at a point in time when our economy is in turmoil and the airline industry is in twilight.

➤ **The Draft EIR should explain why page 6 of the Notice of Preparation disregards the NASA safety report and continues to assert a contrary position which demands unnecessary and inappropriate construction.**

**XVII f. TRANSPORTATION/CIRCULATION – PUBLIC TRANSIT, BICYCLE, PEDESTRIAN FACILITIES**

Given that we are facing the end of the petroleum age (ref. section IX a. above), our transportation options in the coming years will look dramatically different from what we have now. At this point in time, we must devote resources – funding resources, physical resources, and petroleum resources – toward building the infrastructure for the transportation system which will serve us into the future.

Public transit, particularly high-efficiency low-carbon rail transit, will probably be one of the most important features of our future transportation system. In the future it is possible that we will patch together a diversity of petroleum-free technologies, from electric rail to hydrogen bus hubs to biofuel

### Prepare our populace for post-petroleum lifestyles

With ...

#### POST-PETROLEUM UNDERSTANDING

- **Fund education programs** which raise widespread citizen awareness of peak oil and encourage low-carbon and power-down lifestyle habits.

#### POST-PETROLEUM TRANSPORTATION

- **Fund expansion of mass transit and rail, TOGETHER WITH** their conversion to low-carbon, post-petroleum engines. Any expansion at this point in human history must help us become independent of oil, and reduce our energy demands overall.
- **Fund bicycle transportation infrastructure** including widespread installation of bicycle lanes, dedicated lanes, large-scale bicycle sharing programs, automobile driver awareness programs, and safety education campaigns in all major cities.

#### POST-PETROLEUM INFRASTRUCTURE

- **Fund small business startups in power-down industries.** The end of the petroleum era will demand that we bring home basic industries necessary for everyday living -- for example local-scale manufacturing of clothing and shoes -- rather than continuing to import these from other continents.
- **Fund community-scale renewable energy projects** such as solar and wind. **TOGETHER WITH** citizen education programs which teach that power-down practices are also necessary because these renewables cannot hope to replace fossil fuels.
- **Fund urban agriculture** -- food where the people are. We must eliminate escalating transportation costs which, if added to food costs, would soon lead to widespread hunger. Fund the creation of new community gardens, local farmers' markets, local Community Supported Agriculture programs, local food swaps and food redistribution programs, and food-growing education. Phase out subsidies on petroleum-intensive agricultural methods and processed foods. Block the "Food Safety Modernization Act" and its covert techniques which squelch the people's ability to feed themselves.
- **Fund local water harvesting projects and greywater education,** particularly in areas of our country which are dependent upon long-distance water sources.
- **Fund local, low-input, sustainable health care** with particular emphasis on modalities which people can do for themselves. Although traditional herbalism and similar modalities are not currently politically-dominant forms of health care, they will be far more sustainable than our allopathic system for economic descent and a post-petroleum era.
- **Fund school programs** and curriculum reform to train our future generations in the skills listed above -- the skills they will need for their future.

In the current economic environment, when the city is laying off employees and curtailing services, when the state is making significant cutbacks, and when the federal deficit is the highest ever in our nation's history, our public moneys must be spent frugally and wisely.

Bond funding is not "free money." The public is still saddled with interest expenses and administrative expenses. The act of borrowing presumes that the future will be better than the present. In borrowing, we take from that more plentiful future to fund activities in a leaner present day. But physical resource limitations -- and economic forecasts which take into account physical resource limitations and debt load -- indicate that today we are experiencing the inverse. Our future will be much leaner than our present. Further borrowing at this point in U.S. history is patently unwise.

About the Tom Bradley International Terminal project, LAWA's Gina Marie Lindsey said that "to cover the debt payments, ... the airport must carefully manage its operations to save money, increase revenue from concessions and parking, push Congress to increase the passenger-facilities fee and gradually raise fees and rents for the airlines."<sup>32</sup> In other words, LAWA expects to recoup the \$1.13 billion of costs of the Bradley Terminal project from future airline revenue.

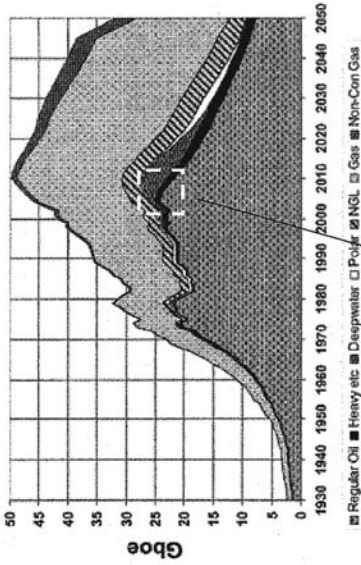
But how much expansion can be paid for in this way? As pointed out in page 1 of this response, the airline industry is not growing; it is in decline. When petroleum costs escalate (ref: page 6 of this response letter), LAWA's plan for how to cover the debt payments will crumble and fail. In all likelihood, city, state, and federal agencies will be left bearing the cost of the Yellow Light projects. Public transportation monies must be reserved for infrastructure which prepares us for the future -- a future which will inevitably offer far less petroleum resources.

- **The Draft EIR must address our economic environment. It must be forthright about how much of this project is to be funded by public transportation moneys. It must be forthright about how much of this project will be "financed by bonds" -- i.e. the public going into debt on behalf of the sunseting airline industry. These public investments must be weighed within the context of other potential uses of public transportation money and public deficits.**

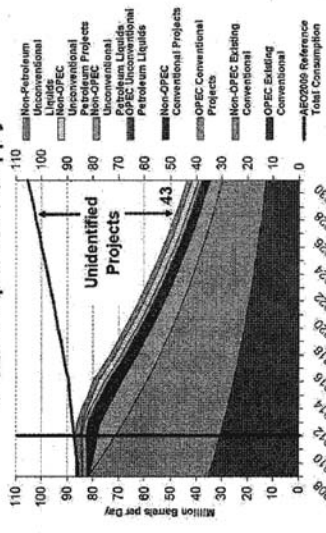
Notes

- <sup>1</sup> Aviation Activity Analysis 2009 LAX Plan Compliance Review, April 2010, page 4 <http://www.ourlax.org/pdf/Aviation%20Activity%20Analysis%202009%20FINAL%20REPORT.pdf>
- <sup>2</sup> Ibid. Passenger operations quote from page 4. Commercial operations quote from page 1
- <sup>3</sup> Ibid. Figure 1 on page 2 and Figure 3 on page 4.
- <sup>4</sup> "Airlines Face Declining Profits says IATA," MarketWatch, October 2010, <http://www.marketwatch.com/story/global-air-flight-demand-cools-data-stow-2010-10-26>
- <sup>5</sup> Ibid.
- <sup>6</sup> "IATA sees weaker demand," Logistics Management, October 2010, [http://www.logisticsmgmt.com/article/air\\_cargo\\_iata\\_sees\\_weaker\\_demand\\_for\\_freight/](http://www.logisticsmgmt.com/article/air_cargo_iata_sees_weaker_demand_for_freight/)
- <sup>7</sup> Energy Information Association 2009 Energy Conference, slide number 8, <http://www.eia.doe.gov/conference/2009/session3/Sweetnam.pdf> For discussion of implications see <http://transition-times.com/blog/2010/04/29/the-imminent-crash-of-oil-supply/>
- <sup>8</sup> <http://green.blogs.nytimes.com/2010/11/14/is-peak-oil-behind-us/>
- <sup>9</sup> Per Richard Heinberg, world renowned peak oil expert <http://archive.richardheinberg.com/node/292>
- <sup>10</sup> 25% statistic is explained at <http://www.lskz.org/about/lsky-solutions>
- <sup>11</sup> 55% statistic is explained at <http://stepinup2007.org/article.php?id=466> and has been reiterated by Todd Stern, US Envoy to UN negotiations in Bonn, Germany, March 2009, thereby indicating that it is on the table as international legislation.
- <sup>12</sup> [http://www.huffingtonpost.com/2009/03/29/obamas-climate-change-tee\\_n\\_180441.html](http://www.huffingtonpost.com/2009/03/29/obamas-climate-change-tee_n_180441.html)
- <sup>13</sup> IPCC Fourth Assessment Report (AR4), Working Group III Report, "Mitigation of Climate Change," November 2007, Table SPM-4. <http://www.ipcc.ch/>
- <sup>14</sup> U.S. Mayor's Climate Protection Agreement, 2005. <http://www.seattle.gov/mayor/climate/>
- <sup>15</sup> Hansen, J., Sato, M., Kharecha, P., Beerling, D., Masson-Delmotte, V., Pagani, M., Royer, D., Zachos, J., "Target Atmospheric CO<sub>2</sub>: Where Should Humanity Aim?" [www.columbia.edu/~feh1/2008/TargetCO2\\_20080407.pdf](http://www.columbia.edu/~feh1/2008/TargetCO2_20080407.pdf)
- <sup>16</sup> Net Hubbard Curve, figure 3 at <http://netenergy.theoilrum.com/node/5500>
- <sup>17</sup> Energy Information Association 2009 Energy Conference, slide number 8, <http://www.eia.doe.gov/conference/2009/session3/Sweetnam.pdf> For discussion of implications see <http://transition-times.com/blog/2010/04/29/the-imminent-crash-of-oil-supply/>
- <sup>18</sup> <http://green.blogs.nytimes.com/2010/11/14/is-peak-oil-behind-us/>
- <sup>19</sup> [http://www.associatedcontent.com/article/3018604/aviation\\_after\\_peak\\_oil\\_is\\_there\\_a\\_pg2.html?cat=15](http://www.associatedcontent.com/article/3018604/aviation_after_peak_oil_is_there_a_pg2.html?cat=15)
- <sup>20</sup> Aviation Activity Analysis 2009 LAX Plan Compliance Review, April 2010, page 2 <http://www.ourlax.org/pdf/Aviation%20Activity%20Analysis%202009%20FINAL%20REPORT.pdf>
- <sup>21</sup> 75% estimate derived by looking at 2020 supplies on EIA chart; chart included in this response letter.
- <sup>22</sup> <http://green.blogs.nytimes.com/2010/11/14/is-peak-oil-behind-us/>
- <sup>23</sup> [http://www.associatedcontent.com/article/3018604/aviation\\_after\\_peak\\_oil\\_is\\_there\\_a.html?image=1118504&cat=15](http://www.associatedcontent.com/article/3018604/aviation_after_peak_oil_is_there_a.html?image=1118504&cat=15)
- <sup>24</sup> Per Richard Heinberg, world renowned peak oil expert <http://archive.richardheinberg.com/node/292>
- <sup>25</sup> "But airline officials and jet makers cautioned that although tests have been promising, it may take a decade or more before biofuels become a significant source of fuel for airlines. In addition to expanding production sharply, many new refineries would have to be built to produce fuel needed by the carriers." <http://articles.latimes.com/2009/jan/08/business/ft-biofuel8>
- <sup>26</sup> <http://www.reuters.com/article/dUSTRE49620420081007>
- <sup>27</sup> [http://www.stenvironment.org/downloads/library/peakoil\\_final\\_report.pdf](http://www.stenvironment.org/downloads/library/peakoil_final_report.pdf)
- <sup>28</sup> <http://postcarboncities.net/node/3082>
- <sup>29</sup> <http://www.portlandonline.com/bps/index.cfm?id=145732&c=42894>
- <sup>30</sup> Quoting L.A. City Councilman Bill Rosenbahl's paraphrasing of the NASA report
- <sup>31</sup> Direct references to these plans are at section IX a. above.
- <sup>32</sup> <http://latimesblogs.latimes.com/lanow/2009/10/17-billion-expansion-of-lax-expected-to-win-approval-today.html>

ASPO: OIL & GAS PRODUCTION PROFILES  
2005 Base Case



World's Liquid Fuels Supply



Source: EIA, AEO2009  
<http://www.eia.doe.gov/conference/2009/session3/Sweetnam.pdf>

- "One thing is clear: the era of easy oil is over" – David J. O'Reilly, Chairman & CEO, Chevron Oil, July 2005
- "Shell estimates that after 2015 supplies of easy-to-access oil and gas will no longer keep up with demand." – Jeroen van der Veer, the chief executive of Royal Dutch Shell



-The transit considerations for getting passengers into & out of LAX seem to be an afterthought. However, I strongly believe that the road-side of the gates are where LAWA can make far, far better improvements to the LAX Airport, to local traffic congestion, and to the accessibility of LAX to Southern California residents & visitors. In comparison, reconfiguration of the North Airfield runway(s) (which clearly has NO safety advantage) would improve total passenger traffic only slightly.

I am, to say the least, extremely concerned with LAWA's apparent lack of regard or consideration for the local community.

Sincerely,  
Stuart Press  
Vice President - Strategic Analysis  
Strategic Directions Int'l, Inc.  
6242 Westchester Pkwy, Suite 100  
Los Angeles, CA 90045  
Ph: 310-641-4982  
Fax: 310-641-8851  
E-mail: [spress@strategic-directions.com](mailto:spress@strategic-directions.com)  
Web: [www.strategic-directions.com](http://www.strategic-directions.com)

**From:** Stu Press [mailto:[stupress75@gmail.com](mailto:stupress75@gmail.com)]  
**Sent:** Thursday, November 04, 2010 1:07 PM  
**To:** LAX Specific Plan Amendment  
**Cc:** Playa\_del\_Sol@yahoo.com; Mike Tice; Glen Cudiamat; Larry Schmid; Arkady Hegopian; Tanya Samazani; Brian Perra  
**Subject:** Comments on Revised LAX SOP

Dear Mr. Glasgow,

I am both a homeowner in, and work in the Westchester neighborhood immediately to the north of the LAX North Airfield, and I attended the first of two Public Scoping Meetings last night regarding LAWA's. I am extremely concerned with the apparent direction LAWA is taking with regards to LAX expansion, as all of them will have considerable impact on all aspects of my daily life. My concerns are as follow:

-I do not at all understand why, if the LAX Master Plan with the 340 South configuration (i.e. moving of 24L/6R runway 340ft south) has already been approved by all parties, LAWA is now once again considering previously rejected configurations for the North Airfield, which including moving runway 24R/6L 100ft, 200ft, 300ft or 340ft North, let alone why LAWA has apparently ADDED in a new 400ft North configuration now.

-The final NASA-Ames safety report published May 11, 2010 ([http://www.lawa.org/uploadedFiles/LAX/pdf/Final\\_report\\_51410.pdf](http://www.lawa.org/uploadedFiles/LAX/pdf/Final_report_51410.pdf)), which was an exhaustive and extremely detailed assessment of North Airfield operations concluded that:

-"The North Airfield of LAX is extremely safe under the current configuration."

-"[the committee] believes that it would be difficult to argue for reconfiguring the North Airfield on safety grounds alone.

-It notes that VERY conservative estimates put the rate of fatal runway collisions on the North Airfield at **once every 200 years** on average in its current configuration.

-Despite the NASA-Ames study, LAWA appears to be partially or totally disregarding it by continuing to consider North Airfield configurations that ARE NOT NEEDED FOR SAFETY PURPOSES.

-I suspect that LAWA is putting FAA Administrator Babbitt's comments (that LAX is unsafe) ahead of that of the NASA-Ames report. How can Babbitt POSSIBLY know better than a committee that consisted of numerous experts that studied the issue at length for two years?!! Please do not put politics ahead of reality!

-Local traffic considerations during potential construction: Moving the 24R/6L runway North to any extent (or extending east) would require putting Sepulveda and Lincoln Blvds into tunnels. Such construction will undoubtedly snarl local Westchester traffic for several years, making life miserable for local residents and workers.

*the configuration could create even greater safety, but they would be expected to reduce only slightly the overall risk that LAX air travelers face in their journeys. (That overall risk level is itself minuscule because air travel is exceedingly safe.) Considerations of capacity appear to make some alterations to the North Airfield less attractive, and others – particularly the option of moving Runway 24-R 340 feet North – significantly more so. But the AP believes that it would be difficult to argue for reconfiguring the North Airfield on safety grounds alone.*

*During the presentation, they talked about mortality risk as 1 in 130 million compared to a 1 in 100 chance of dying in an auto accident.*

*'Exceedingly small risk'-- The findings of the panel are unanimous."*

**..and a few years ago, per an email from Denny Schneider:**

"Message to the FAA: Don't risk our lives, if the north runways are unsafe shut one down today!

If safety is the primary objective, follow the NTSB recommendation and LAX Noise Mitigation Runway Plan that calls for segregation of take offs and landings on separate runways and provide the added benefit of noise reduction. Proponents want runways expanded to increase capacity so that the up to 12 NLA per day out of over 700 flights are handled without restriction. Is this worth several billion dollars? They say NLAs create a future safety issue that compounds one that exists now. This is unacceptable.

Gramming more capacity into the small 3500 acre facility will aggravate an already critical condition. Encourage use of LA/Ontario and LA/Palmdale which is 5X larger. Mixing capacity enhancement with safety does not make it easier to swallow having more homes and businesses around LAX desimated. LAX expansion proponents have orchestrated a safety fear campaign to justify unwarranted, undesirable LAX capacity increases. Moving runways north will push pollution into surrounding communities and further congest the 405 freeway into total gridlock.

Make the skies and runways safe NOW. Don't wait years for a massive, expensive runway building program to be completed. The call for runway demolition and relocation in the name of additional safety is not science based, but is supported by anecdotal evidence and rumor. Aside from discounting the importance of local businesses and residents, why waste limited resources experimenting with public safety? The high speed taxiway off ramps installed just over ten years ago are being removed because the don't work for current and future needs. This was an experiment gone bad. Air traffic is increasing and so are the human error incursions. Incursion history points to safety fixes other than runway movement. We seek confirmation from NASA simulations to show how human error incursions can be eliminated and cures implemented immediately.

LAX runways can already accommodate new larger aircraft (NLA) like the Airbus A380, but it requires

2

**From:** Pam Quan [mailto:PFQuan@ca.rr.com]  
**Sent:** Sunday, November 28, 2010 10:35 PM  
**To:** LAX Specific Plan Amendment  
**Subject:** IMPORTANT: Comments to NOP on Draft EIR for LAX Runway Proposal

Dear Mr. Glasgow,

I am a 17 year Westchester resident and have raised my family here. My neighbors, my family and I all love and cherish our community. We strongly oppose any movement north of the LAX "outboard" or "North" runways as being totally unnecessary for safety reasons as repeatedly shown by numerous credible studies. Such a project, if implemented, in addition to being costly and pointless, would completely destroy the heart of our neighborhood and way of life. I think that two of our recognized neighborhood spokesmen on the subject, David Voss and Denny Schneider, have stated our objections very competently and succinctly over the many years that this issue continues to rear its ugly head:

**Per an email from David Voss (earlier in 2010, upon release of, and quoting from, the NASA LAX Runway study):** "In a nutshell, the study shows that the only reason for 340 North would be an increase in capacity. No meaningful safety gains. In other words, no argument that the community just has to suffer the adverse impacts of runway movement because safety requires it. Huge findings that new technologies are making runway safety massively safer."

The principal conclusions of the study can be summarized as follows:

*The North Airfield of LAX is extremely safe under the current configuration. Changes to*

1

November 3, 2010

**VIA EMAIL AND FACSIMILE**

City of Los Angeles World Airports  
1 World Way, Room 218  
Los Angeles, CA 90045

Attn: Herb Glasgow, Chief of Airport Planning



**Re: Initial Comments on Revised Notice of Preparation (NOP) of Los Angeles International Airport (LAX) Draft Environmental Impact Report (DEIR) for LAX's Specific Plan Amendment Study (SPAS)**

Dear Mr. Glasgow:

On behalf of the Valley Industry & Commerce Association (VICA), we are writing to respectfully state that we believe that gains in safety, jobs and improving civic pride through a sweeping airport modernization and relocation of the northernmost runway that will easily handle the demands of the future and make LAX hospitable to new generations of aircraft is the right thing to do – and the time to do it is now.

The release of the NOP marks the beginning of a critical stage in planning and implementing the future of LAX and thereby an important part of the economic future of our region. We firmly believe that the next steps that Los Angeles World Airports takes to plan and implement sorely-needed, and long-awaited improvements to the LAX infrastructure, will have a major impact on that future.

At stake is whether or not we can take pride in LAX as a unique emblem of Southern California--or be forced to view the airport as a worn-out relic of another time, shunned by pilots, passengers and commerce in favor of newer, safer and more promising destinations.

No one wants to look up and see the contrails of new, high-tech super-jumbo jets from half a world away overflying LAX on their way to Denver or some other destination. No one wants to see the passengers on those planes eagerly spend their money and have the high-value freight those planes carry enrich workers and businesses located far away from our region and outside our state. No one wants to see LAX become a second-class partner in the global economy.

Regrettably, there is still much disagreement over the future of north airfield safety improvements. Implementing changes like a centerline taxiway and making it possible to easily and safely handle new large aircraft like the A380 and Boeing 787 is critical to making LAX the modern and safe gateway to the world that it should be.

That means moving forward earnestly with the SPAS planning process and discarding alternatives that simply make no sense. Advances in airliner technology mean that moving the northernmost runway farther north enough to install such a taxiway will not make it louder in Westchester or Playa del Rey or pollute the air of the people who live and work there; but installing that taxiway will make our airport safer. The South Airfield Improvement Project, completed just a few years ago, has already shown that. According to the Federal Aviation Administration (FAA), the reconfiguration on the south airfield "has eliminated the most serious runway incursions there and reduced all types of incursions by nearly 80 percent."

restricting other aircraft movement on adjacent, substandard taxiways near the terminals and an adjacent runway. Is this worth several billion dollars to expanded the runways so that the up to 12 NLA per day out of over 700 flights are handled without restriction? This money could be better spent on modernizing terminals and amenities that brings tourism to Los Angeles. LAX north runway incursion experience is better than many major airports at this time. NO airport will ever be 100% safe, but it can always be improved. If LAWA or the FAA feel that the north complex is truly unsafe as is, they should CLOSE ONE!

If the primary concern is runway incursions that occur as a result of crossing active runways, then change LAX northside to a one runway configuration as at Heathrow Airport in London. The FAA said a one runway configuration conflicts with their push to expand air capacity at LAX, but they could instead help to establish a regional network of airports instead of just LAX."

Thank you for listening to us. We hope you will do the right thing and reject any proposals to move the LAX North runways into our Westchester/Playa del Rey community.

Sincerely,

Pamela Quan

November 23, 2010

Mr. Herb Glasgow  
Chief of Airport Planning I  
City of Los Angeles  
Los Angeles World Airports  
1 World Way, Room 218  
Los Angeles, CA 90045

10:29 AM '10

Re: LAWA Environmental Impact Study/LAX Runway Expansions North

Dear Mr. Glasgow,

Enclosed you will find letters and drawings from the students at Westside Innovative School House (WISH) located at 8820 East Sepulveda Way. Our school provides a project based, real-world curriculum, which has inspired these children to write these letters and create these pictures in order to express to you how they feel about your plans to expand your runways further north into Westchester.

This is a brand new independent, public, charter community where students in kindergarten through third grade currently spend most of their days at school outdoors. As a result, we are seriously concerned about the potential health hazards that will occur should you decide to expand the airport's runways anywhere from 100 to 400 feet further north. Please note we are already experiencing an extreme amount of air pollution, which collects daily on our playground equipment as well as on the tables and benches in our outdoor lunch area. As a result, we are continuously wiping down these tables and chairs and even go so far as to power wash the equipment once a week for the safety of the children.

In addition to the increased air pollution, we strongly oppose the increased noise pollution that will potentially exist as well. To date, the WISH teachers are constantly having to pause several times a day when they are engaged in lessons or providing instruction outside due to the extremely loud air traffic noise. This leads us to be even more frightened by the studies we've read that indicate that increased chronic airport noise will ultimately cause potential developmental problems for students in the areas of reading comprehension and memory.

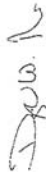
Therefore, as you conduct your environmental studies within the coming weeks, we hope you will remember WISH and the lives of the 140 students whose health and well being will be at stake if you so choose to expand the LAX runways further north into our community.

We believe that strong consideration should be given to FAA Administrator J. Randolph Babbitt's comments with regard to the north airfield: "The status quo is not good enough for the FAA, and the city of Los Angeles should not view it as good enough for the traveling public. Everything possible must be done to make the north airfield as safe as it can be."

Therefore, for the above stated reasons, VICA respectfully requests that you move forward in this process in the course of studying only viable alternatives for the northernmost runway.

Thank you for your consideration.

Sincerely,

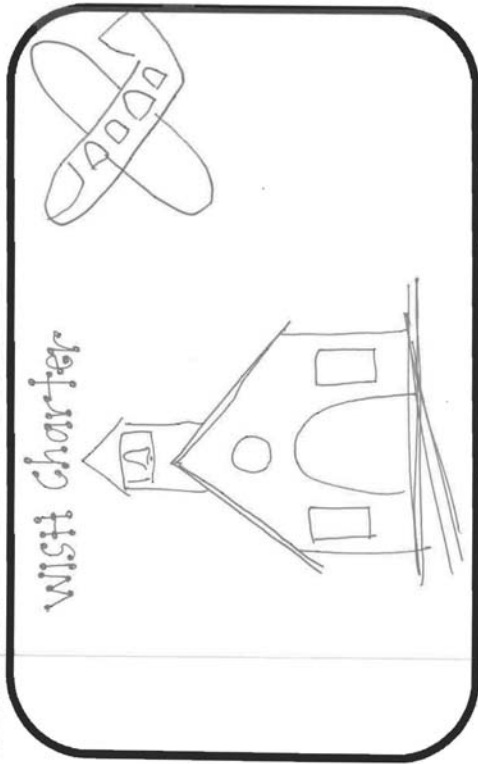


Daymond Rice  
2010 Chairman




Stuart Waldman  
President

Name: \_\_\_\_\_



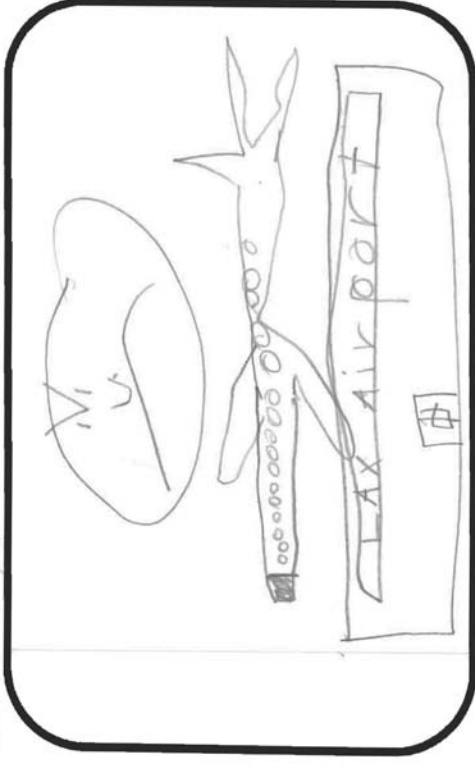
Dear City of LA,  
The second graders at Wish charter  
School have written letters expressing  
their opinions on the Expansion of LAX  
Airport. Thank you for your time.  
Sincerely,  
The Second Grade.

We urge you to PLEASE do the right thing and STOP THE EXPANSION.

Sincerely,  
  
Erika Higgins Ross  
President  
WISH Charter Association  
ENCLOSURES

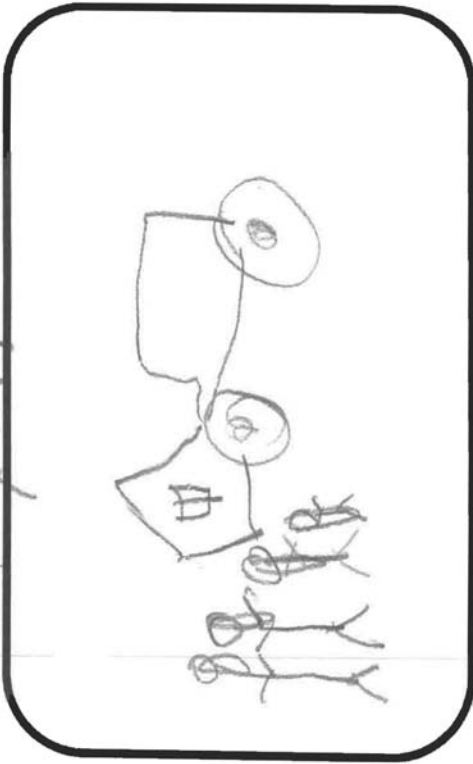
cc: Mayor Villarrosa (w/enc.)  
Bill Rosendahl, Council Member, 11<sup>th</sup> District (w/enc.)  
Steve Zimmer, LAUSD School Board Representative (w/enc.)

environment. Another  
 reason is because  
 it will be harder  
 for our school to  
 work. One more  
 reason I don't want  
 built is because  
 there will be  
 more air traffic.  
 from  
 Alexander F. Chrman

 Name: *Alexander*


Dear city of L.A.  
 I don't think you  
 should build more  
 to the airport. One  
 of the reasons you  
 should not is because  
 it is bad for the

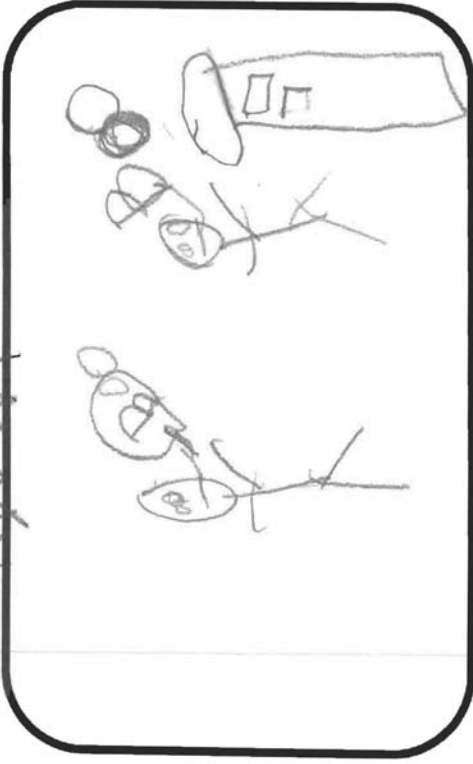
Name: Ryan



I DO NOT WANT TO DESTROY THE CITY FOR USA  
AGAIN I ASK NOT TO BUILD  
MORE OF LA

~~Sanjay~~

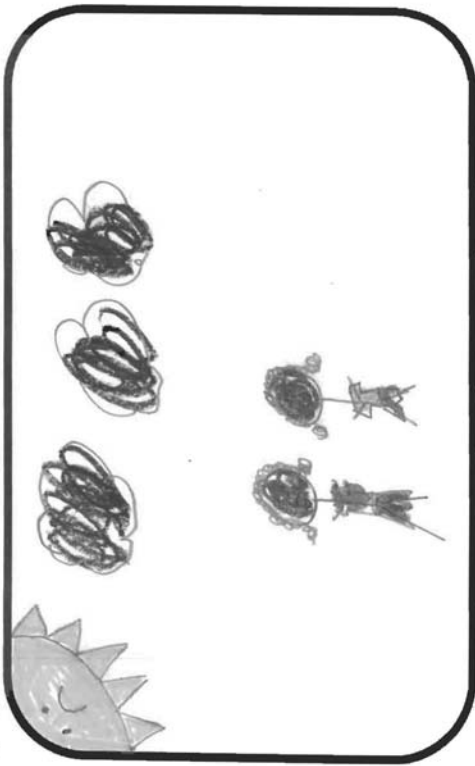
Name: Ryan



Red City Consist  
not like you're going to  
extend through the port  
please don't do it

~~Sanjay~~

Name: \_\_\_\_\_



Dear City of LA,  
 Please do not build the airport.  
 If you do it will be hard to work  
 in school. It will be easier for kids  
 to get lost. It will make the  
 environment smell so bad. So please  
 do not Expand

Super Teacher Worksheets - [www.superteacherworksheets.com](http://www.superteacherworksheets.com)

Sincerely,  
Alexa

Name: Sophia



Dear LAX  
 Do not build  
 your airport  
 because it will arplans  
 will plot the are. I  
 will be to noisy  
 for my skull. From: Sophia

Super Teacher Worksheets - [www.superteacherworksheets.com](http://www.superteacherworksheets.com)

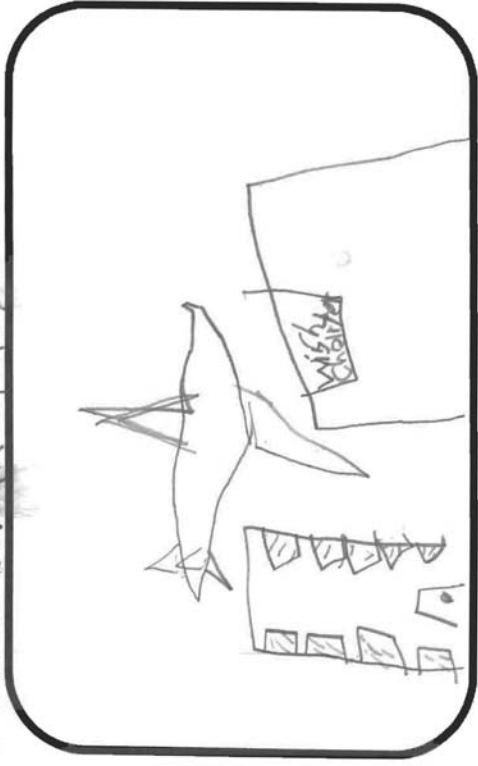


Name: Parashree Mishra



Dear City Council, can please not expand the  
LA Airport. I like the airport just the way it is.  
If you expand the airport it will take part  
of my school Wish Charter. It will destroy the  
art hut and the music hut.

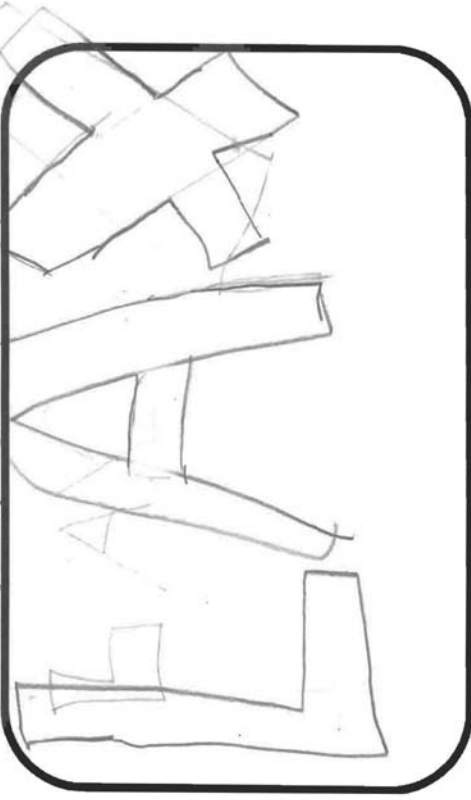
Name: OMAR PEREZ



Dear city of LA,  
Could you please stop flying  
your airplanes too low because wish-  
charter will be destroyed! so please  
don't expand your airport.

from Omar Perez

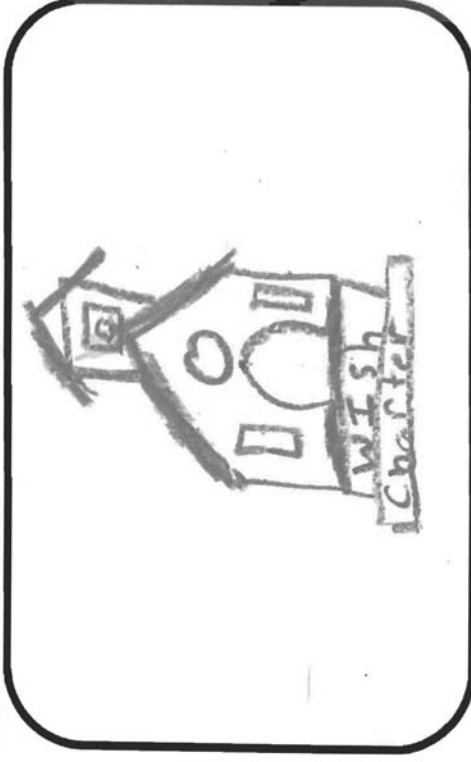
Name: Ashley



Dear Los Angeles,  
 I do not like how they  
 are pollution our plan it. They  
 should stop. Please ask them  
 to stop. I rely care about this.

Sensereut Ashley

Name: Zoe Date: 11-22-2010

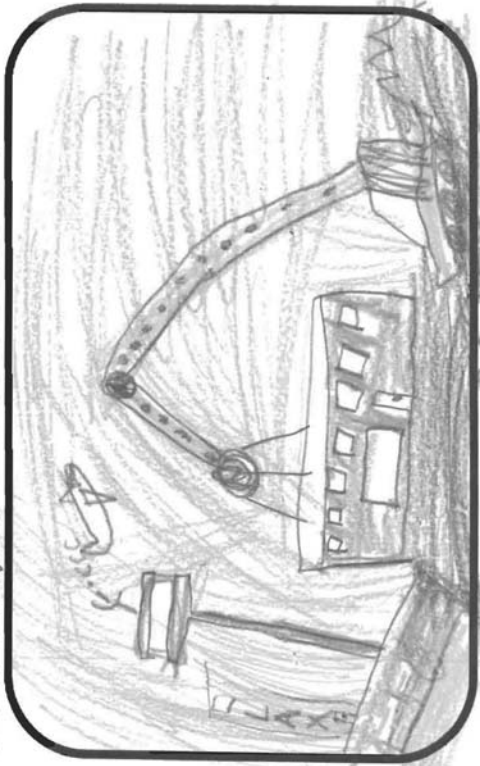


Dear City Council, can you  
 please not expand LAX air-  
 port because it would make  
 a loud sound and my class  
 and me would be disrupted  
 and when we are doing math  
 we need to concentrate. From,

Zoe

Name: Alex

11-22-10



Dear L.A.X,

Please don't expand because  
we do not want to lose our school.

Love, Alexander

P.S. We don't want to lose houses, either.

Super Teacher Worksheets - [www.superteacherworksheets.com](http://www.superteacherworksheets.com)

Name: Christian



Dear city of L.A.

If you get scared away with the  
expansion thing, you might try to  
school!!

Super Teacher Worksheets - [www.superteacherworksheets.com](http://www.superteacherworksheets.com)

From Christian

Name: Ollie 11-22-16



Dear LAX,

You should not expand LAX  
 It could destroy houses, natures  
 and schools. Who ever make up  
 this idea well it was a bad

Idea.  
 Sincerely  
 Ollie

Name: Prema Reyes 11-22-10



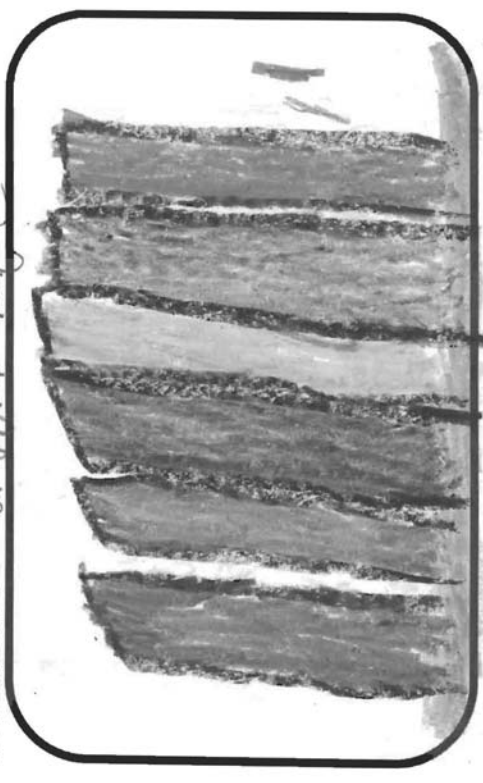
Dear LAX,

I do not want you  
 to expand the air port  
 because our school mite have  
 to move and I do not want  
 our school to move. The LAX  
 is one of the worlds biggest

I also think that if you guys take down homes and jobs peopole might lose there jobs and homes. There might also be a lot of traffic on the 405 and the 10 freeway. You will also have to take down a lot of wetlands. But there might be more flights. But I think that you guys should not do that.

Sincerely marson Rice

Name: Marson Rice



Dear LA X, I think that

you guys should not take down homes and schools. Because peopole could lose homes and then shd up on the street.

Super Teacher Worksheets [www.superteacherworksheets.com](http://www.superteacherworksheets.com)

Name: ALFANSO 1122-10

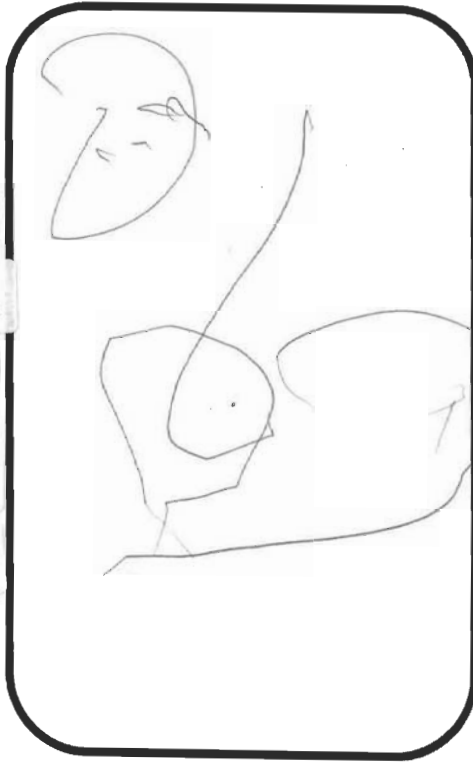


Dear Lax,

You can not expansion  
 Lax, becas you will  
 destray my home. And my  
 ONK tree. And my

grandpa restaurant. Then you  
 Super Teacher Worksheets - www.superteacherworksheets.com  
 Wish you  
 Carter  
 Alfonso  
 Wish charter

Name: JACK

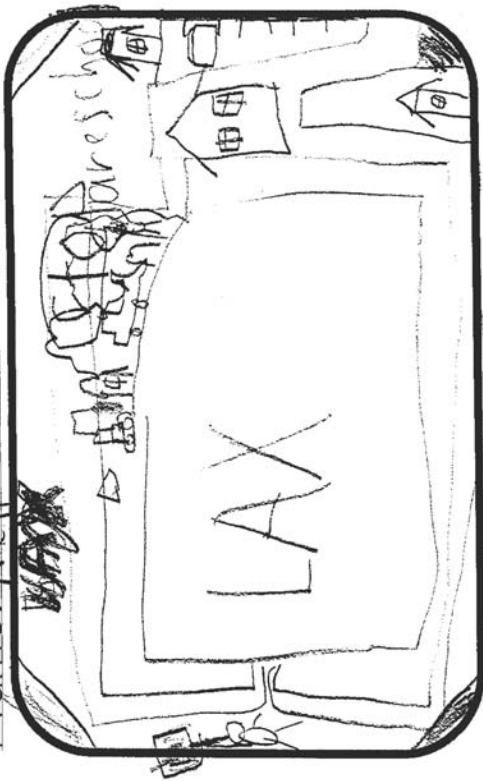


Dear Lax,

I dont want LAX to expand  
 because we might lose our  
 homes. Also if you do expand  
 then we could lose our school. That  
 would make we sad because I  
 love school. please dont expand

Super Teacher Worksheets - www.superteacherworksheets.com  
 Sincerely,  
 Jack S.

Name: Neil

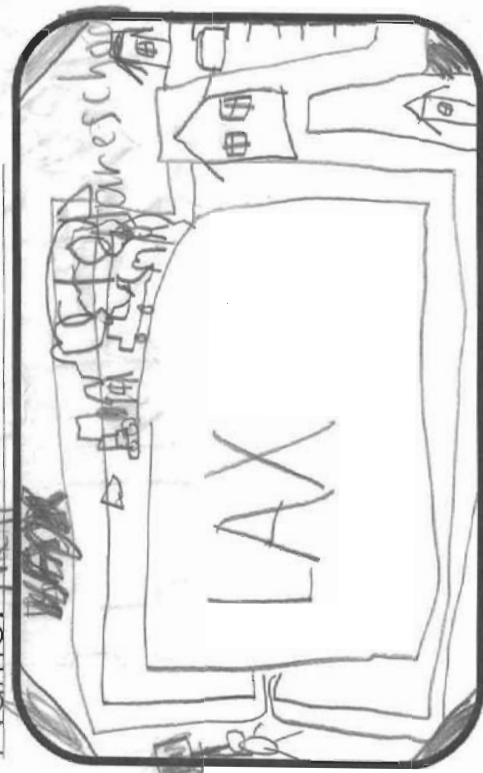


Dear LAX 11-22-10

Don't expand LAX if you do  
you will destroy are school, homes,  
and businesses!!! People will have  
to move and will not be able  
to afford a home, you will

Super Teacher Worksheets - [www.superteacherworksheets.com](http://www.superteacherworksheets.com)

Name: Neil



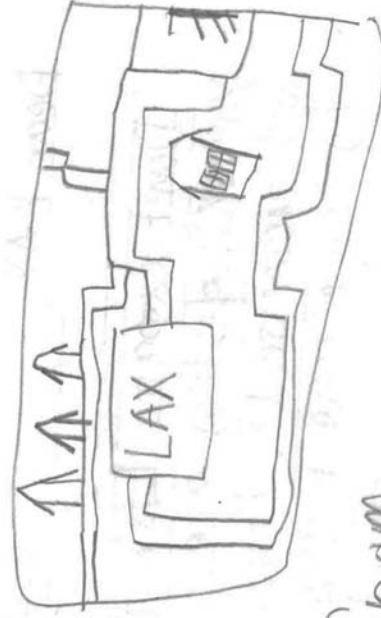
Dear LAX 11-22-10

Don't expand LAX if you do  
you will destroy are school, homes,  
and businesses!!! People will have  
to move and will not be able  
to afford a home, you will

Super Teacher Worksheets - [www.superteacherworksheets.com](http://www.superteacherworksheets.com)

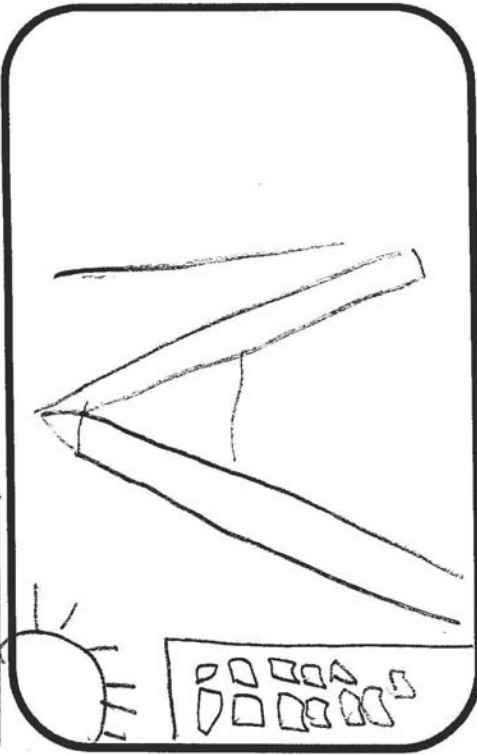
destroiy nature and Park

Please dont do this,



from,  
Neil

Name: Allen Hernandez 11-22-11

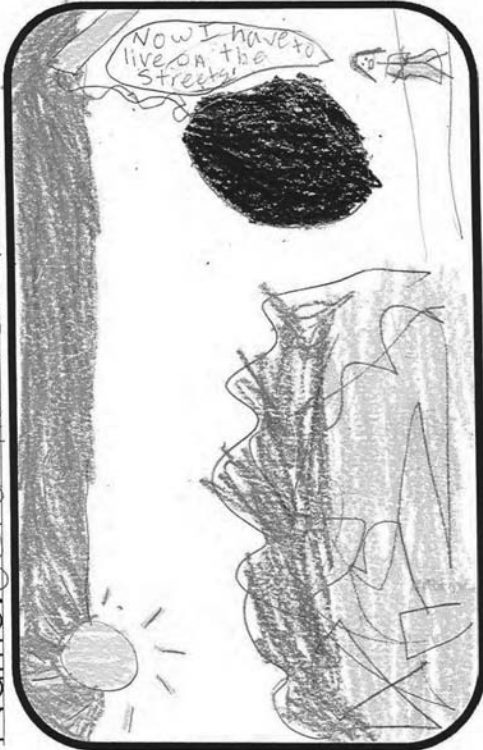


Dear LAX,  
I do not want you to  
expand because is will  
destroy my home, my  
school, and restaurants.  
Sihcerely  
Allen Hernandez



Date: 11-22-11

Name: Sera Hornstein



Dear LAX,  
 If you destroy homes  
 without asking you might  
 destroy someone's home that  
 has no money to move. If  
 that happens people will  
 live on the streets or two

Super Teacher Worksheets - www.superteacherworksheets.com

Name: Adam Wechsler 11-22-10



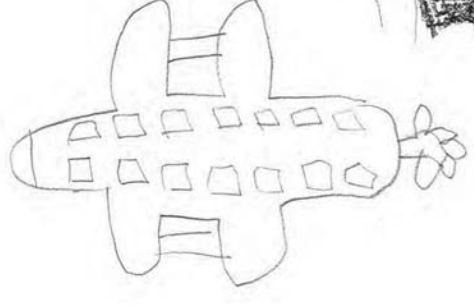
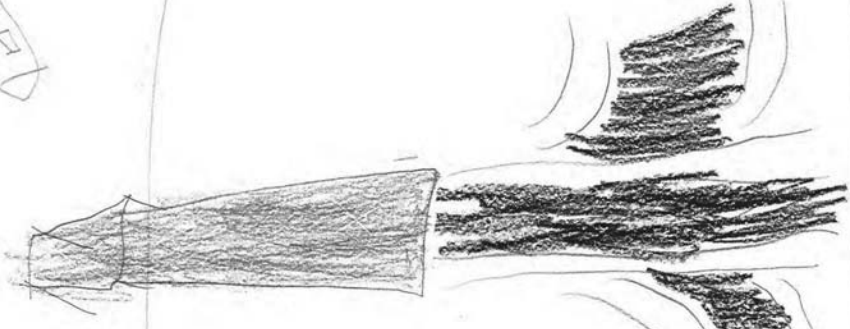
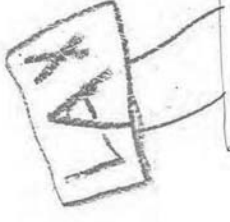
Dear LAX,  
 I now you want to take  
 down people's properties, but  
 we want to see people properly  
 because we love wish centers,  
 from  
 Adam Wechsler

Super Teacher Worksheets - www.superteacherworksheets.com

P.S. The ch makes a X. so whic

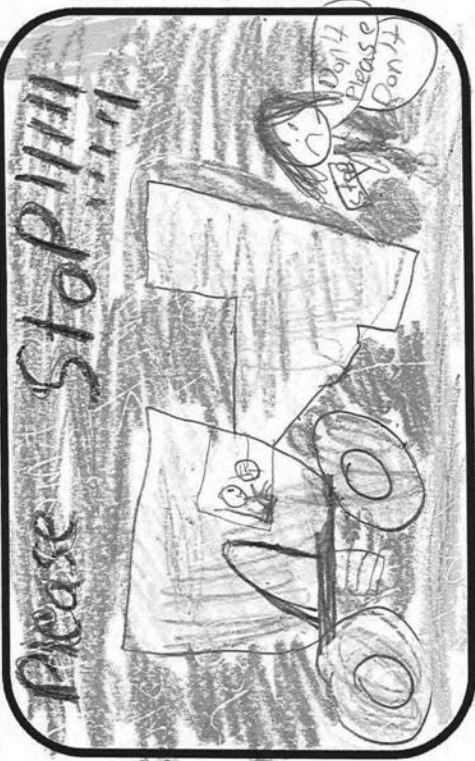
families living in one home, I will be squished. Or you will be in the wrong clothes and will be stealing food. We will have more criminals.

From,  
Sera



11-22-60

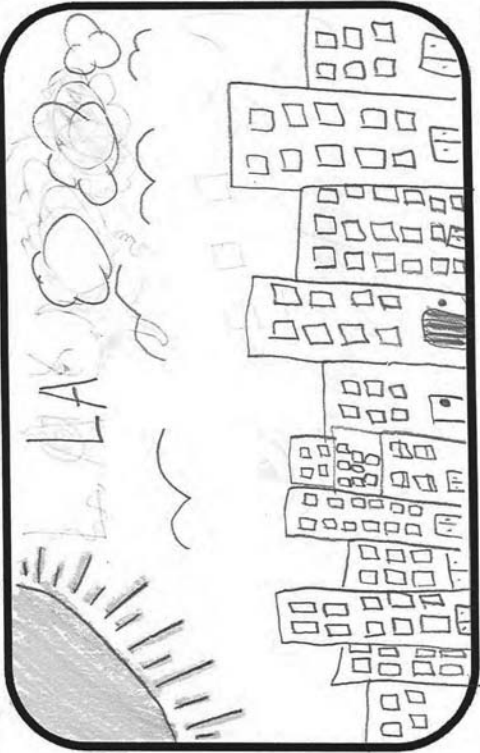
Name: Lindsay Anderson



Dear L.A.X,  
I think you should not make the air port bigger because there is a school very close to the air port and you might have to tear it down.

11-22-10

Name: Julia Hatch



Dear LAX,

I want to not make the airport  
 bigger because my house will have  
 to move and schools will have  
 to move and pepel will becom  
 poor so please do not make  
 the airport bigger

Super Teacher Worksheets - [www.superteacherworksheets.com](http://www.superteacherworksheets.com) Julia

We might lose a ton of

animals. That's why we should  
not build onto the airports

Why I think  
not build onto the airports  
Sincerely,  
Lindsay Anderson

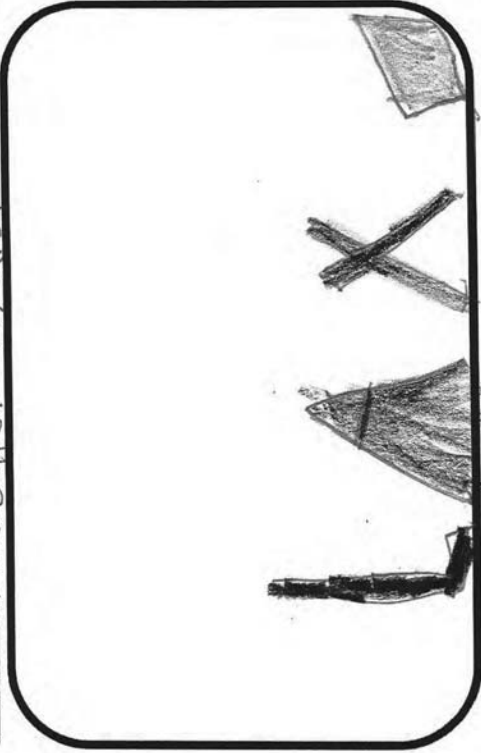
Sincerely,  
Lindsay Anderson



Dear LAX,

I want to not make the airport  
 bigger because my house will have  
 to move and schools will have  
 to move and pepel will becom  
 poor so please do not make  
 the airport bigger

Name: Fzeavriel Axaia 11-22-19



Dear LAX  
 I want you to stay the same size so that we do not have to cut down trees in the park. Also if you make the airport bigger we might lose our school. sincerely,

Fzeavriel Axaia

Super Teacher Worksheets - [www.superteacherworksheets.com](http://www.superteacherworksheets.com)

Name: Max Date: 11-22-19



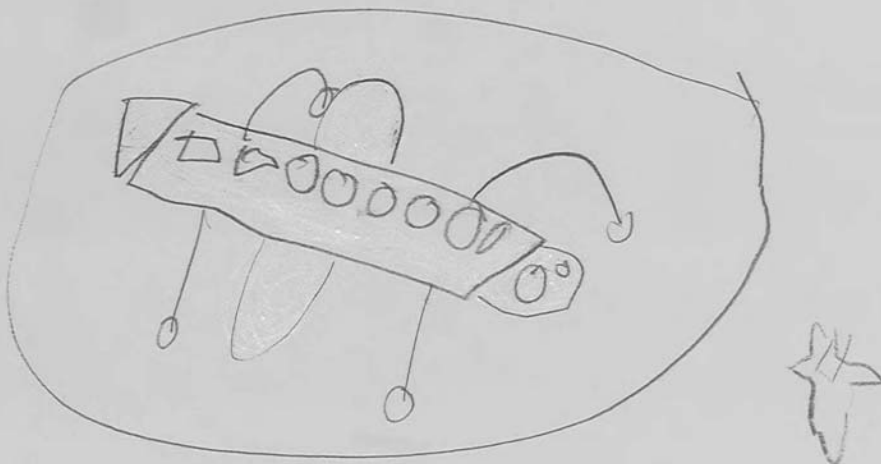
Dear LAX,  
 I do not want you to expand LAX. I'm not a wish charter school so don't knock down wish charter. Please!! Sincerely,

Max

Super Teacher Worksheets - [www.superteacherworksheets.com](http://www.superteacherworksheets.com)



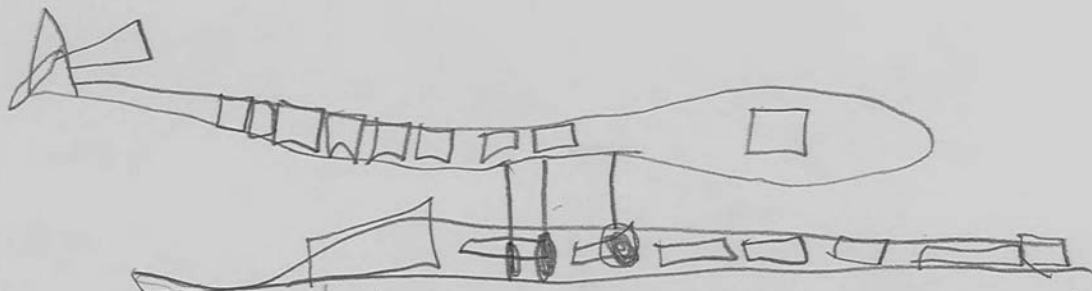
If the airport expands....



They will be no more  
room for wish.



Andrew  
If the airport expands....



The airplanes will have  
higher efficiency.



If the airport expands....

Keith



It will be scary



If the airport expands....

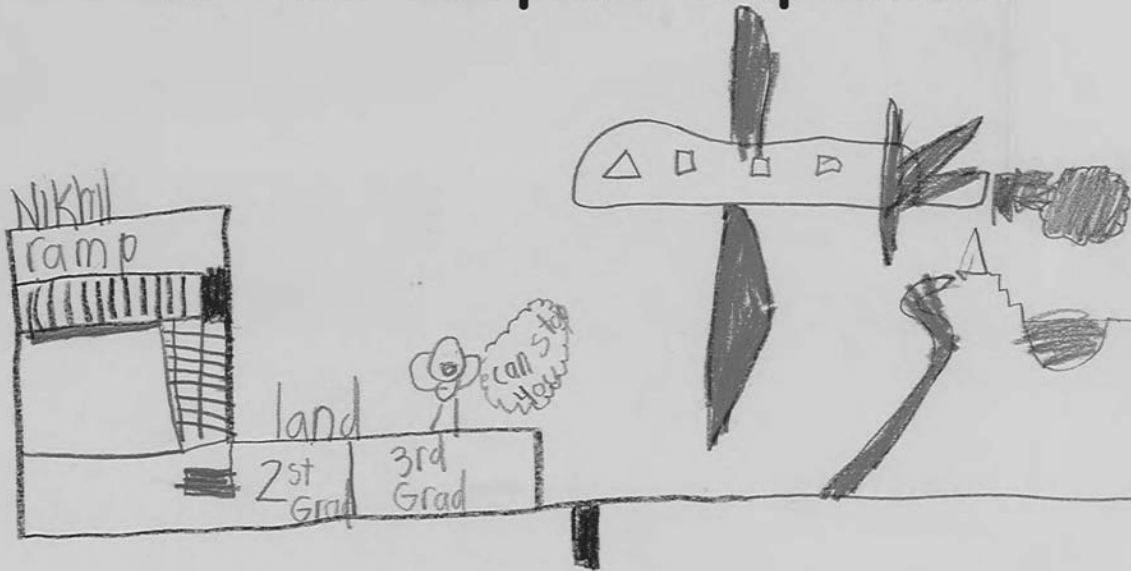
Rudy



No room for WSH! bad for us!



# Nikhil If the airport expands....



It would be louder and no room for wish



# Patrick If the airport expands....

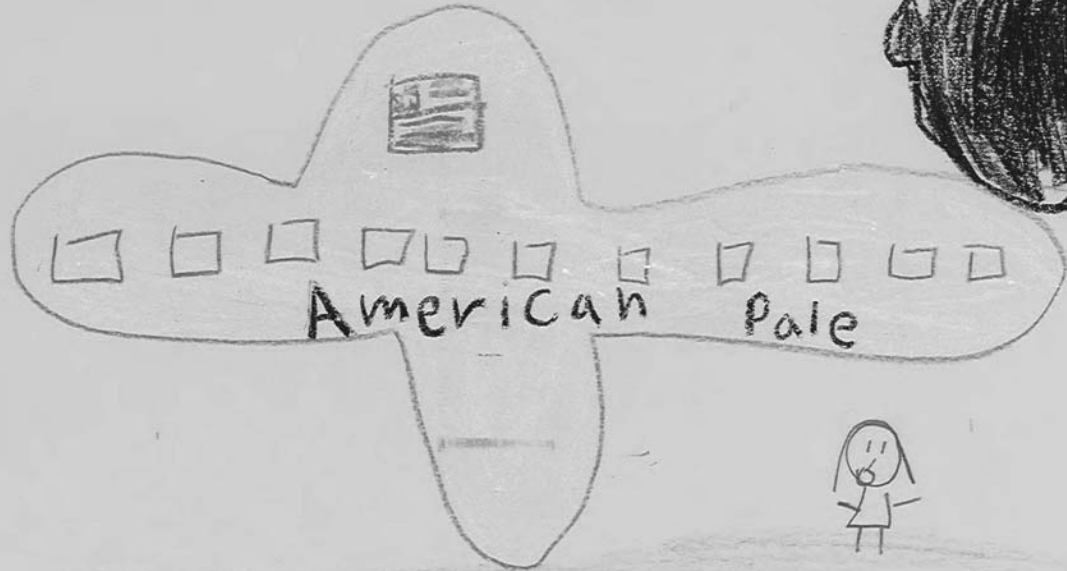


It will be no room for wish



Rizal

If the airport expands

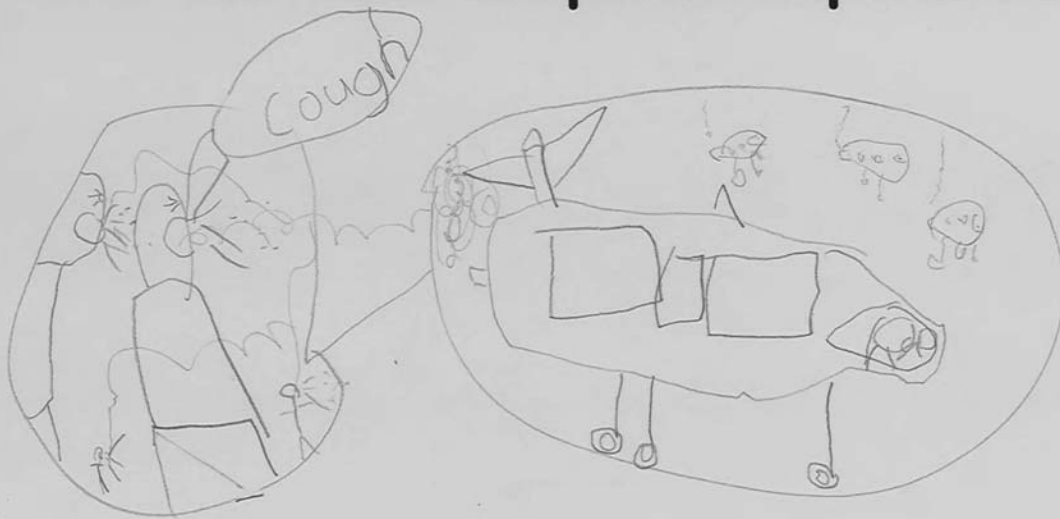


there would be more  
Pollation



Rowan

If the airport expands....

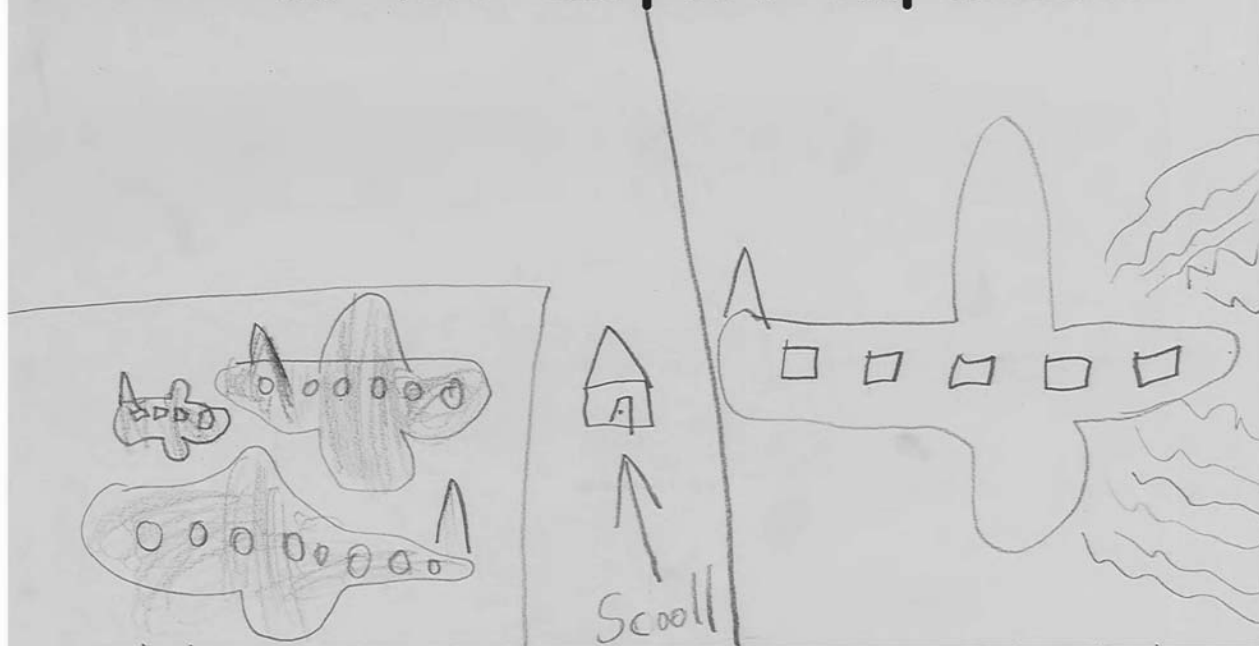


there will be more polluta





Samantha  
If the airport expands....



There will be more pollution  
no more room for WTC (A)



Emily Luis  
If the airport expands....

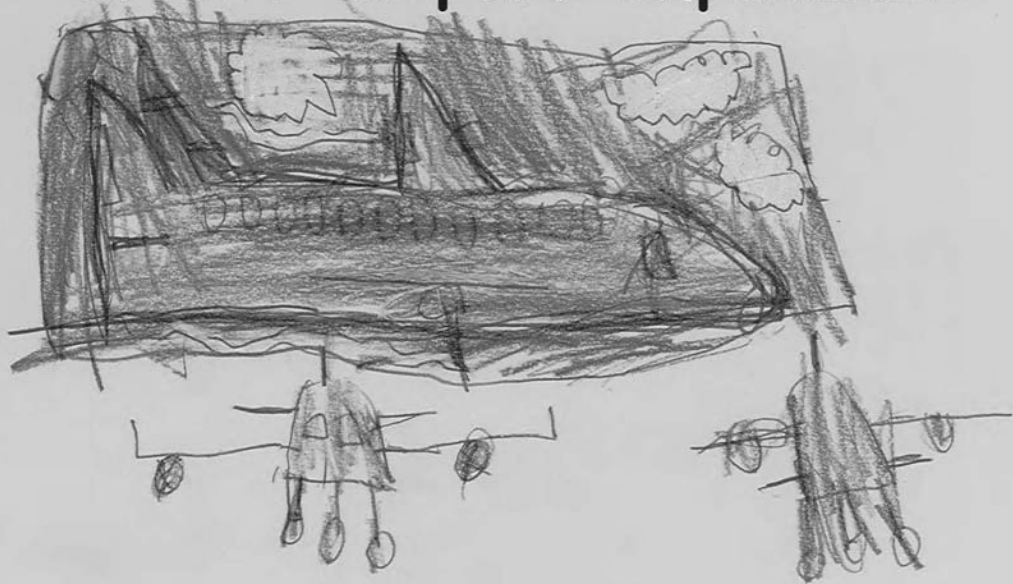


It will be louder and scary.



Noah

If the airport expands...

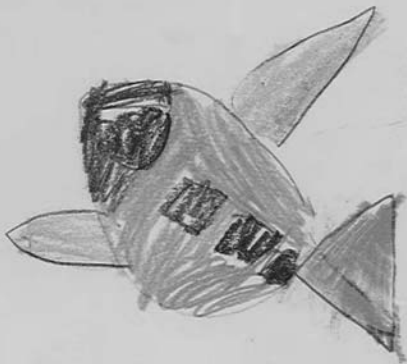


if we had Bad for air or



Sam B

If the airport expands...

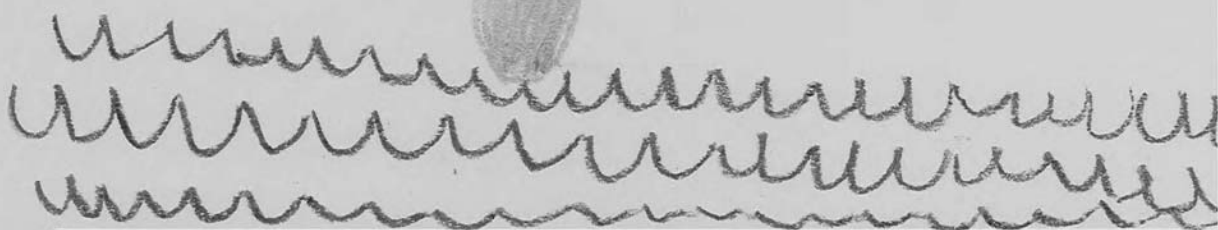


There will be more pollution



Gina

If the airport expands....

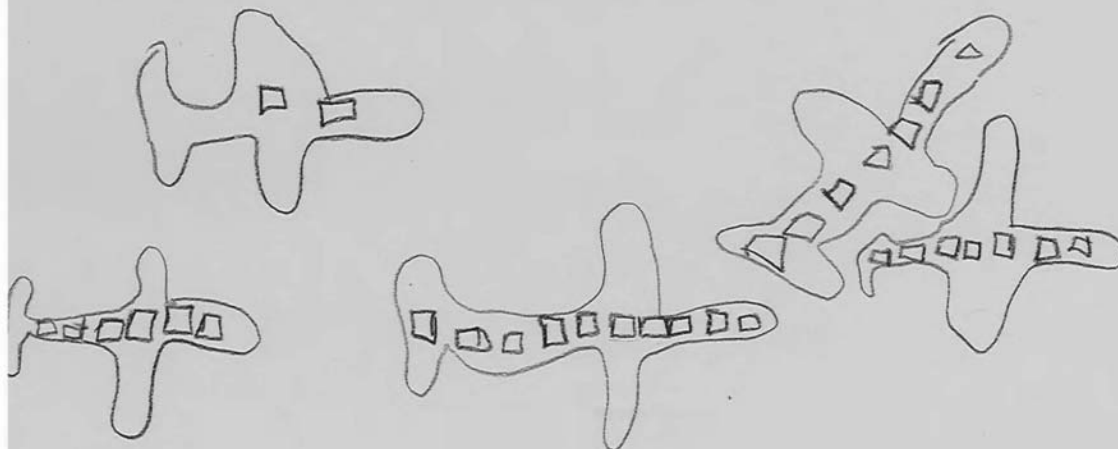


There will be more pollution



Sadie

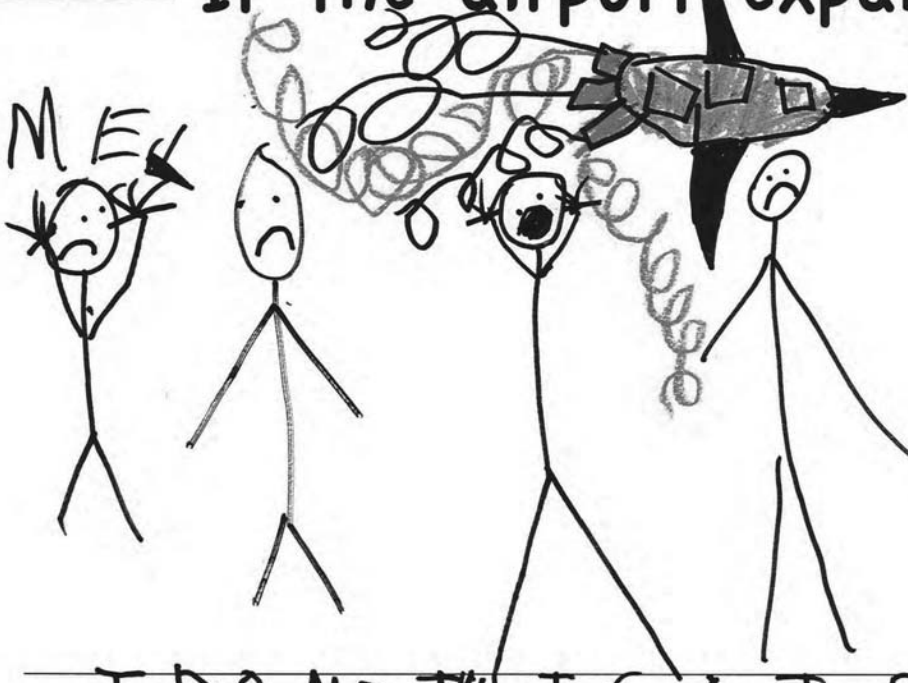
If the airport expands....



There will be no room for WISH



If the airport expands...  
L I C A I R P I A N O



I D O N O T L I C A I R P I A N E



Kak'La

If the airport expands...



I f s i



ARABELLA

If the airport expands...

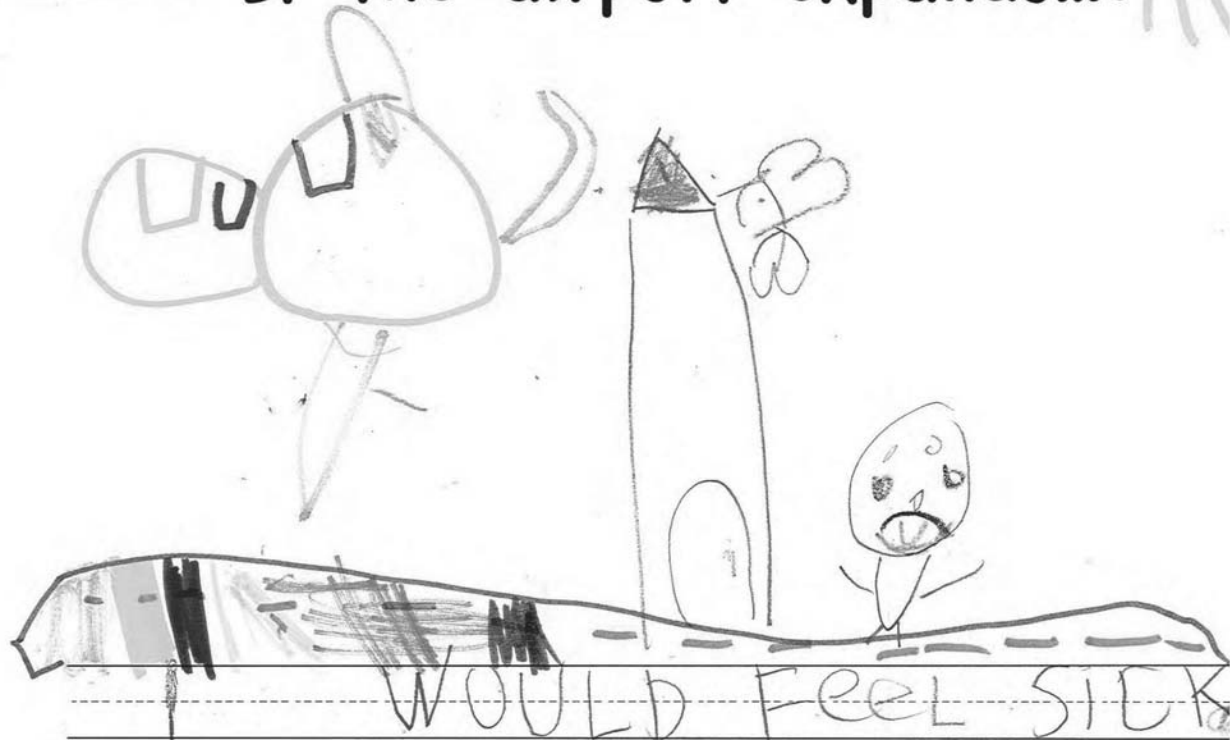


I WOULD FEEL SAD



16 mile 11-14-10

If the airport expands....



I WOULD FEEL SICK



If the airport expands....

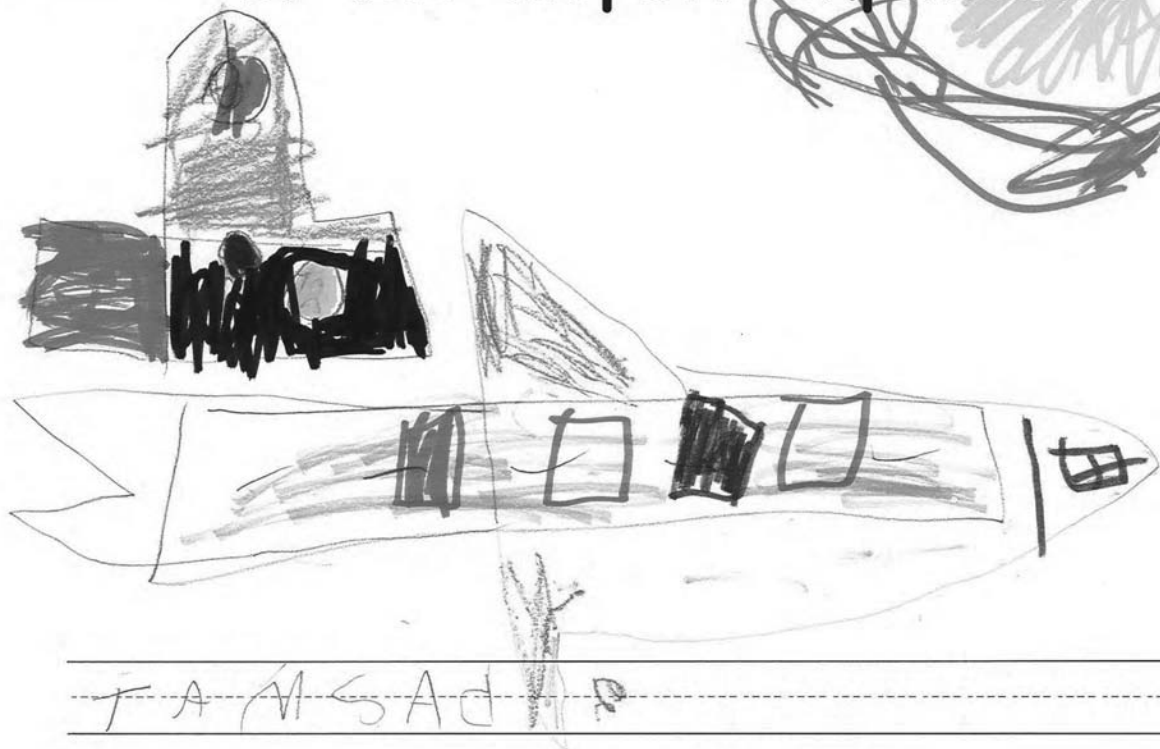


SICK I WOULD FEEL SICK



MARCE

If the airport expands....



JASAD



LAUR KIVV

If the airport expands...

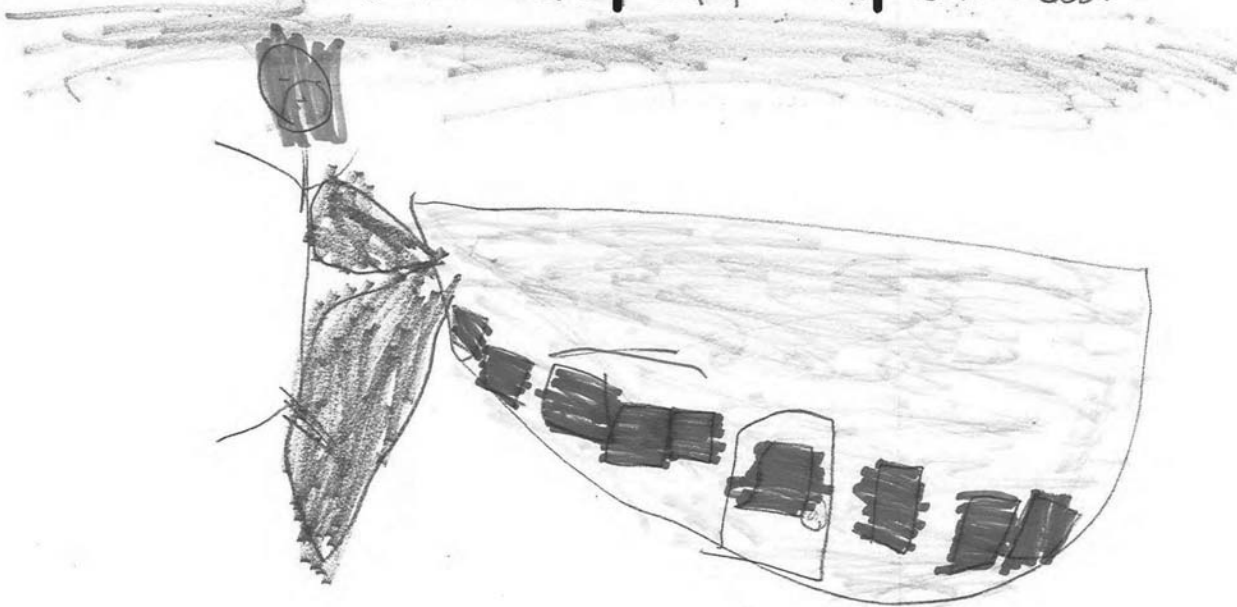


I would feel sad.



RJ 11-14/10

If the airport expands...



I would feel sad.



4N ric holds

If the airport expands....

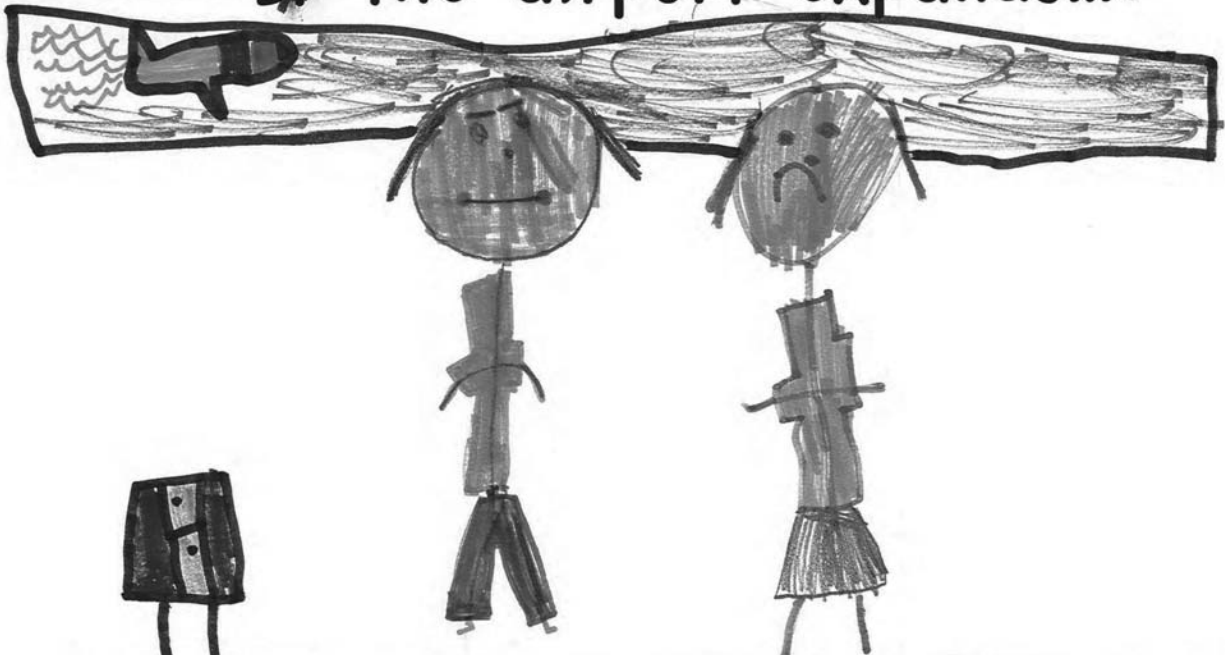


I moved.



Isabella

If the airport expands....

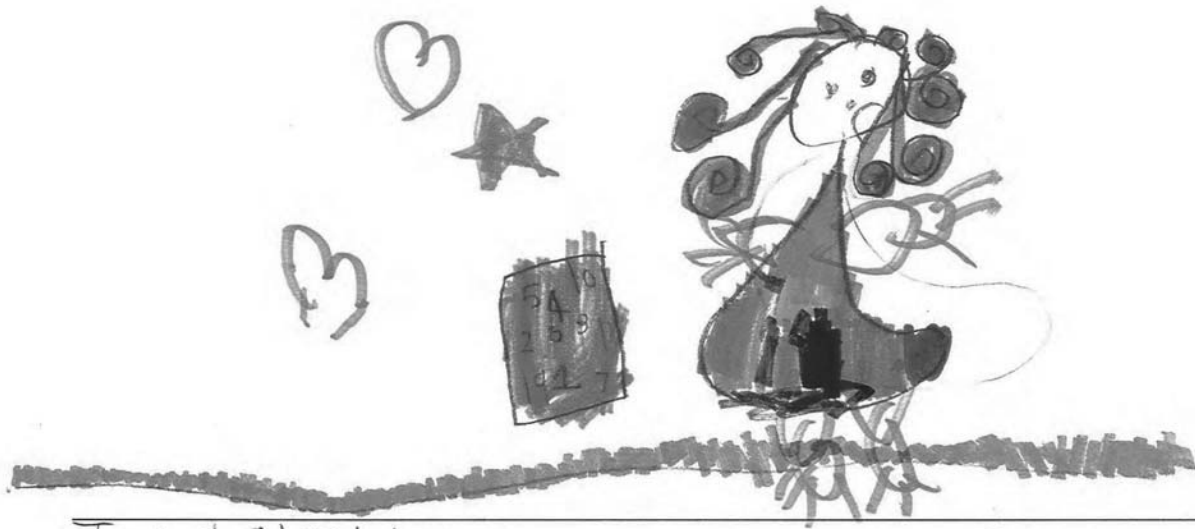


I would annoyed.





If the airport expands....



I WOULD feel sad



If the airport expands....

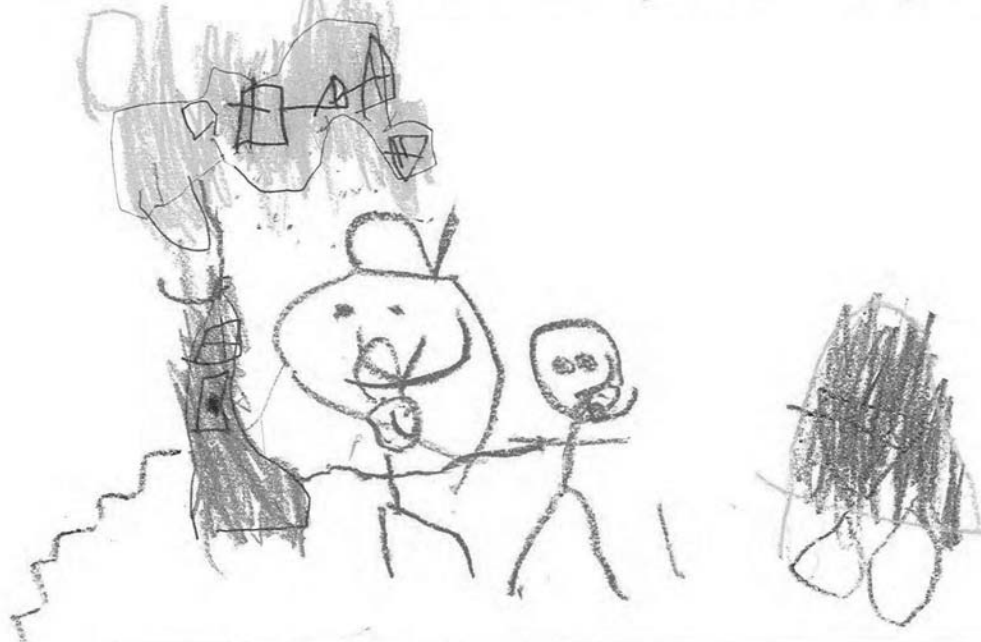


I WOULD FEEL SAD



LIAN

If the airport expands....



Handwriting practice lines consisting of a solid top line, a dashed middle line, and a solid bottom line.



If the airport expands....



CONJWITFEOL sad Mirakeller



**If the airport expands...**



School madison      das leef tim



**If the airport expands...**



I will feel sad



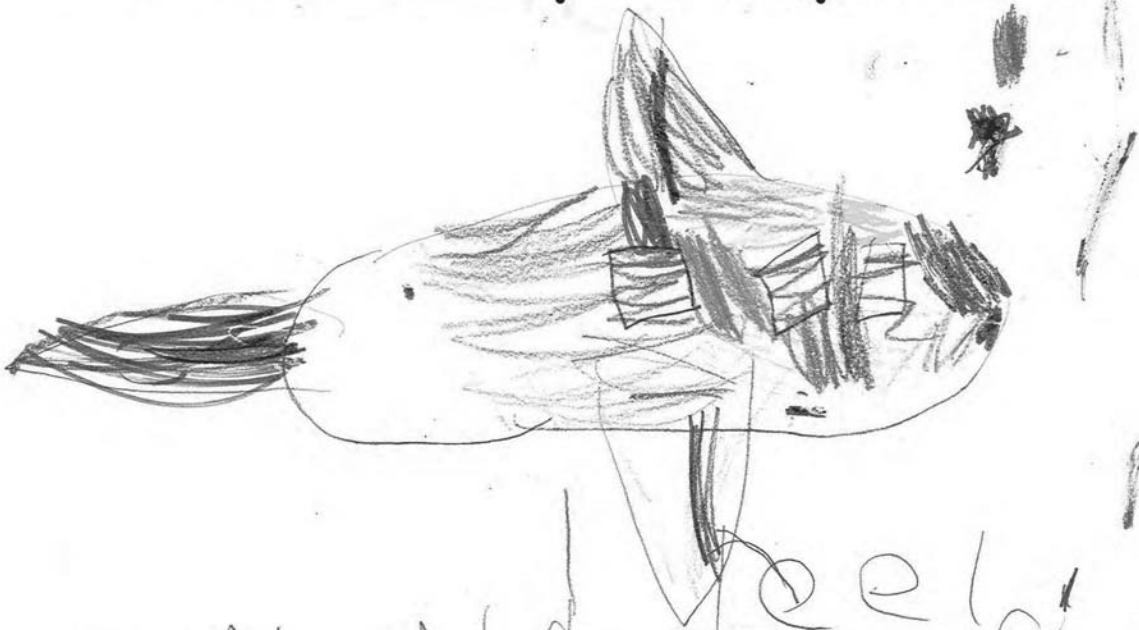
Kelis  
If the airport expands...



I If I will feel sad



If the airport expands...



I would feel sick

Gilliard



Seren

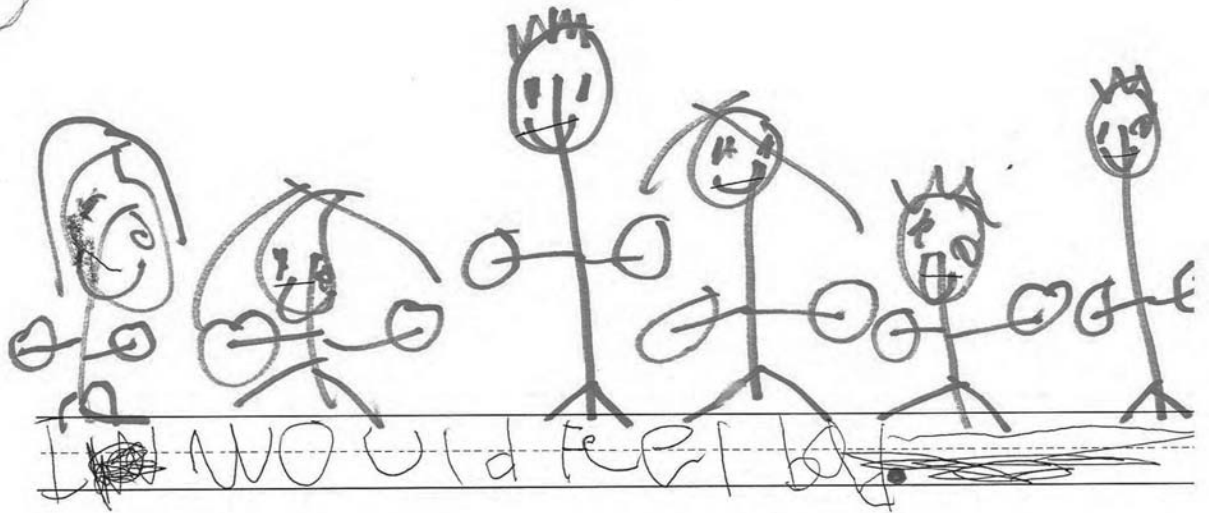
**If the airport expands....**



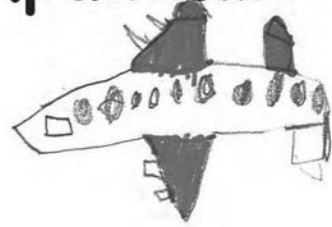
I WOULD feel SAD.



6 A ~~AAAA~~ ← + +  
**If the airport expands....**



D W L A N  
**If the airport expands....**



I W E I W E f g a d.



If the airport expands....



I will feel sad



If the airport expands....



I would feel sad



If the airport expands....



I would be annoyed.



If the airport expands....



I would be annoyed.





If the airport expands....



~~Erin~~ Erin

If the airport expands....





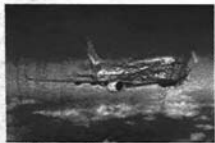
JAKE  
If the airport expands....



If the airport expands....

too loud

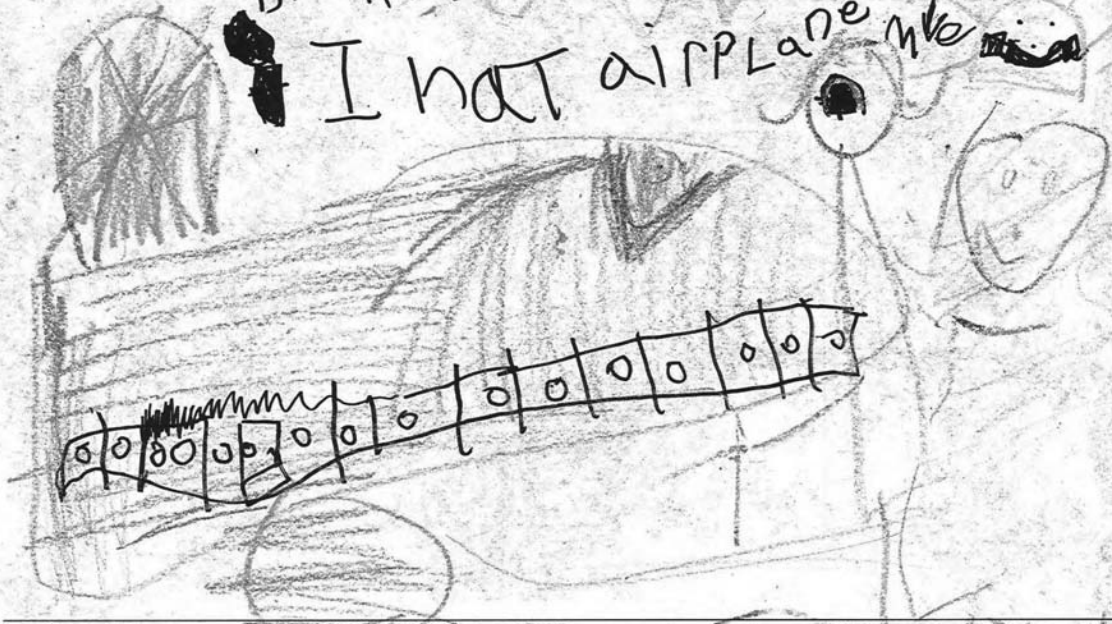




X Brenna's  
If the airport expands...

Brenna

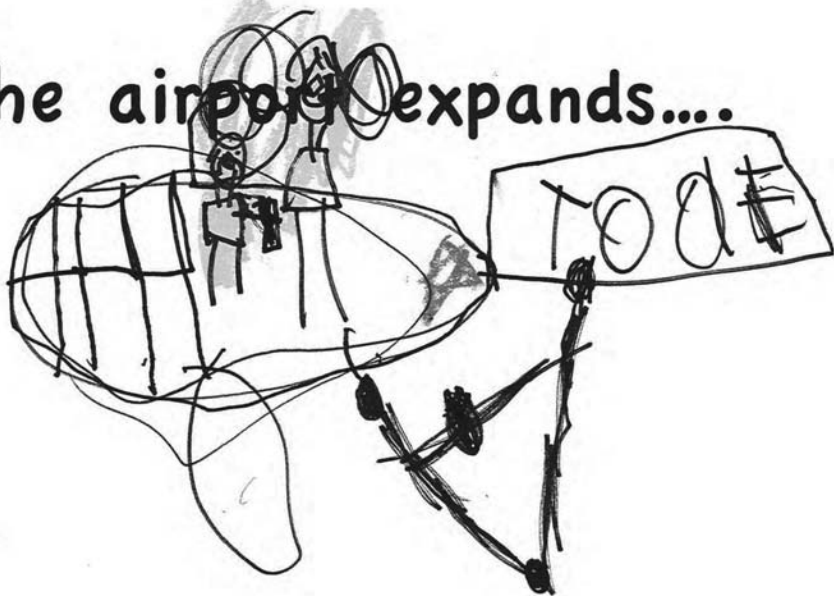
I HAT AIRPLANE



I DOWNOTO TOLOUD  
Brenna



If the airport expands...



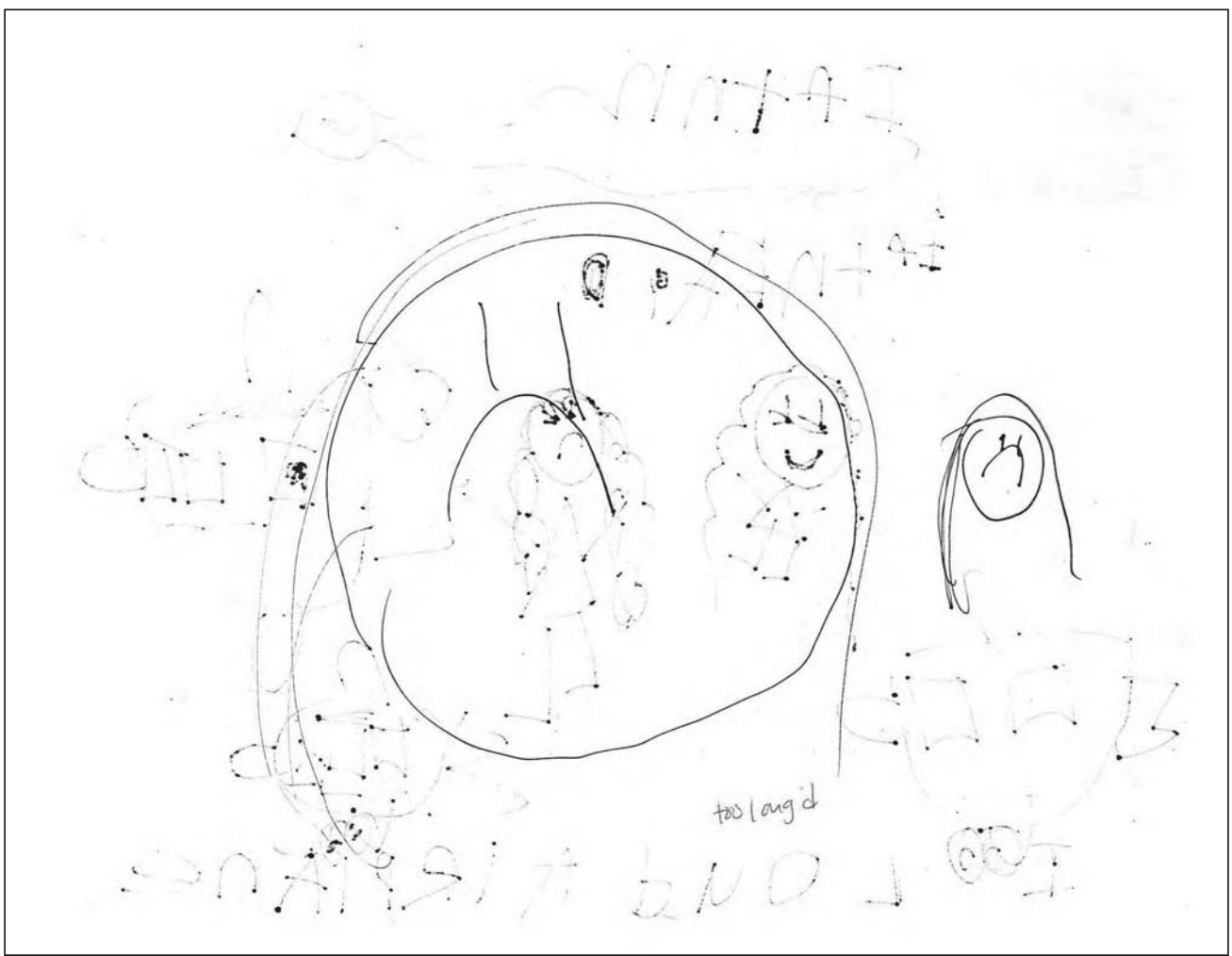
JACK FDOTYOT TO  
OAKWOOD N



If the airport expands....



I LOUD AIRPLANE





If the airport expands....

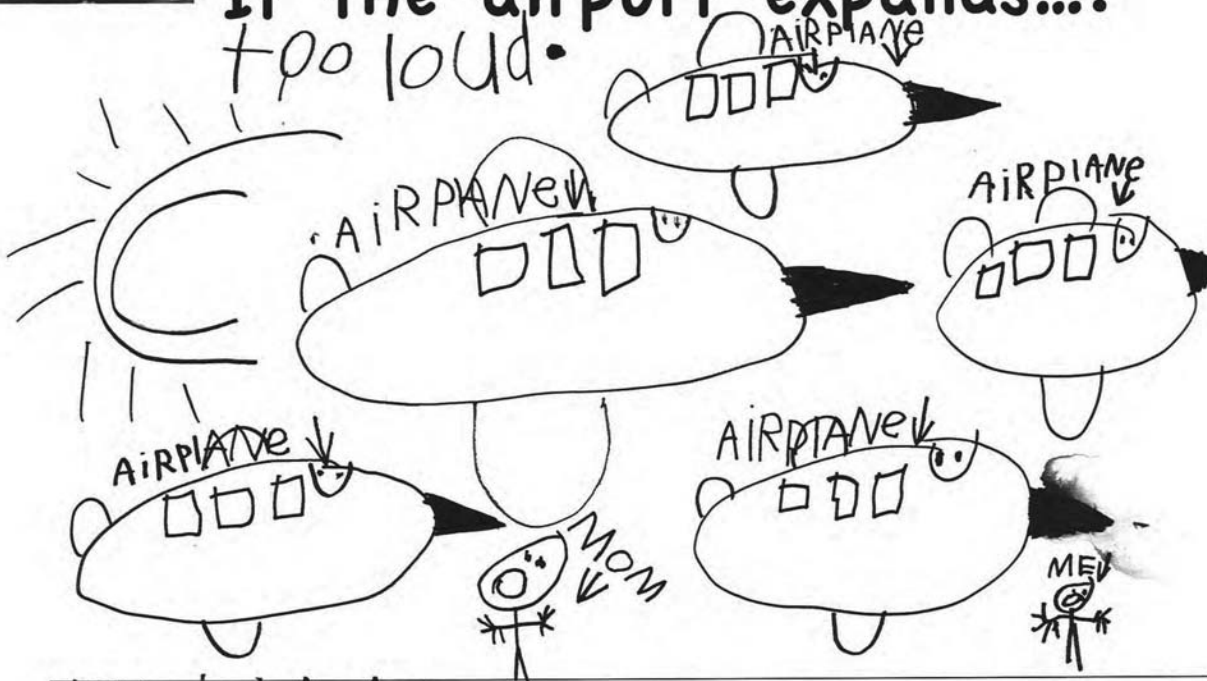


empty I E M's ad NO EXPANDS..



If the airport expands....

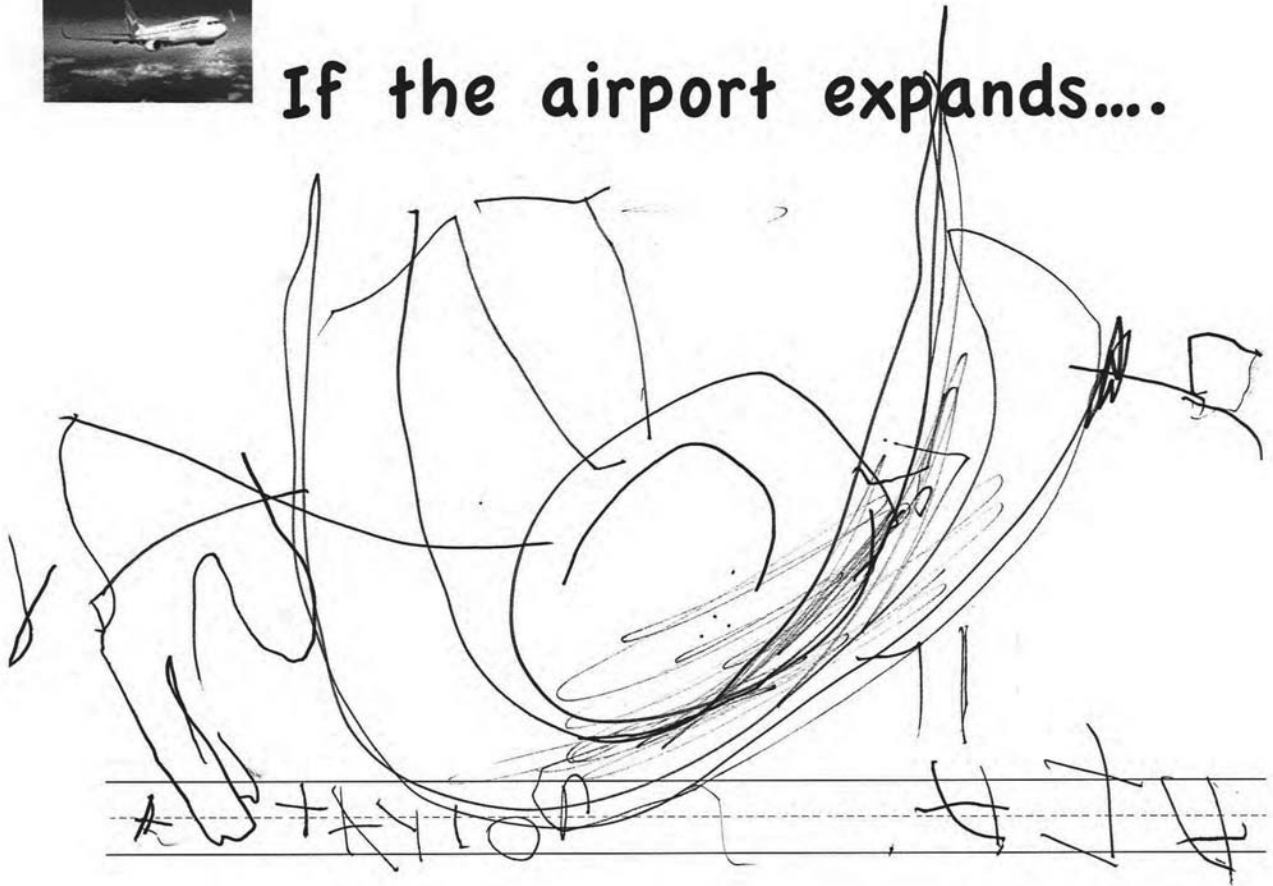
too loud.



ETHAN

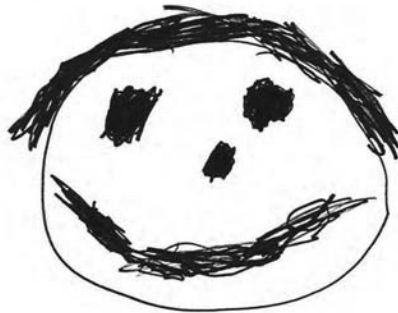


If the airport expands....



If the airport expands....

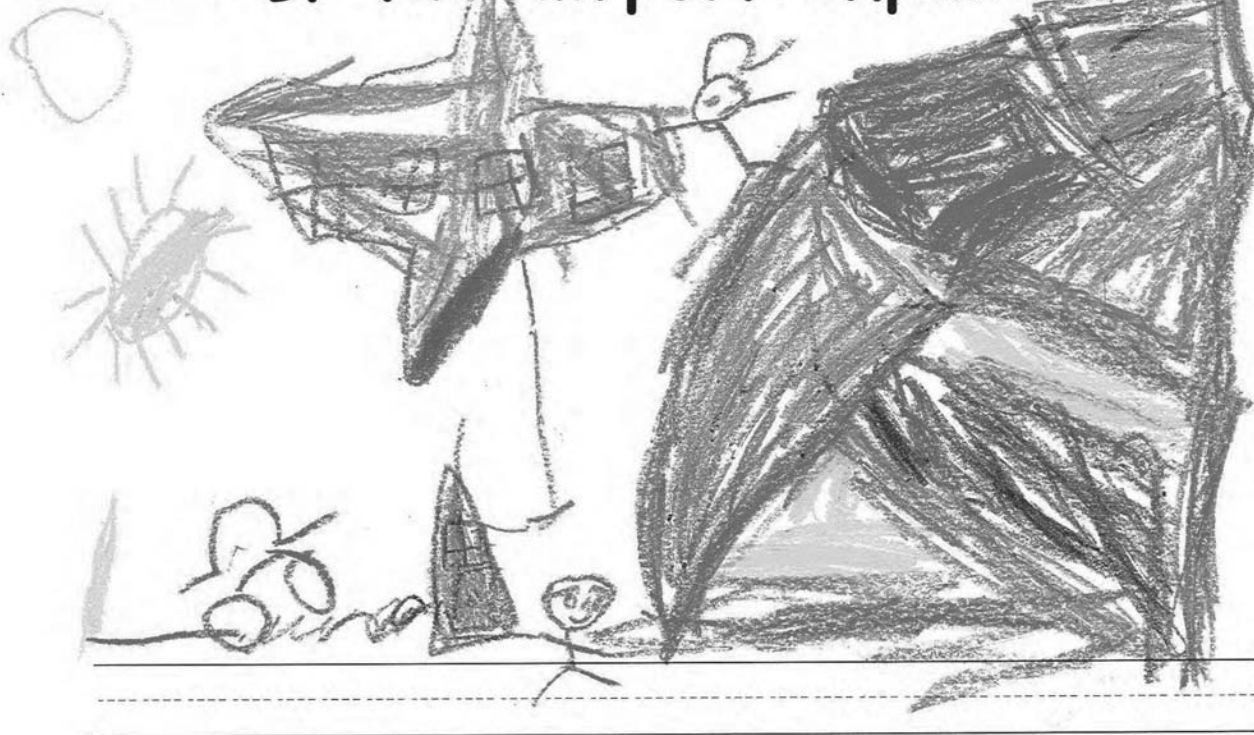
I LOVE AIR. ♡



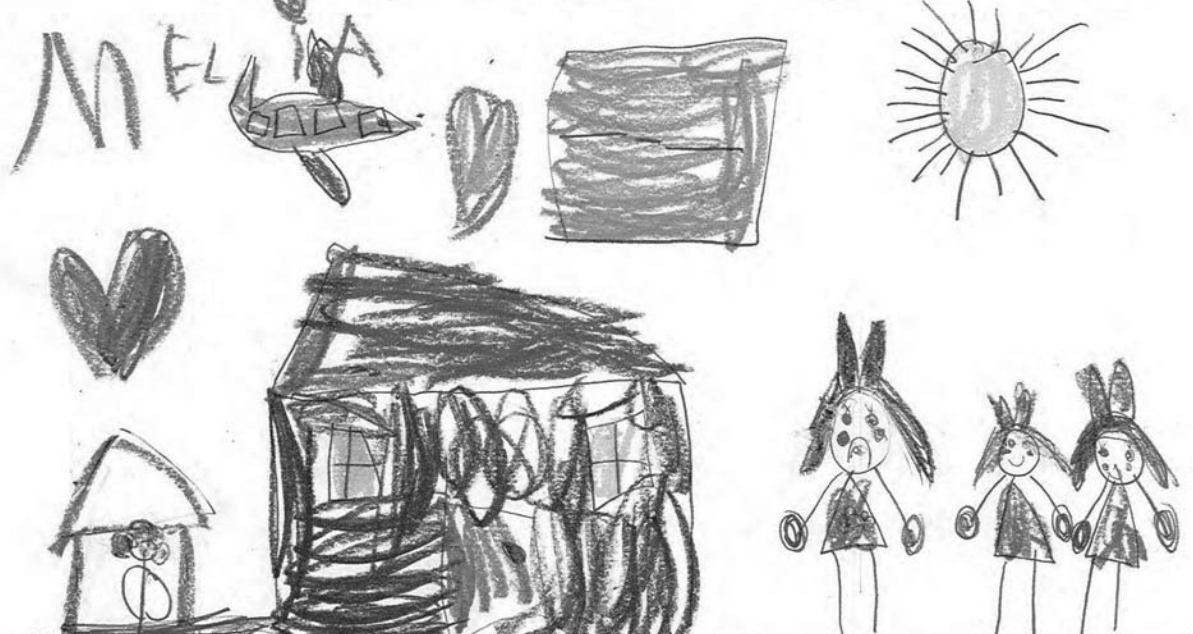
STELIAN



Julian  
If the airport expands...



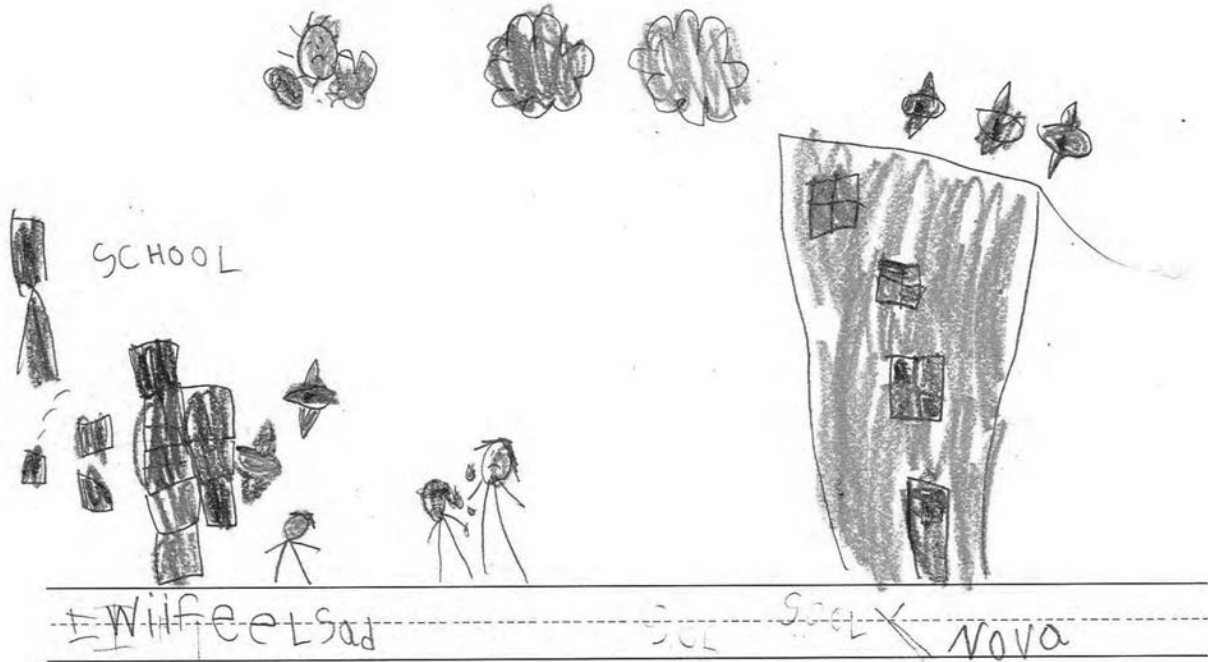
If the airport expands...



I will feel sad



# If the airport expands...



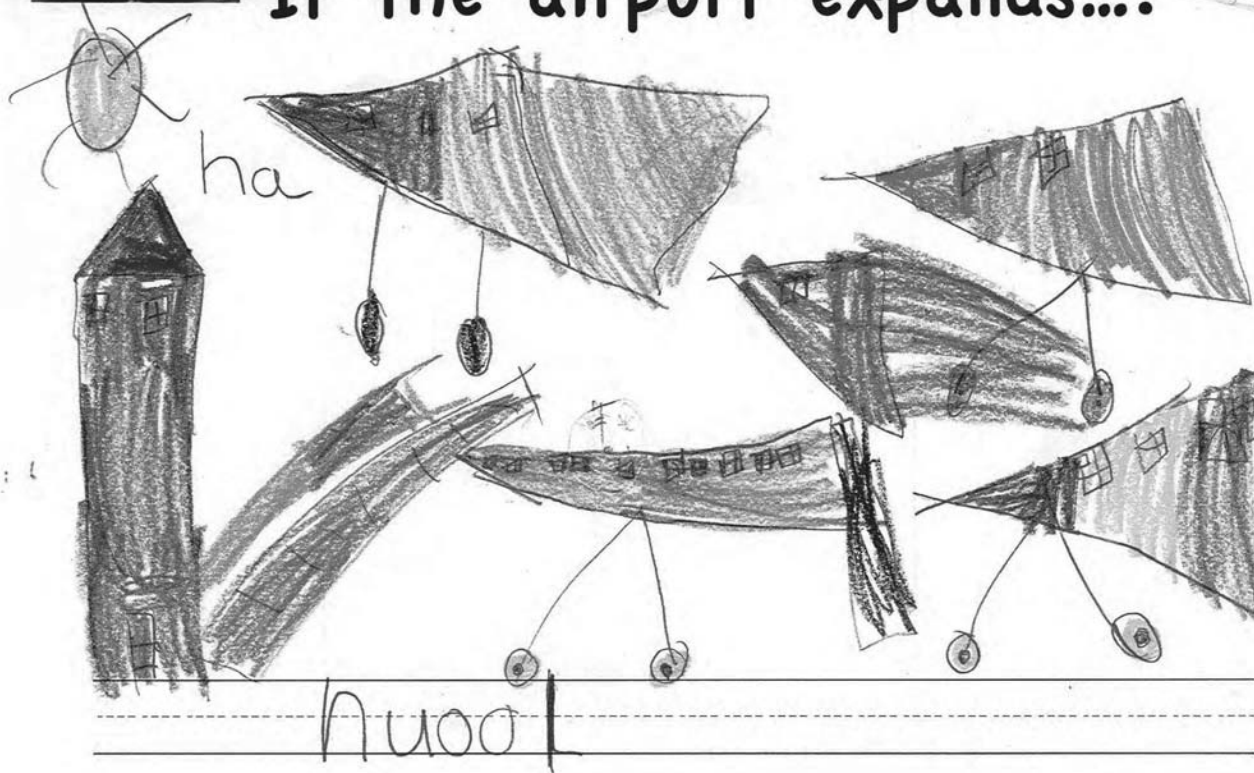
# If the airport expands...



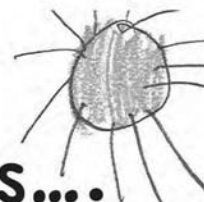




If the airport expands....

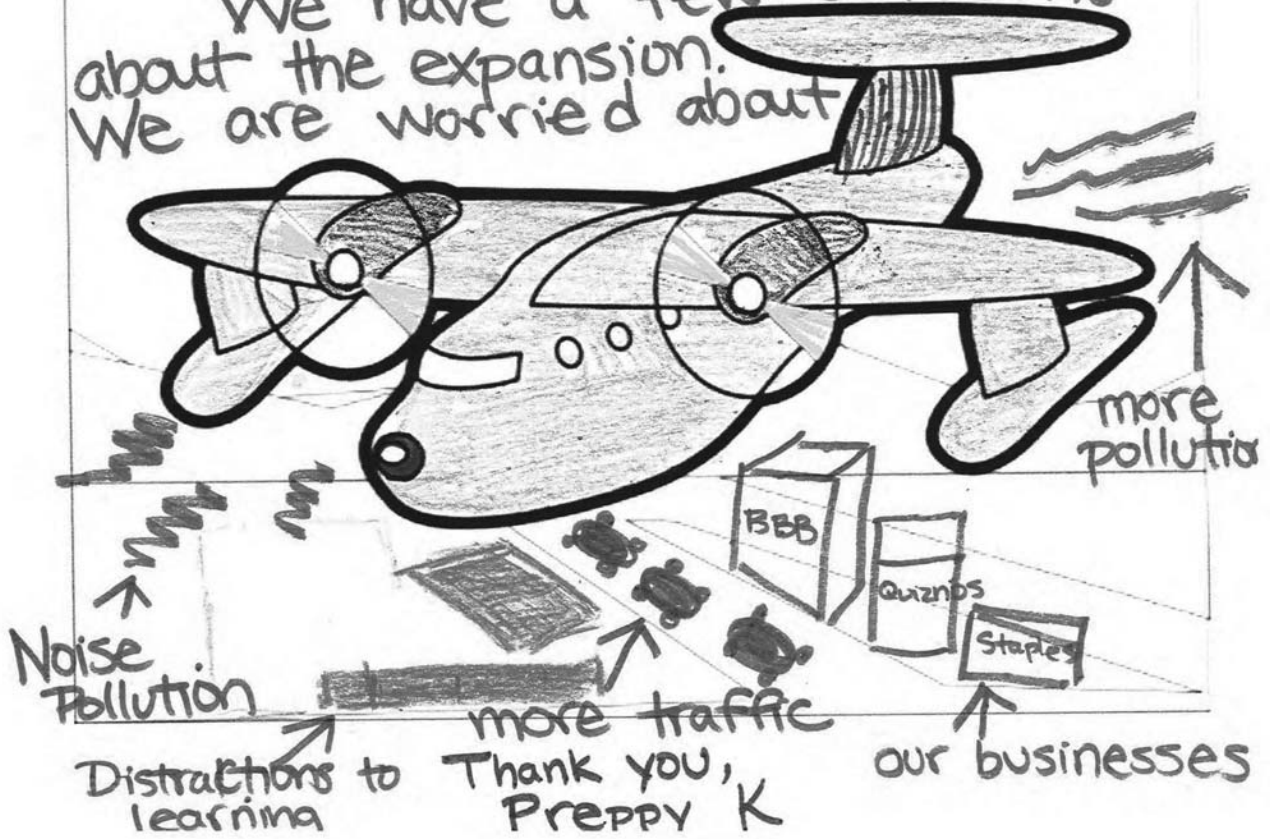


If the airport expands....

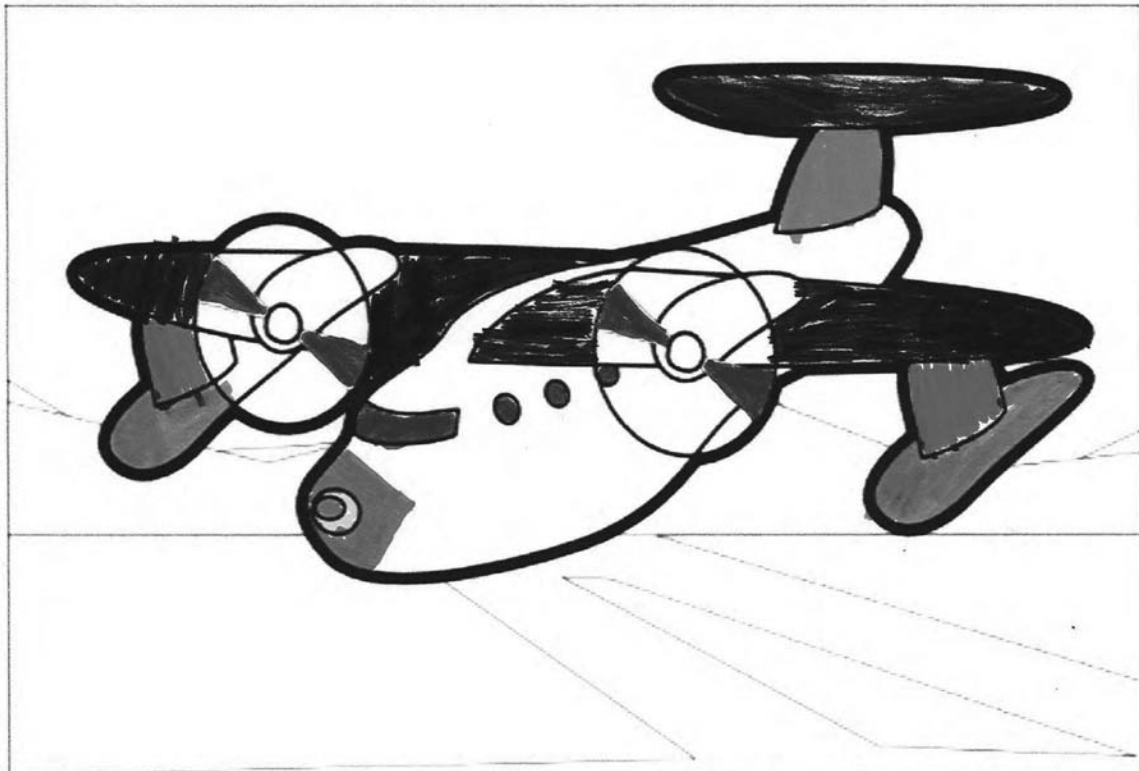


I will FOOLSA School

To Whom It May Concern:  
We have a few concerns  
about the expansion.  
We are worried about



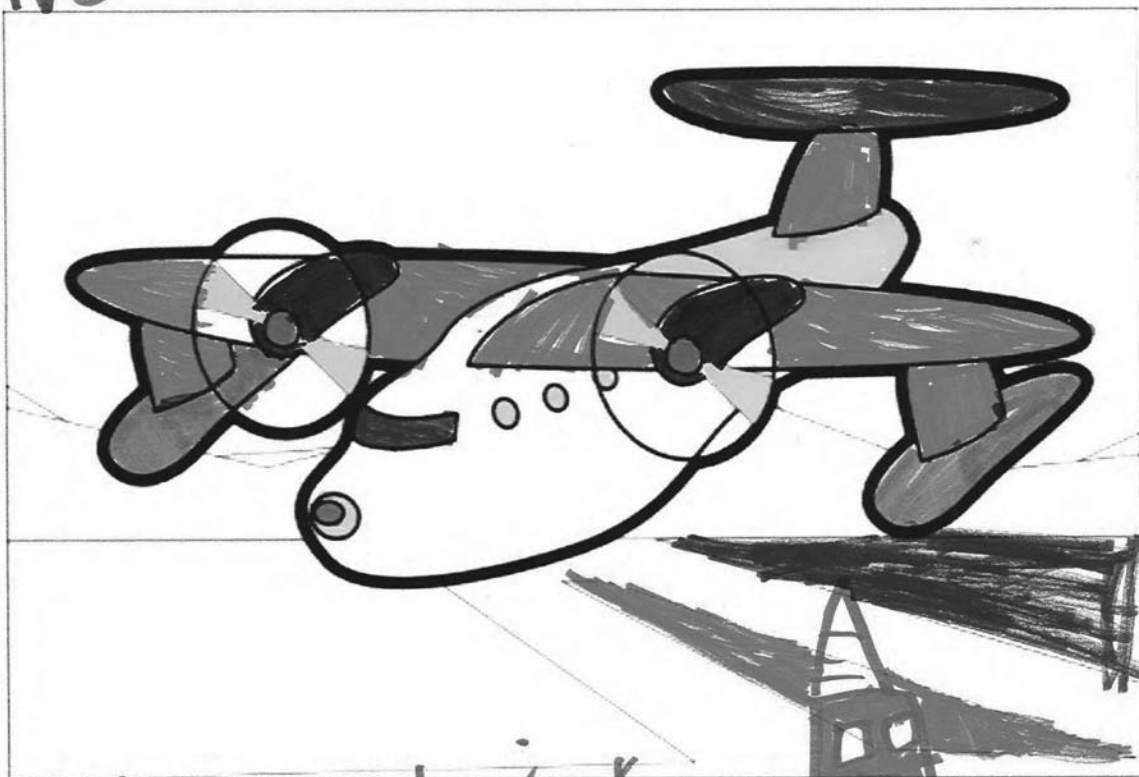
CONNOR K



"I only like seeing airplanes  
when I'm in them."

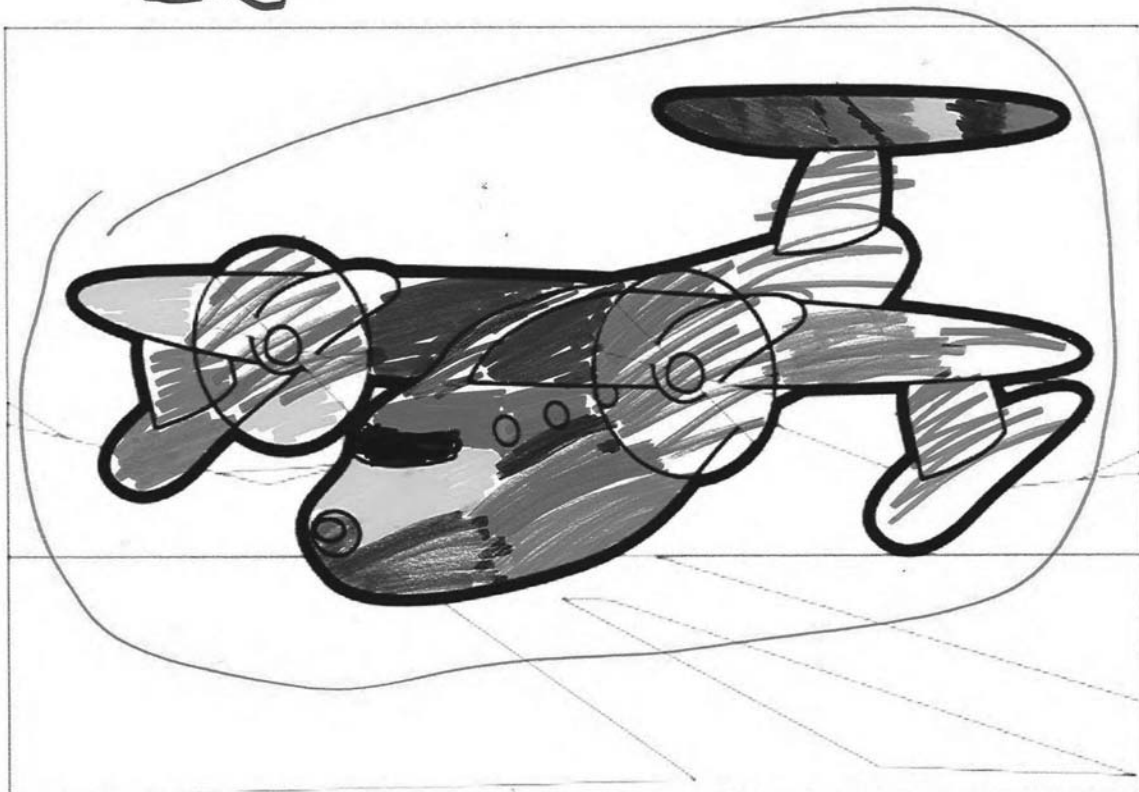
NO ERPLAVS  
"AIRPLANES"

NO



NOOLIVIA

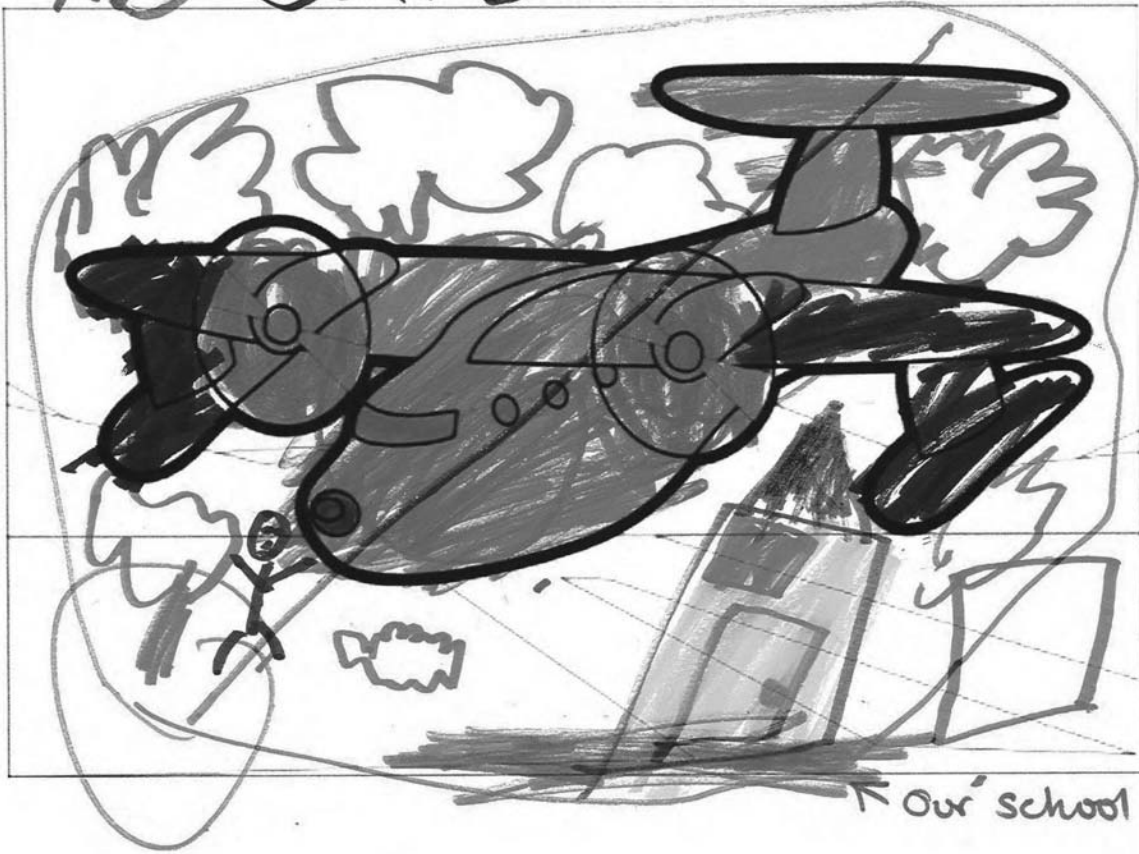
zse



WOPULEZ

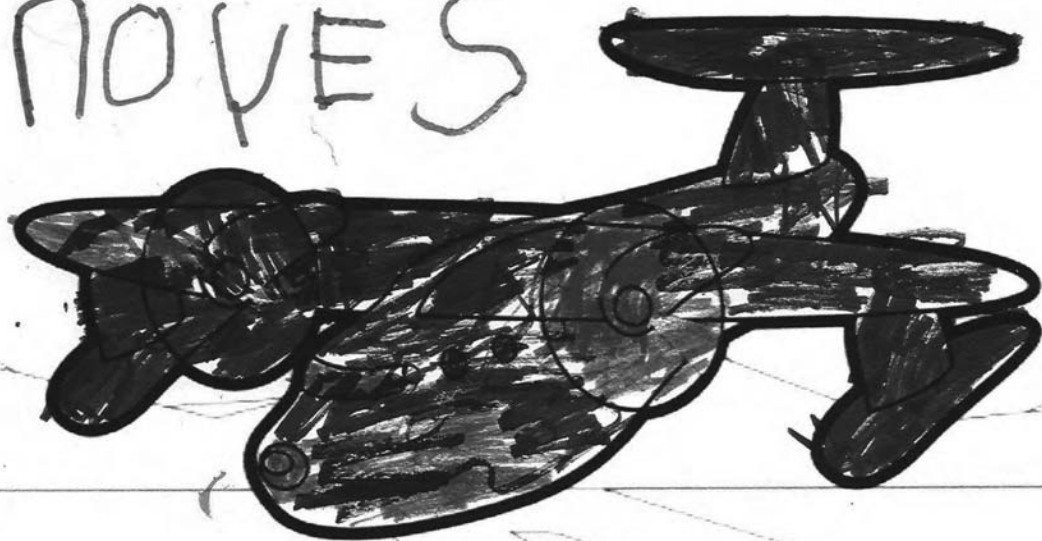
"No please"

NO GRACE



Our school

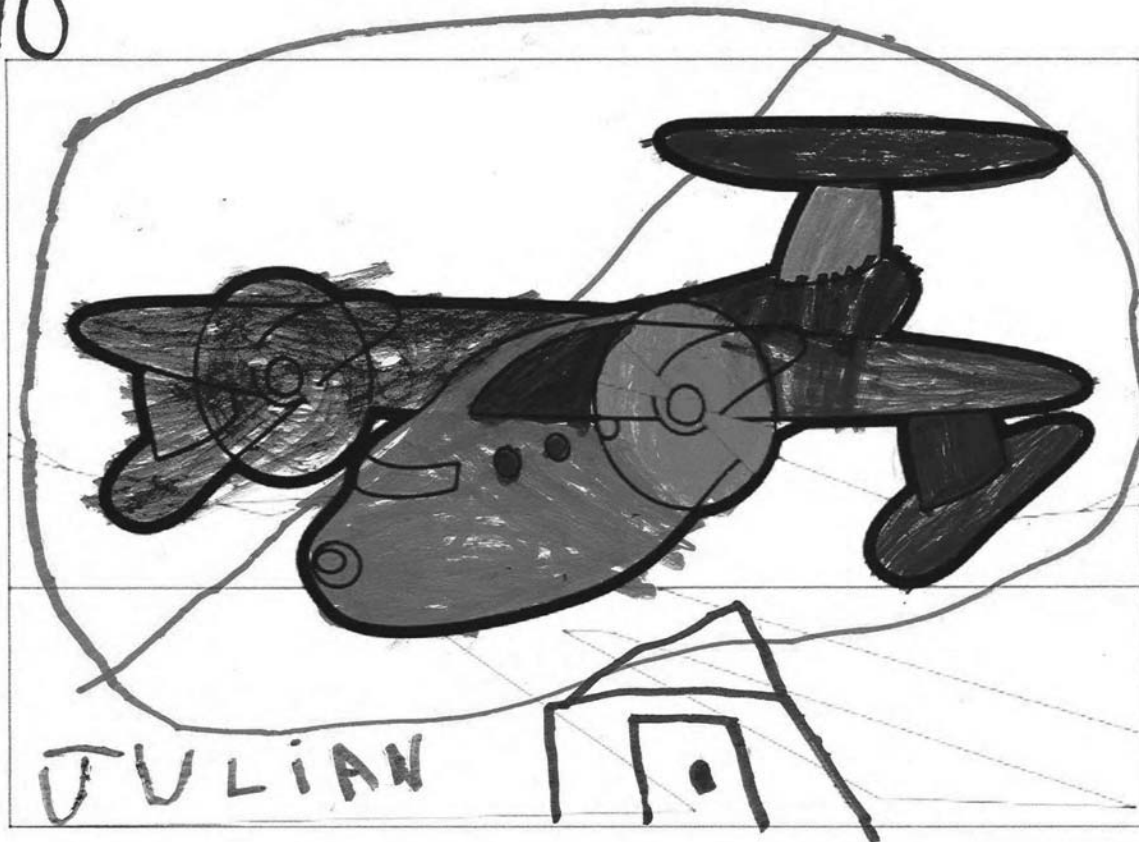
NO YES



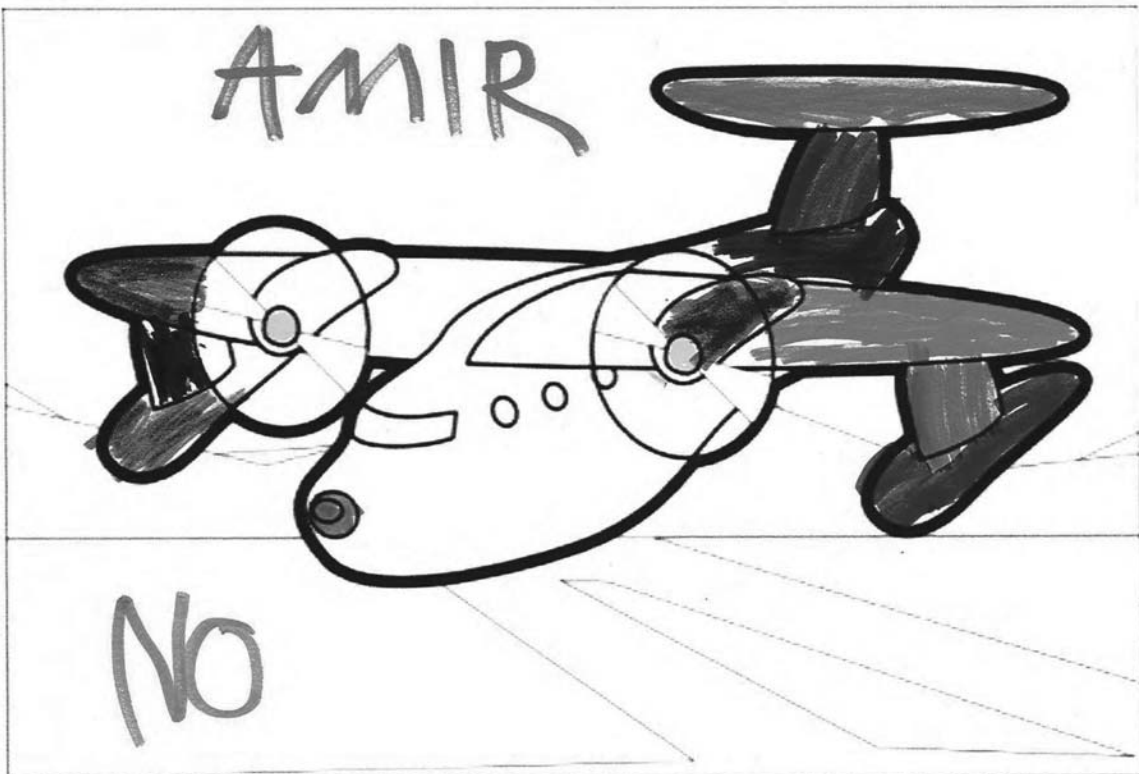
map

"No traffic, but I do like planes"

NO

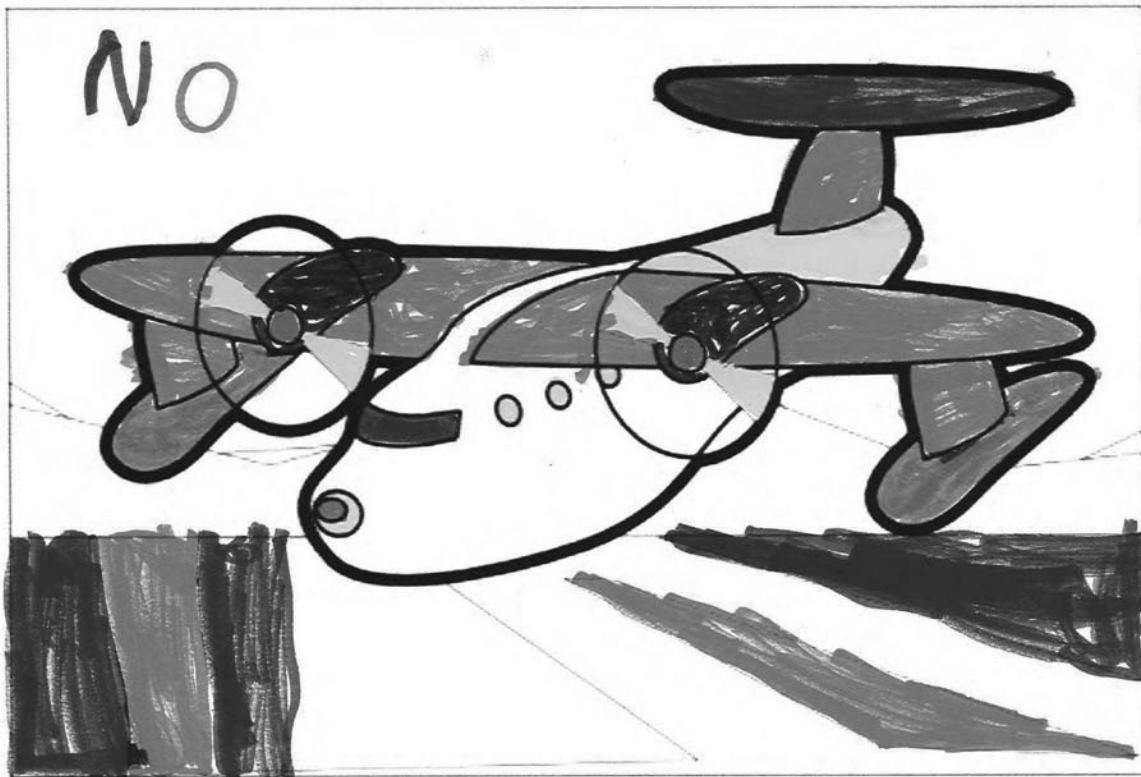


AMIR



NO





No

colette



DUNOGAN

THURSDAY

NO TA PLE

NO

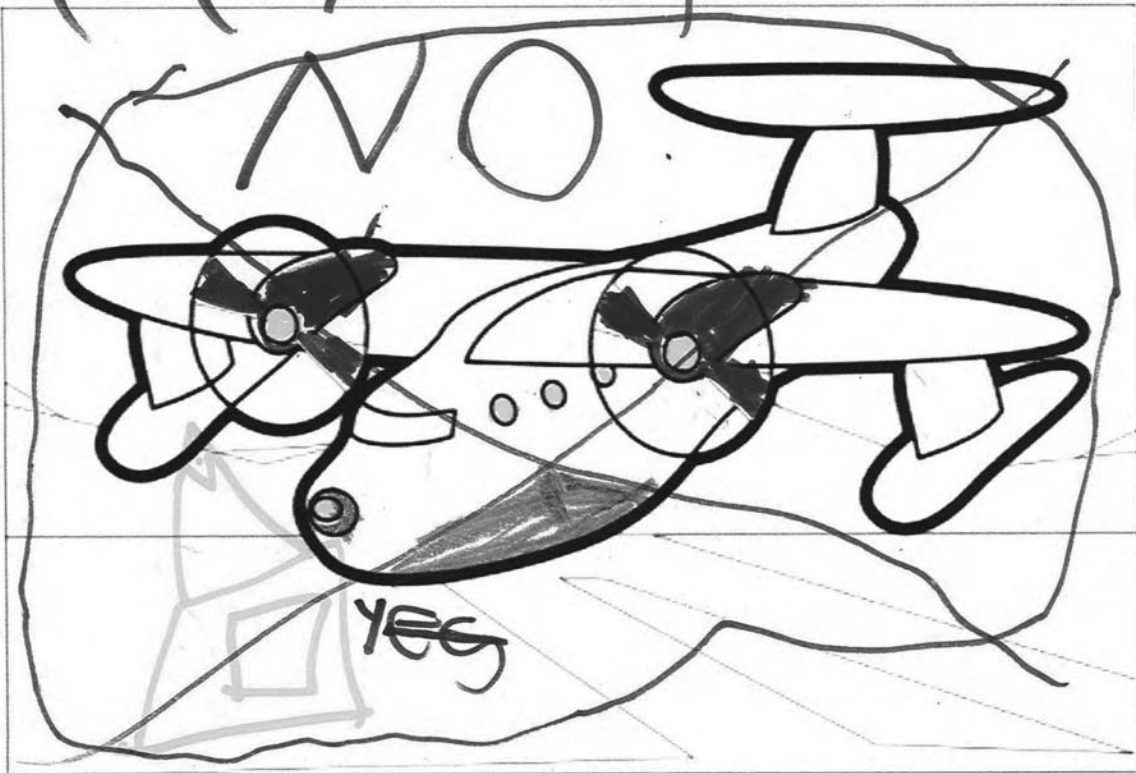
PLEASE AIRPLANE

AIRPLANE

ROOM  
NOON  
TRUCK



T I R Y I V I T

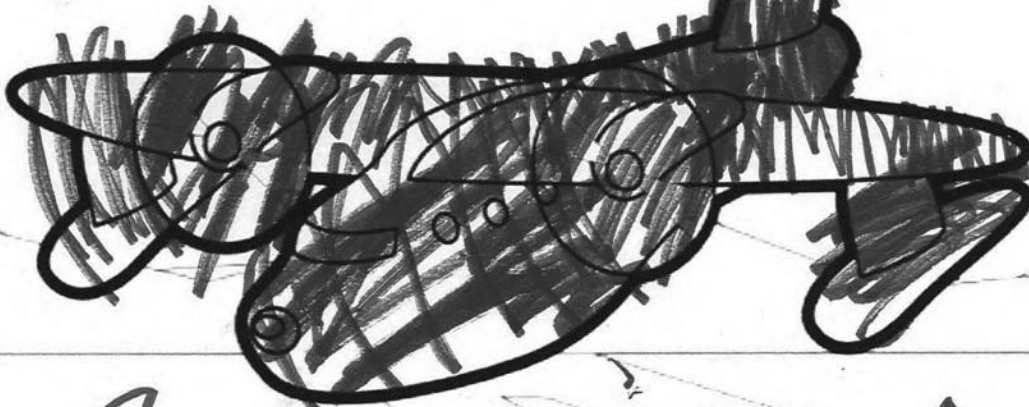


YES

TO NOZE

← Too Noisy

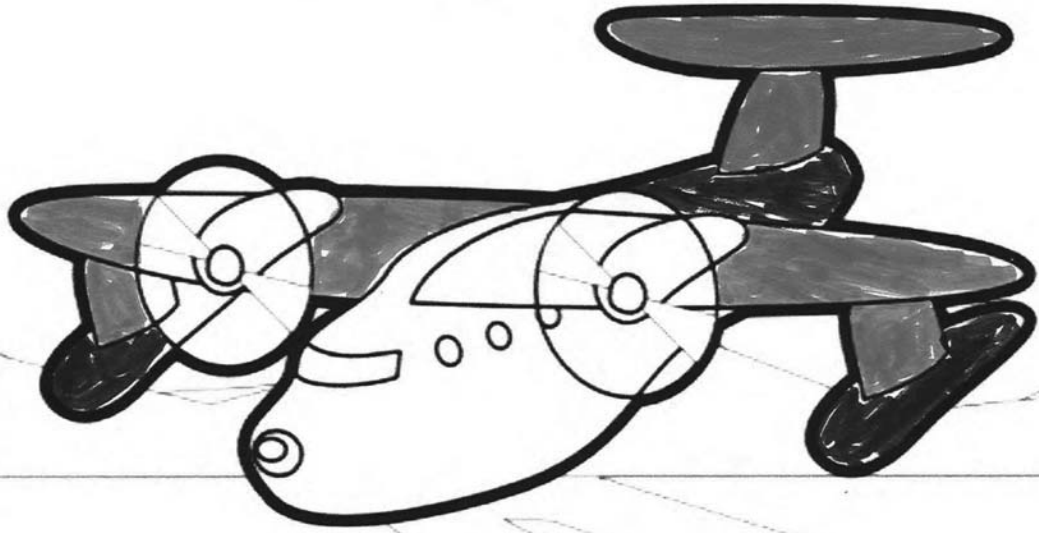
N O I S Y



A M I A N O

Miranda

Nathan



i DONT WONT

Ari Planstocom-in

Aidan



~~WANT DONT W~~

I DON'T WANT



WRITTEN COMMENT


 Los Angeles World Airports  
 LAX REVISED SPECIFIC PLAN AMENDMENT STUDY DRAFT ENVIRONMENTAL IMPACT REPORT  
 PUBLIC SCOPING MEETING

Please print.

Date: 06 NOV 10  
 Name: TOMMY ROYS  
 Organization: \_\_\_\_\_  
 Address: 1517 McCONNELL WESTCHESTER 90045-1037

Comment:

CHECK AIR QUALITY SURROUNDING AIRPORT & ALL  
AREAS SURROUNDING LAX TO 1(ONE) MILE OUT IN  
EACH DIRECTION. NORTH/SOUTH/EAST/WEST.  
ALL PARTICULATE MATTER.  
PERHAPS THEY CAN USE THE SAME UCLA TEAM  
THAT DID THE <sup>AIR</sup>TESTING AROUND THE SANTA MONICA  
AIRPORT!

Please drop the completed form into the box marked "COMMENTS" or mail to:

Mr. Herb Glasgow  
 Chief of Airport Planning I  
 Los Angeles World Airports  
 1 World Way, Room 218  
 Los Angeles, CA 90045

All comments must be received no later than 5:00 p.m. on Wednesday, November 29, 2010.

**Alliance for a Regional Solution to Airport Congestion**  
 322 Culver Boulevard, Ste. 231 Playa del Rey, CA 90293  
 info@regionalsolution.org



September 15, 2010

Los Angeles World Airports  
 Ms. Gina Marie Lindsey, Executive Director  
 1 World Way  
 Los Angeles, CA 90045

Comments presented for incorporation into the LAX Master Plan Update EIR Notice of Preparation (NOP)

Dear Ms. Lindsey,

We appreciate the opportunity to provide some preliminary comments to the impending NOP. We desire that the NOP comment period be extended to at least sixty days. Although we do not know the exact timing of the NOP release, we note that the holiday season is almost upon us and want to ensure that full attention can be maintained by the public and all stakeholders. This is not your normal environmental review process so we suggest that as part of the NOP process there be several public scoping meetings to better define the alternatives prior to the evaluations.

The Stipulated Settlement of 2006 was conceived to create a process of cooperation resulting in projects to which all parties agreed. The Specific Plan Amendment Study (SPAS) process that will be used to update the approved LAX Master Plan Alternative D is a major element of that agreement. Throughout the negotiations and subsequently ARSAC has championed a safe, secure, and convenient LAX. Projects upon which there was general agreement were to be started almost immediately under a less rigorous review by the LAX Specific Plan than the "yellow light" projects which had serious negative impacts on the surrounding community. ARSAC is disappointed that the agreeable projects have not progressed as quickly as anticipated.

The Settlement objective is to find mutually acceptable alternatives addressing the issues corrected by the "yellow light" projects while keeping capacity to current levels. Equal in demanding a safe, secure, and convenient airport we have steadfastly repeated strong opposition alternative changes which would impose increased noise and other environmental impacts on the airport neighbors or result in greater removal of homes or businesses. During the Settlement Process moving the runway complex north or extend west was never considered because it was a condition that was found to be unacceptable in the past. It will be important to quantify the effects on noise and pollution on the west end for all operational conditions—eastern and western operations—especially the impacts that can be caused by early turns, go-arounds, and when both runways are used for take-offs or landings.

The planned schedule for the SPAS has been seriously delayed by LAWA actions to raise alternatives which were known to be unacceptable to airport neighbors. Using a rationale of "airport safety improvement" LAWA demanded runway changes that would have devastated one-third to one-half of the Westchester Business District and removed and/or increased impacts on Los Angeles and Inglewood homes and businesses.

LAWA unilaterally commissioned safety studies designed to support moving runways north. A subsequent uproar was supported by elected officials of Los Angeles and surrounding communities at all levels who denounced the thinly veiled expansion plan and a promise that expansion north would not be tolerated unless it was clearly shown to be a major safety issue. A million dollar plus NASA/claimed Academic Panel review of safety was then performed on the North runway complex to resolve the issue. Those favoring expansion denounced the review results which stated unequivocally that safety will not justify the runway movement north.

We have been told that even more onerous runway options will be included by LAWA into the impending NOP. We are disappointed that even greater movement north and west have been proposed and remain adamantly opposed to them. Given that it is still a LAWA decision of what alternatives to include, several key elements/issues are identified below which should be included in the upcoming Notice of Preparation.

1. The methodology and criteria by which each alternative is assessed must be fully defined in advance of discarding any alternative from full evaluation. We propose that all options be fully assessed/analyzed. Per the Stipulated

Settlement assessment of options must be judged to see how they address the issues that the "yellow light" projects were to have fixed. These issues should be identified and quantified.

2. ARSAC opposes any proposed movement of a runway north or west because it causes greater impacts (and effects—less than a "legal" impact) in accordance Section V, C (p9) of the settlement. IF LAWA insists on evaluating project options such as the 100', 200', 300' or 400' north as they have indicated that they intend to do, they must separate efficiency assessments for each option allocating the improvements between the improvements due to restoring the taxiways/taxilanes/gate configurations to fully compliant widths and separation distances, and then fully assess those new options against the comparable option runway north option for efficiency, noise, and other environmental impacts.

3. ARSAC thanks LAWA for its recent inclusion of a north runway 24L movement 100' S and expects it to be fully assessed.
4. All new data must be utilized as so much of the old EIR is outdated and was conflicting. Tiering on changes of this magnitude is unrealistic and unwarranted.

5. Detailed build assumptions must be spelled out for each of the assumptions; i.e. two midfield taxiways or one? gate locations of TBIT and/or midfield taxiway?, location of ends of runways and any changes to taxiways, all technological improvements assumed and the extent of implementation (ie full runway status lights at ALL intersections). If partial completions are contemplated before the 2020 date then options must be separated to account for incomplete "baseline" changes. This includes FAA lower operational organization and staffing levels.
6. Details of how the assessments will be conducted should be provided for public evaluation as well.
7. Flight mixes must be assessed, details enumerated, and projection sources documented. During environmental assessments will any of the environmentally friendly fuel alternatives be assumed? What about more efficient engines?

8. When noise is assessed, modeling should include theoretical assessments showing flight frequency impacts out to 60 DNL (CNEL) using models similar to that from Wyle which includes topographical impacts. What assumptions are made about controlled landing and takeoff approach changes since new nav. aid systems are not being developed by the FAA AND separate contractors for airlines. How is the new GPS/satellite control FAA plans (NextGen) integrated into the assessments? What airspace realignments are assumed?
9. How will aircraft routing on the ground be determined? What air approaches are assumed (i.e. use of preferential runways—landing outboard, takeoff inboard) and what impacts are expected based on ATC staffing or reallocation for lower responsibilities? Is the preferential runway usage assumed? What percentage and time of day is assumed for other configurations of take offs/landings since time of day impacts the amount of air quality impacts due to several factors including wind directional flow. What safety measures are assumed (i.e. full runway status lights, ground radar tracking systems, FAROS, etc.)?

10. What are the assumed placement of new ground access roadways and their impacts on traffic?
11. What growth factors are assumed for the area in general and LAX traffic for autos, buses, vans, taxis? How is cargo growth to be assessed and new vehicles associated with it?
12. What is the planned usage of all LAWA properties not specifically identified or traffic attributed and impacts on environmental assessments (i.e. we are told Belford Square use is not specified)? If a usage has not "planned" then a range of usages should be assessed and combined with the other usages to assess total impacts.

13. Since this is a unique set of changes and conditions for the modification of a Master Plan, additional study information beyond a normal EIR should be provided for each runway/taxiway/taxilane/gate configuration. LAWA should study and report: 1. Safety 2. Security 3. Pollution 4. Aircraft compatibility (Group IV, V and/or VI) 5. Capacity and 6. Cost and scheduling of implementation. Safety should include both aircraft and restoration of landside structures which need to be repaired.
14. We also encourage LAWA to consider other alternatives that are "out of the normal box" to achieve results. Each of the LAWA plans includes a center line taxiway that the FAA claims some benefits, but we note it also adds some new modes for incursions as well. The Academic Panel conducting the NORSAC safety study, for instance, added a single, longer runway in place of 24L to achieve Group VI status. Their findings noted that there was only nominal loss of capacity from this option and removed the highest source of risk—runway crossings. LAWA and the FAA demonstrated the capability to operate on three runways throughout the period of the South Airfield Improvement Program (SAIP) construction.

Sincerely,

Demy Schneider, President

cc: Mike Molina  
 Mayor Antonio Villaraigosa  
 Councilmember Bill Rosendahl

..this first line reveals the utter feebleness of the opposition...the expansionists have already won. Which means that the airport now looks extremely bleak for residents of Westchester, etc. -- Why is it that the obvious solution, an entirely new airport built in the Santa Monica Bay, is never put "on the table"? -- That would solve ALL problems, permanently... Expensive? -- Sure...a couple of weeks worth of armed force based "democracy spreading"...that's what the expansionists want -- "expensive"...a Brand New Airport built from scratch would allow the construction of a state of the arts facility in every imaginable respect. -- Followed by the total erasure of the current eyesore followed by conversion of the space into the West Coast's equivalent of New York City's Central park... including artificial wetlands, museums, botanical gardens, exercise areas...the possibilities would be endless.  
The continental shelf is not all that deep below the surface and stretches far out...a brand new airport would be the engineering project of the century...  
gunnar  
w85thplace

[Reply to sender](#) | [Reply to group](#) | [Reply via web post](#) | [Start a New Topic](#)

[Messages in this topic \(3\)](#)

**RECENT ACTIVITY:**  
[Visit Your Group](#)

MARKETPLACE

[Stay on top of your group activity without leaving the page you're on - Get the Yahoo! Toolbar now.](#)

[Get great advice about dogs and cats. Visit the Dog & Cat Answers Center.](#)

[Be a homeroom hero & help Yahoo! donate up to \\$350K to classrooms!](#)

Switch to: [Text-Only](#) • [Daily Digest](#) • [Unsubscribe](#) • [Terms of Use](#)

--  
Denny Schneider 310 641-4199 voice 213 675-1817 mobile

2

---

**From:** Denny Schneider [mailto:denny@weilivfree.com]

**Sent:** Sunday, November 28, 2010 1:01 PM

**To:** GLASGOW, HERB

**Cc:** beexact@aol.com

**Subject:** Re: [wpdrncNews] Answer the NOP

Herb, here's a community response for your records. I'll see you tomorrow with the full ARSAC response...  
Denny Schneider

On Sun, Nov 28, 2010 at 9:05 AM, <beexact@aol.com> wrote:

>>>..Hi everyone. **We all need to respond** to the Notice of Preparation (NOP) for a Draft Environmental Impact Report (DEIR) on LAX. ...>>>

"...1. Don't move the runways period. However, if they are moved, go south first...."

1

### NORTH RUNWAY MOVEMENT OPTIONS

No runway movement is our preferred alternative for the north complex.

LAWA and the FAA spent most of the past five years using incursion reduction and runway safety improvement as justification for expanding the separation distances between the north runways. ARSAC has repeatedly stated that we want the safest runways practical and that there are other, more cost effective options to improve runway safety.

The FAA stated our case most eloquently in their FAA Runway Safety Report, Executive Summary June 2008 when it put runway incursion experience into context by stating, "Of the 24 serious incursions [nationally] in FY2007, eight involved commercial flights. At this rate (eight in over 25 million operations) a person could fly on one commercial flight every day for as many as 4,280 years without encountering a serious runway incursion." An appendix to this report provides numerous potential additions to airport safety that can be added without runway movement. One of the many examples provided was the one at Long Beach-Daugherty Field, Final Approach Occupancy Signal (FAROS). Another, Runway Status Lights, has only been partially installed at LAX with promises that a full installation will be made. Note that the most serious incursion at LAX occurred on the South runway complex at an intersection where it is believed that RSL could have avoided the incident. Like the FAA report, ARSAC has provided LAWA with numerous suggestions to improve airfield safety through enhanced marking, lighting and signage; installation of Runway Status Lights and systems such as Enhanced Final Approach Runway Occupancy Signals (eFAROS). We went one step further by advocating for a full staffed control tower of highly experienced controllers. LAWA should conduct an unbiased evaluation of the options before the alternatives are finally selected for inclusion in the Draft EIR.

The Revised NOP uses descriptors for runway safety conditions which are word crafted and biased toward justifying expansion north. NOP Section 2, item 1, under Project Descriptions, for example, states "could create even greater safety..." implying significant possible improvements when the Academic Panel/NASA North Airfield Safety Study (NASS) stated "limited practical importance."

How has LAWA planned to incorporate each of the system improvements in the 2008 FAA Runway Safety Report into its safety and efficiency studies for each option?

The North Airfield Safety Study conducted by the Academic Panel came to a similar conclusion when it deemed the existing north runway complex as extremely safe. Their report states, "All of the proposals to create new configurations of the North Airfield would reduce by a substantial percentage the risk of a runway collision." Followed by "However, because the baseline level of collision is so low, reducing that risk by a substantial percentage is of limited practical importance." The NASS report concluded increasing runway separation would result in 72 deaths vs 80 deaths in 200 years with the current north airfield configuration.

Runway options devised by LAWA expanding north to accomplish wider north runway complex separation are unacceptable because they increase the impacts on the communities along the north boundary, eastern areas, and on the south by facilitating increased air and ground traffic.

During the September 2010 Specific Plan Amendment Committee meeting, LAWA presented the options that they intended to include in the NOP. In addition to the "no action" and "approved Alternative D of 340' south" configurations, each of the options called for moving runways north toward Westchester Playa Del Rey.

ARSAC Comments to LAX Master Plan SPAS Study NOP 11-29-2010 Page 2



*Alliance for a Regional Solution to Airport Congestion  
322 Culver Boulevard, #231 Playa del Rey, CA 90293  
[info@regionalsolution.org](mailto:info@regionalsolution.org)*

November 29, 2010

Mr. Herb Glasgow  
Senior City Planner, City of Los Angeles  
Los Angeles World Airports  
1 World Way, Room 218  
Los Angeles, CA 90045

Re: Revised Notice of Preparation of a Draft EIR Report (SCH No. 1997061047), dated October 8, 2010 "LAX Specific Plan Amendment Study"

### INTRODUCTION

In accordance with the February 2006 Stipulated Settlement with the City of Los Angeles calling for significant revisions to the 2005 LAX Master Plan Alternative D, ARSAC has been a member of the Specific Plan Amendment Study Committee.

We continue to be dedicated to a safe, secure, and convenient LAX of which the residents of this City can be proud. However, ARSAC is adamantly opposed to expanding LAX into the surrounding communities, especially any proposals that move Runway 24 Right to the north. ARSAC provides these comments in hopes that LAWA will revise its conduct so that the Amendment Study and EIR will be consistent with the Settlement Agreement, and will be sensitive to the impacts on the surrounding communities. ARSAC incorporates, by reference, the attached reference documents as noted throughout this document.

On the whole, the project options presented in the Revised NOP lack the specificity that is needed to fully assess the environmental impacts or operational efficiency of aircraft ground traffic. We expect LAWA to refine the options and to provide a level of detail in the EIR so that the social impacts as well as financial costs and other impacts of the project can be assessed by decision makers. The ultimate purpose of this EIR is to help the decision makers decide upon a preferred alternative of a Master Plan to be built. All costs—financial, health, environmental, and social—need to be addressed in order to make an informed decision.

The Specific Plan Amendment Study (SPAS) was initially envisioned as an opportunity for LAWA to work cooperatively with stakeholders to rapidly update the LAX Master Plan and to facilitate renovation of LAX facilities. Contemplated schedules are overdue.

We encourage LAWA to work closely with stakeholders to get this EIR completed in a timely manner and to ensure that it addresses all of the issues so that delays and litigation are avoided. As a part of the Specific Plan City Ordinance and the Stipulated Settlement Agreement, LAWA was supposed to conduct outreach to affected stakeholders. It is unclear what outreach LAWA has been conducted and would like an enumeration of meetings showing what types of stakeholders participated, what suggestions were considered by LAWA and which, if any, were incorporated into their proposed options.

Since the NOP has divided the option elements into sections to be mixed/matched to be assembled into full Master Plan options, the comments of this letter are organized to accommodate LAWA response.

ARSAC Comments to LAX Master Plan SPAS Study NOP 11-29-2010 Page 1

businesses and land uses of the Westside (Marina del Rey, Venice, Mar Vista, Santa Monica, Pacific Palisades, Brentwood, Westwood, Beverly Hills, etc.) with the communities, businesses and land uses of the South Bay (El Segundo, Hawthorne, Manhattan Beach, Hermosa Beach, Redondo Beach, Torrance, Palos Verdes, etc.). If the perimeter fence of LAX is extended outward to accommodate the north movement of the runways, it will have an immense impact on these people, businesses and land uses both during construction and after completion of construction. In fact, the entire region will be impacted if the perimeter fence is moved outward. For each option that is to be evaluated identify the extent of roadway movement and the environmental cost and financial cost of doing so. Each option should be studied including, without limitation, the impacts both during construction and after project completion on the region as a whole and on local traffic, air quality, noise, etc.

Similarly, any impacts from sewer lines and oil pipelines rerouting must be assessed with adequate cost projections. The Hyperion treatment plant located adjacent to the southwest corner of LAX is the City of Los Angeles' most important waste water treatment plant. Huge sewer lines bring storm and sewer water to Hyperion near LAX. If the runways of the north airfield are moved and/or if the perimeter fence of LAX is extended outward to accommodate the north movement of the runways, it will likely impact the Hyperion pipeline feeder system. The environmental and financial cost of relocating sewer and storm water pipelines must be thoroughly studied including, without limitation, the impact both during construction and after project completion on regional and local traffic, land use, etc.

Westchester Central Business District impacts must be fully disclosed, including impacts on traffic, the costs of traffic improvements, and the economic losses that would occur if the 6L/26R runway is moved north. The Westchester Central Business District is the life blood of the communities on the north of LAX. Depending on the runway option chosen, the impact could be to decimate as much as half of the business district due to FAA required removals to enforce the runway protection zone and runway safety area.

What would the effect be on the various schools and churches that are along the Westchester Parkway corridor - St. Bernard's, WHS, St. Anastasia, Paseo del Rey, Loyola Village, Visitation, etc.? This could include air and noise pollution or a safety risk if there was an air disaster.

In 2009-10 LAX investigated some interim runway safety improvement projects which moved Taxiways W and Y and several other actions. An NOP was released in June and ARSAC comments are attached. If they are not considered part of the proposed runway option changes, why not?

Although LAX has inadequate funding to construct all of the program projects that it wishes, approval of any Master Plan expanding north may have consequences for surrounding communities even before delayed projects are built. Schedule uncertainty can devastate businesses which would defer new projects. It would hurt property owners as businesses vacate to more stable environments, and resident values would suffer anticipated impacts.

#### PROCEDURAL ISSUES.

The initial NOP (Reference 1) calls for "project tiering" and use of prior data and studies as justification for specific project approvals. The revised NOP amends and supplements the initial one from 2008. The revised NOP states that conditions studied in support of the approved Master Plan Alternative D have changed. The Revised NOP Section 2, Project Background, acknowledges several major changes. Although it lists six specific items, far more items are of consequence, such as LAX's purchase of the Manchester Square and Belford Square communities and numerous new development projects proposed and/or completed within the area of LAX impact. We call on LAX to prepare a complete environmental study that does not rely on any old data and includes all of the known potential impact

ARSAC Comments to LAX Master Plan SPAS Study NOP 11-29-2010 Page 4

If further runway separation is deemed mandatory, ARSAC stated that LAX should move Runway 24 L south instead. After further discussion LAX agreed to include an option moving runway 24L 100' south along with upgrading the taxiways to accommodate the newer, larger aircraft. ARSAC observed that the current taxiways were built for smaller aircraft in the 1960's and that substantial efficiencies could be achieved if special handling were avoided for larger aircraft around the terminals. LAX agreed to prepare drawings of an alternative after consulting with ARSAC, but instead prepared two south alternatives moving runway 24L 100' south without input. Their plans failed to respond to our pre-NOP release requests and disappointingly, the LAX runway south alternatives are the only ones included in the revised NOP.

LAX stated that their two "100' S alternatives" would receive "at least cursory study" but the criteria for acceptance for formal, complete study have not been revealed in the NOP or other documents. ARSAC informed LAX that both of "their" options are unacceptable because they fail to include what we requested for taxiway layouts. We request a modification of the existing LAX plan to extend taxiway D without creating a potential bottleneck along the northern edges of Terminals 1 and 3.

LAX should adjust its alternative to meet the criteria ARSAC described to modify the taxiways as requested. ARSAC requested that the second LAX alternative also be modified. This is the one which has a Group VI Taxiway E all along Runway 24R and a Group V Taxiway D that is interrupted near the terminals. We requested that Taxiway D be extended straight instead of diverting away from the terminals. It will impact a small number of gates, but these impacted gates on the ends of the terminals can be replaced on the north complex in the area known as Park One by a new two-sided terminal.

The only runway option in the NOP that addresses the limited spacing taxiways to accommodate the larger aircraft adequately would be that requested by ARSAC. None of the options moving north addresses this issue.

At the present time LAX-owned property located between Runway 24 R and Westchester Parkway is zoned for airfield-serving commercial purposes. This area includes property both inside and outside of the perimeter fence of LAX. Construction of buildings to accommodate such uses would provide a significant environmental buffer between airfield operations and the community to the north with respect to community safety, noise, vibration, light, air pollution, and aesthetics, in addition to the economic benefit of such uses for LAX and/or the City of Los Angeles. Movement of Runway 24 R to the north will preclude construction of such buildings and hence the environmental and economic benefits of such uses. The environmental cost and financial loss if such land uses are precluded must be identified and studied.

LAX's knowledge of what lies below its runways is inadequate as proven by the discovery of a previously unknown runway below the south runway complex during construction of Runway 25 L and the adjacent taxiway. It is known that one and perhaps more than one tunnel exists below Runway 24 R. To understand the environmental, construction and economic cost and impact of moving the runway north, an extensive program of borings along the entire length of the north airfield must be undertaken and the environmental impact and financial cost thereof studied.

The intersection of Lincoln Blvd. and Sepulveda Blvd. adjacent to the LAX North Airfield is one of the most important roadways in all of Los Angeles County. It links all of the residential communities,

ARSAC Comments to LAX Master Plan SPAS Study NOP 11-29-2010 Page 3

Please annotate the Monitor Mitigation Reporting Program document prepared annually by LWA addressing the Alternative D LAX Master Plan environmental mitigation commitments; commitments made as part of the out-of-court settlement agreement with the LAX Coalition (such as the air quality apportionment study); and commitments in Stipulated Settlement Agreement and then show how these actions were (and will be) used in the establishment of criteria for the ultimate selection of options to be assessed.

ARSAC has, over the past five years, presented numerous runway safety and efficiency improvement projects that do not require movement of runways. If LWA is to engage non-runway airside improvements (i.e. FAROS as in Long Beach or improved aircraft tracking with enhanced ground radar; in-cockpit airport moving maps and Electronic Flight Bags) into its plans, then how will LWA calculate the improved efficiency for each of the options that it finally analyzes?

#### DESIGN OPTION ISSUES.

The possibility of installing another control tower is not addressed in any option. There have been reports in the news that LWA and the FAA are investigating how to mitigate blind spots from the control tower at TBIT. Similar studies are necessary for the midfield terminal before it is built. To assure optimal airfield safety, Tower Controllers must have unobstructed views of the airfield to have appropriate situational awareness of aircraft and vehicles. Changes of this magnitude can impact any airside efficiency study and must be discussed in the EIR. Numerous option conditions needing study are noted in the attachments and are incorporated as a part of these comments.

How is LWA intending to address the environmental impacts of major safety issues such as finalizing installation of the Runway Status Lights, new roadway signs, redesign of the CTA curb areas, and other airfield safety fixes?

Is LWA preparing a cost-benefit analysis comparing the costs of extended maintenance versus replacement of facilities such as the parking structures or pedestrian bridges from the structures to the terminals? ARSAC has identified and LWA has acknowledged maintenance issues in the parking structures, CTA roadway, and pedestrian bridges (although there may be disagreement as to the extent of resolution required). Is LWA planning to factor in the maintenance costs when deciding if it is desirable to modify traffic flow in the CTA? For instance, it is recognized that the passenger bridges are in need of repair. Has LWA considered replacing them entirely with a much wider bridging structure to accommodate all foot traffic above the ground level in the CTA? We understand that closing the ground level to pedestrians would greatly improve traffic flow. Also, what reviews and options have been considered to create a third level on the CTA roadway for buses and VIP vehicles that could be used as an emergency evacuation path? Has LWA considered moving bus and other commercial vehicle drop offs to the parking structures? How would that change the traffic flows and resultant EIR evaluations?

Mandated air quality studies have not been completed as scheduled but are an important part of the assessment of air quality impacts. Particle matter monitoring and assessment is a requirement for study in this DEIR. We want to ensure that LWA includes the impacts of 0.1 micron particle size as shown to be important in the UCLA study of LAX air quality in June 2007. See the extended comments in the Reference 2 comments to the 2008 LAX NOP.

LWA has indicated that it plans to assume displaced thresholds at each end of the northern runway, Runway 24 R. Although we are told that the portion of runway beyond the threshold limit will not be utilized for take-offs on either end, we cannot assume that these displaced thresholds won't be summarily removed and/or mid-field take offs facilitated by the longer runways. How does LWA intend to account for threshold changes and mid-runway takeoffs in the environmental review?

projects and the reasonably foreseeable [that is all that is required] worst case scenarios for projects on LWA owned or controlled land.

The LAX Specific Plan distinguishes between "green lighted" projects and "yellow light" projects which require additional consideration and study. ARSAC's interest in the "green lighted" projects is how soon these can be completed. The way the "yellow light" projects delineated in Section 7.H have been addressed to date is problematic. The Stipulated Settlement calls for enumeration of the impacts for each of the yellow light projects in Section V, paragraphs C. (minimizing impacts) and D. ("...solutions to the problems that the Yellow Light Projects were designed to address..."). Despite numerous requests for quantifiable, detailed impacts that the new project elements are to address, LWA has failed to provide us with the requested information. LWA provided a handout at the NOP hearings listing general nature issues that were not quantified. A more detailed, quantified list of problems should be prepared to identify those issues that each yellow light project was designed to address. These highlighted, quantified issues should then be used as a gauge for assessment of the project's mitigation.

LWA has provided general descriptions of the alternatives that they identified for study in the EIR and stated that cursory review will be conducted and some will receive full assessment based on their ability to meet LWA stated objectives. Quantifiable objectives and the judgment criteria to be used to evaluate each alternative needs to be stated prior to selection of projects to be scrutinized with a full assessment and before any elements of a "preferred" alternative are selected.

Stipulated Settlement section D2 ("...security, traffic, and aviation activity...") calls for inclusion of substantial security elements in any design. This is not normally a required element of an EIR, but must be assessed for each alternative along with any environmental impacts created. ARSAC notes that several of the 2003 Rand Corporation security recommendations remain unaddressed, such as incorporating blast glass in the terminals. We note that Mayor Villarraigosa has recently convened a task force on safety and security. LWA has failed to incorporate fixes for prior security and safety issues highlighted into the planned study options. We call for LWA to identify the design criteria which they used to ensure that LAX is safe and secure when they designed their study options. Further, we call on LWA to incorporate community ideas of coordinated camera systems from the community presented by Arnie Corlin (short synopsis attached) as well as security improvements such as scales and cameras embedded in each of the roadway entrances to the Central Terminal Area (CTA).

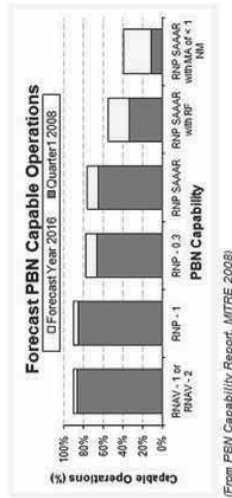
LWA is required to conduct detail evaluations of airport efficiency in accordance with the Stipulated Settlement based on the location of gates, taxiways, and other airport features. Alternative program designs need to include the details of these elements so that this requirement can be met. LWA should also analyze the environmental impacts that would result if all terminal buildings and taxiways specified in the plan are not built or are deferred.

LWA has separated the north runway complex from other design features and has told ARSAC that they plan to mix/match the north runway plan portion (i.e. airside) with the landside design (i.e. terminals, parking garages, etc.) option of choice. ARSAC is concerned that insufficient attention is being paid to landside projects. Only a narrow range of options is provided for vehicle traffic mitigation and elements, such as the Automated People Mover (APM) system, and it is not described with sufficient detail. One example is the APM-to-terminal interface in the Central Terminal Area.

Since this is not a normal EIR but part of a settlement required SPAS Study, the identification of major cost factors should be identified. Examples include, but are not limited to, impacts from eminent domain powers, the costs of such exercise, the cost of dealing with existing tunnels, hydrology impacts, external infrastructure requirements, and construction phasing.



changes to air approaches and take offs for both easterly and westerly operations), etc. Please map out the change in noise and pollution impacts for the surrounding areas. The maps should highly newly impacted areas and any increases of decreases in currently affected areas. What will be the noise and pollution mitigation plans? Discussion of NextGen considerations need to include design and implementation of automated flight paths as well as for airspace design and obstacle clearance via Radar Area Navigation (RNAV) procedures in place and anticipated and Required Navigation Performance with on-aircraft performance and alerting capability (RNP). What percentage of Continuous Descent Approach and Tailored Arrivals are assumed now and in the future? Please address this topic in relationship to anticipated implementation per the chart below from the FAA website ([http://www.faa.gov/news/fact\\_sheets/news\\_story.cfm?newsId=8768](http://www.faa.gov/news/fact_sheets/news_story.cfm?newsId=8768)):



Several additional design option questions are listed in the 2008

What is the assumed fleet mix for the DEIR? Please list the make and model of aircraft including engine make and model and Auxiliary Power Unit (APU) make and model cross-referenced by airline. Include the current and expected fleet mixes.

What is the assumed flight schedule for the DEIR? Please include the current schedule and future expected schedule. The schedule should include time, origin or destination airport, airline, aircraft make and model, engine make and model and APU make and model.

For each aircraft make and model, please provide noise and pollution data for each engine configuration and APU. The noise and pollution tests should be conducted from 50 feet, 100 feet, 500 feet, 1,000 feet, 1/2 mile and 1 mile every 30 degrees from a centerpoint of the aircraft. The tests should also collect the noise and pollution data at different power levels- start, taxi, takeoff, cruise and landing. What substances are being emitted by the engines and the APU's? Please describe the toxics. In what quantities? Are any of these substances toxic to human beings?

**SPECIFIC COMMENTS TO INITIAL STUDY AND CHECK LIST DATED OCTOBER 14, 2010.**

The Initial Study checklist notes existing zoning as A, L, and N. The LAX Plan figure 1 only designates Open Space, Airport Landside, and Airport Airside. Some of the land in these areas owned by LAWA are still RX, CX, or MX, especially on the Northside Development, Manchester Square and areas south along Aviation boulevard, and Belford Square. Has LAWA identified areas of discrepant zoning? Which properties are specifically zoned other than A, L, and N? The checklist states "conforms to Plan," but the zoning doesn't match the LAX Plan (the sub-Plan to the City General Plan).

In both the 2008 and 2010 checklists "Geology/Soils" was left unchecked indicating no significant issues, yet there may be issues with tunnels, sink holes, toxic elements from gas and oil, and aquifers. How is

Terminal 0 and use of Park One needs refinement and resolution before options are fixed.

LAWA knows that parking structures and pedestrian bridges are in poor condition and has discussed creating larger bridges above the ground level to improve vehicle traffic flow. LAWA has discussed using bridges as pathways to the terminals that are wide enough to include concessions and even allow for self check-in kiosks (that is becoming more normal in the airline industry) that could ultimately pay for these improvements. It would also free up space in the terminals. Why are they not included in the options to improve LAX?

The described roadway designs are very basic and ARSAC wants more detail on what improvements are expected to result. A roadway to TBIT directly out of the Central Terminal Area is an improvement, but why have other suggestions that have been made, such as a third level to separate buses and VIP vehicles, that would serve as emergency lanes and evacuation routes not been addressed? Why are evacuation routes, especially from the CTA, for various potential disasters not included?

Why have surrounding area roads outside of the CTA have not been addressed in the document to fix flows during peak hours? LAWA should present data to show the extent of vehicles entering the CTA by direction during the peak hours and adjust their designs accordingly.

The FAA has granted waivers to use the taxiways that were designed for smaller aircraft in the 1960's in the proximity of terminals. Since larger Group V aircraft (i.e. Airbus A340-600 and Boeing 777-300ER) and Group VI aircraft (i.e. Airbus A380, Antonov An-124 and An-225, Lockheed C-5 Galaxy) require special handling procedures. We understand that they restrict free flow of aircraft to the runways. Why do none of the options to move a runway north address this critical taxiway efficiency issue?

What will be the Automated People Mover location and how will it facilitate traffic improvements? LAWA has discussed several locations including part of Park One, the parking structures, and terminal roofs. How will each of these options impact flow in the CTA? The structural integrity of existing structures that will be expected to carry the additional weight must be addressed in the DEIR.

Only movement of Consolidated Rental Car Facility (ConRAC) to Manchester Square is described in the NOP and no other options are shown in the NOP. A ConRAC should significantly reduce bus traffic into the CTA by reducing the number of bus trips required to pick up and deliver rental car clients to one location. What is the specific location proposed in Manchester Square for ConRAC placement and how will people be moved to the CTA? What will be the anticipated vehicular traffic flow from the ConRAC and how is this modeled in the overall assessments of traffic for LAX?

Measures to reduce the use of rolling billboards (rental car and hotel buses) trips through the CTA must be addressed, as they distract drivers and thus create safety hazards.

What kinds of traffic impacts are anticipated from the additional uses of Manchester Square, Belford Square and the areas between 96th Street and 98th Street? Are there plans by LAWA to help make these areas walkable from the hotels? Please describe them. Also what levels of vehicle traffic are anticipated to be added?

How will the Metro plans for a train system to LAX be accounted for in the LAX planning and the EIR? What train assumptions are made (both routes and stations)?

Explain the effects the Next Generation Air Traffic Control System (NextGen) Performance-Based Navigation (PBN) may have on the environmental impact conclusions of this program level study- especially aircraft safety, aircraft traffic flows, noise, pollution (from airfield taxing impacts and from

LAWA checked as, "No impact" that the proposed project would physically divide an established community. In the proposals to move Runway 24 Right to the north, LAWA has produced maps that show land acquisition will be necessary for the Runway Protection Zone (RPZ). The land required would take over 25% of the Westchester Central Business District which provides local residents with jobs and services; services for airport employees and visitors and reliable property tax and sales tax revenue for the City of Los Angeles.

Please explain why lopping off the Westchester Business District has no impact?  
Please enumerate by address (including suite numbers where applicable), potential job losses and business tax and property tax losses.

XI. Mineral Resources

XII. Noise

XIII. Population and Housing

What property acquisition is required for each concept?

Although Manchester Square is under a voluntary residential acquisition program, would LAWA consider building in this area even if all of the residential properties have not been purchased by LAWA through the voluntary program?

XIV. Public Services

Please study the noise and health effects on each public and private school in the

Westchester/Playa del Rey area. These include Los Angeles Unified School District Schools, church schools, private schools, Otis Art Institute and Loyola Marymount University. Identify mitigation measures and the costs of these measures that can be provided to reduce the effects of airport operations at these institutions.

XV. Recreation

LAWA checked no impact for this section, however, ARSAC would like LAWA to study noise and pollution impacts on Nielsen Park, Westchester Golf Course, Westchester Park and the Del Rey Lagoon.

XVI. Transportation/Circulation

Utilities

XVII. LAX has experienced blackouts due to antiquated and vulnerable electrical lines. In one case, a crow had flown into a transformer at 98<sup>th</sup> Street and Vicksburg. Please address in the DEIR the adequacy of utilities serving LAX (e.g. electricity, water, sewage, telecommunications including high speed Internet lines, pipelines), redundancy and security measures to protect them.

XVIII. Mandatory Findings of Significance

Are there no Mandatory Findings of Significance highlighted?

#### QUESTIONS ABOUT THE NOP DOCUMENTATION AND OPTIONS TO BE EVALUATED

In the airfield alternatives, the descriptions and the figures do not match. For 100 feet north, 200 feet north, 300 feet north and 400 feet north, there is only a description of extending Runway 24 Right 604 feet west. The drawings show 604 foot runway extensions on the east and west ends of the runways. What is LAWA proposing?

There is no description on the drawings (NOP Figures 12, 13 and 14) of the future midfield satellite processor where the Parking 3 and 4 garages are presently located. This future facility should be included in the DEIR.

The runway alternatives in the NOP do not include all of the runway alternatives studied in the North Airfield Safety Study conducted by the Academic Panel and NASA. A one-runway alternative is requested in the "Consideration of other alternatives" in this letter.

ARSAC Comments to LAX Master Plan SPAS Study NOP 11-29-2010 Page 10

this to be accounted for in cost assessments? Specifically, the Manchester Tunnel which runs north-south from Lincoln Boulevard under Runway 24 R toward El Segundo was found to have latent moisture. Has the source of the moisture been identified? What remediation efforts will be required?

Below are specific EIR topics listed in the CEQA Check list that we ask LAWA to address specific issues.

I. Aesthetics

Light and glare studies for air traffic controllers. Light glare was cited as a factor by the controller responsible for the 1991 USAir/SkyWest ground collision at LAX.

II. Agricultural and Forest Resources

III. Air Quality

Where is the Human Health Study promised in the LAX Master Plan commitments, LAX

Coalition settlement and the Stipulated Settlement Agreement?

The DEIR should include study of PM 0.1 (one-tenth). Recent reports from AQMD indicate that these are potentially much more harmful to humans than the larger PM 2.5 particles. The study by John Froines of UCLA in 2007 highlighted the condition that the measurement of PM 2.5 particles is not a good monitor for the smaller particles.

IV. Biological Resources

Are there still any Riverside Fairy Shrimp at LAX? Where are they located? Are there any in

Continental City?

V. Cultural Resources

VI. Geology and Soils

The stability of the soils in and around the Manchester Tunnel and Lincoln Tunnel under the North Airfield needs to be studied.

VII. Greenhouse Gas Emissions

VIII. Hazards and Hazardous Materials

During the early and mid-1900s, the area surrounding Mines Field (now LAX) was largely an oil field. Active oil production was carried out in the tidal areas of Venice and Playa del Rey. Much of the area around LAX was owned by oil companies, including McCullough Oil, Superior Oil, and other oil companies. A major oil field still is in production in Baldwin Hills, and the Chevron refinery in El Segundo remains one of the most important economic forces in the region. Sepulveda Blvd. at its intersection with Westchester Parkway and Lincoln Blvd. is believed to be a location where numerous major oil pipelines converge. If the perimeter fence of LAX is extended outward to accommodate the north movement of the runways it will likely require the relocation of major petroleum pipelines which will have a large environmental and financial cost.

1. The DEIR should include hazardous materials such as jet fuel, avgas, lubricants, Skydrol, lavatory fluid and other liquids carried by aircraft, and ammunition and weapons carried onto aircraft

2. Parts that have fallen off aircraft including landing gear components, engine cowlings, blue ice (frozen lavatory fluid), etc. These risks should be evaluated.

IX. Hydrology and Water Quality

LAWA had put together a Conceptual Drainage Plan for the South Airfield Improvement Project. Please create one for the North Airfield DEIR study.

Please include a study of all sewer lines running underneath LAX. There are sewer lines dating back to the 1920's and more recent ones such as the North Outfall Sewer project in the 1990's.

X. Land Use and Planning

ARSAC Comments to LAX Master Plan SPAS Study NOP 11-29-2010 Page 9

### ADDITIONAL QUESTIONS

What outreach did LAWA make to other stakeholders such as the hotels, surrounding businesses, airlines and other tenants, and FAA concerning concepts in this NOP? Please provide meeting dates when LAWA met with organizations and/or individuals who were not members of the SPAS Committee to obtain input. Did LAWA solicit and respond to input or just show LAWA's intended plans options? Which community ideas did LAWA incorporate into this NOP? Which ideas were rejected and why? See the attached note from ARSAC presented to LAWA in 2006 at one of the SPAS meetings.

### ALTERNATIVES PROJECTS NOT YET SET TO BE ANALYZED

Since LAWA is insisting on a full range of alternatives, additional alternatives for study should include the following:

1. A linear terminal to replace Terminal 1, 2 and 3. See Attachment 6 (ARSAC Concepts for SPAS PowerPoint). The linear terminal would be 200 feet wide with a 200 foot wide apron. The linear terminal would start 200 feet east of the Parking Limit Line of Taxiway "D10," which currently services Terminal 3 and the Tom Bradley International Terminal. The linear terminal would be set-up primarily for narrow body (single aisle) aircraft such as Airbus A320's and Boeing 737's. The concept of this linear terminal is Common Use for Low Cost Carriers (LCC's). A linear terminal would benefit passenger convenience by shortening the distance from the curb to the gate and increase efficiency of short-haul, high frequency airline operations such as those by LCC's. The linear terminal could be used with any concepts where Runway 24 Left is moved south.
2. Please add to the DEIR study of North Airfield concepts the following:
  - a. A single runway concept with Runway 24 Left. In this concept, Runway 24 Right is closed and covered or removed.
  - b. Relocating Runway 24 Left 340 feet to the south and Runway 24 Right 240 feet to the south
  - c. Relocating Runway 24 Left 340 feet to the south and Runway 24 Right 140 feet to the south
  - d. Relocating Runway 24 Left 340 feet to the south and Runway 24 Right 40 feet to the south
  - e. For items b, c, and d above, consider no centerline taxiway and adding a centerline taxiway between the two relocated runways equidistant between the two runway centerlines.
3. Please add to the DEIR study of APM's two APM lines: a north line servicing Terminals 1, 2, 3 and terminating at the Tom Bradley International Terminal and a south line servicing Terminals 4 to 8 and terminating at TBIT. Ideally, these tracks will be above the terminals. The eastern end of each line would terminate at Manchester Square. There should be two options for trackage for the north and south lines. Option 1 is one set of tracks for north and south. Option 2 is two sets of tracks for north and south. For both options, the tracks will converge east of Sky Way and World Way into two tracks leading back to Manchester Square via 98<sup>th</sup> Street.

### DEIR COMMENT PERIOD

When the Draft EIR is completed we anticipate that it will be of the length seen in before Alternative D was approved. Since this could be many thousands of pages, ARSAC requests that the comment period be set for 120 days or at least 90 days based on the volume of data to be reviewed to allow the public adequate opportunity to study and comment on this complicated DEIR.

There is no discussion of Runway Protection Zones or Runway Safety Areas and their potential impact on surrounding land uses including possible land acquisition. The FAA has stated that they will no longer grandfather existing structures with new or existing construction. Therefore, this impact needs to be included in the DEIR.

There is a taxi and shuttle van holding lot north of 96<sup>th</sup> Street and west of Sepulveda. There is no discussion of the existence of this holding lot and any potential relocation sites if Runway 24 Left is extended to the east. Possible relocation of this holding lot should be included in the DEIR.

The LAX Medical Clinic and the LAWA Police Department station may be in the path of a relocated Sky Way and 96<sup>th</sup> Street bridge. Where would these facilities be relocated?

Where will any lost parking resulting from the closure of Park One be relocated?

The proposed Transportation Facility is on a site where parking is used for office buildings on Century Boulevard. Does LAWA own this parking lot? Are there any parking covenants or leases with the office buildings concerning the use of this parking lot?

Manchester Square property acquisition is being conducted under a Voluntary Residential Acquisition Program. If Manchester Square is utilized for a Ground Transportation Center or Consolidated Rent-a-car facility, then how will LAWA assemble needed properties that are not voluntarily willing to sell? Has LAWA identified which properties are essential to make a functional GTC or ComRAC?

LAWA needs to identify ingress and egress for all proposed projects and resulting traffic flows.

LAWA needs to discuss the existence of two tunnels underneath the North Runway Complex, the Manchester Tunnel which runs south from Lincoln to the Tom Bradley terminal and the Lincoln Tunnel which runs southeast from Lincoln to the Sepulveda Tunnel. In addition, LAWA needs to study all EIR topics with the tunnels.

The DEIR must address the restructuring of the Sky Way and 96<sup>th</sup> Street Bridge.

### ITEMS THAT NEED SPECIAL EVALUATION IN THE EIR

When calculating the noise impacts on surrounding communities, LAWA should not only provide the "normal" CNEL bands, along with using 3 dB increases as a threshold for significance, but also calculate out to 60 DNL levels as is done in some parts of the country. Further, to give the decision makers more information upon which to make decisions, LAWA should identify affected communities on the basis of single event frequency over 65 dB using modeling techniques as seen in reports from Wyle Labs. Air quality impacts are substantial around airports. What has LAWA determined are all of the noise sources and how are they currently controlled? Will there be improved control measures? If so, they must be clearly defined.

Since this is a special planning activity, what impacts on health are anticipated for noise and air quality? What controls will be initiated as mitigation?

Construction impacts and controls were highlighted in the Stipulated Settlement for the South Airfield Improvement Project and each of the subsequent project EIRs have stated that LAWA intends to handle these impacts "just like the way it was done for the SAIP." Is LAWA continuing this commitment and when will we see the implementation of a construction hotline that will answer issues within minutes and a complementary Noise Plan?

**ARSAC** *Alliance for a Regional Solution to Airport Congestion*  
 322 Culver Blvd., #231 Playa del Rey, CA 90293  
[www.RegionalSolution.org](http://www.RegionalSolution.org)

June 17, 2008

Mr. Herb Glasgow  
 Senior City Planner  
 City of Los Angeles Los Angeles World Airports  
 1 World Way, Room 218  
 Los Angeles, CA 90045

Comments re: Notice of Preparation of a Draft Environmental Impact Report (SCH No. 1997061047), Los Angeles International Airport (LAX) Master Plan Specific Plan Restudy

Dear Mr. Glasgow:

The Alliance for a Regional Solution to Airport Congestion (ARSAC) appreciates this opportunity to comment on the Notice of Preparation for the Specific Plan Amendment Study. In addition to these comments, ARSAC has adopted the attached "Petitioners' Overview of Guiding Principles for Environmental Analysis: LAX Specific Plan Amendment Study EIR."

**A. The Proposed Reliance on Tiering is Problematic.**

The NOP (p.4) indicates that "[t]he SPAS EIR will be a Supplemental EIR that is tiered from the LAX Master Plan EIR..." This statement requires clarification, and the tiering approach requires reconsideration by LAWA. While tiering may be appropriate when a Lead Agency has already certified an EIR for a project, in this case ARSAC strongly cautions against relying too heavily on the previous Master Plan EIR. Tiering is only appropriate when the later project is "consistent with the program, plan, policy, or ordinance for which an environmental impact report has been prepared and certified." Pub. Res. Code § 21094(b). Case law also stresses the need for consistency between the subsequent project and previously certified EIR. See *Koster v. County of San Joaquin* (1996) 47 Cal. App. 4<sup>th</sup> 29, 36. The very purpose of the project now proposed is to change some of the key underlying assumptions of the Master Plan EIR. Therefore, it is very difficult to argue that the SPAS EIR project could be consistent with the previously certified Master Plan EIR.

The NOP for the SPAS EIR proposes significant changes to the Master Plan,

We understand that we have identified an enormous amount of issues with the proposed plans and look forward to working with LAWA to refine them into forward planning proposals. Please contact us if you have any questions: (310) 641-4199 or (213) 675-1817, [denny@welivefree.com](mailto:denny@welivefree.com)



Denny Schneider  
 President

Alliance for a Regional Solution to Airport Congestion

Attachments:

1. ARSAC Comments to LAWA Notice of Preparation dated March 12, 2008 (same SCH No. 1997061047) dated June 17, 2008 to H Glasgow (Concept attachment removed and updated version Item 2 included with this letter).
2. ARSAC Concepts for SPAS PowerPoint-- Update of Linear Terminal Concept dated Nov. 28, 2010 (original was part of item 1)
3. ARSAC Pre-NOP [re-release], September 15, 2010 to LAWA Executive Director Lindsey
4. 2006 SPAS Activity Request
5. Summary Paper on Extended Security by Arnie Corlin
6. John Froines air pollution study on LAX, 2007
7. ARSAC comments to Interim North taxiways NOP 7-2010.pdf

and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation/circulation, and utilities.

**1. The list of impacts proposed for study is incomplete.**

**a. Geology/Soils.**

Although LAWA has not checked off plans to study geology and soils, population and housing and recreation, LAWA should include these in the EIR. Geology and soils are critical concerns with any construction project. Several projects and/or ongoing geology/soils concerns should be considered in the EIR. Presently, there are proposals to build a ground water runoff retention basin on the northwest corner of the LAX airfield. An underground storage facility is also proposed. LAWA should examine the potential for leaks, and to the impacts on the soil above. As this location is near the El Segundo Dunes, the soil tends to contain more sand than the eastern boundaries of the LAX property. Additionally, there are old sewer lines running underneath LAX dating back to the 1920's. Some of these lines in Playa del Rey (such as on Zitola Terrace) have collapsed, and the City of Los Angeles has had to buy out certain homeowners (e.g. James Marcinkus). Another proposed project could affect LAX is the Woodside Natural Gas pipeline that will use part of LAX property in the El Segundo Dunes and will traverse underneath Westchester Parkway to a facility near 98<sup>th</sup> Street and Bellanca. The EIR should address potential cumulative geology/soils impacts.

**b. Population/Housing.**

Population and housing are expected to increase in the Westchester/Playa del Rey/Playa Vista community plan area. Although this area presently has over 50,000 residents, Playa Vista will be adding more housing stock as will the new apartment complex on the corner of Manchester and Lincoln (former Furama Hotel site). Furthermore, the proposed revision to the Housing Element to the City of Los Angeles General Plan seeks to double housing in the Westchester/Playa del Rey/Playa Vista area. With increased housing and population come increased traffic and pollution impacts as well as additional stresses on infrastructure such as roads, water usage, power consumption and sanitation (trash pick-up and sewer). The EIR should address any cumulative impacts.

**c. Recreation.**

Recreation is another area that must be studied. For nearly two decades, LAWA has promised to restore the 3 holes removed from Westchester Golf Course when Westchester Parkway was constructed. The Westchester Golf Course is one of the most heavily used

including movement of Runway 6R/24L; changes to the proposed closure of the CTA to surface traffic; development of an off-site ticketing facility; and the future of Terminals 1, 2, and 3. Given the magnitude of the changes, ARSAC questions the viability of the Master Plan as a document off of which LAWA may appropriately tier the SPAS EIR. While some aspects of the Master Plan remain unchanged, the better approach would be to incorporate by reference the portions of the Master Plan unaffected by the proposed changes (see Guidelines Section 15150), but develop the SPAS EIR as a primarily stand alone document that address the significant, and previously unstudied, impacts of the project now proposed.

In addition, tiering is not appropriate under Section 21094(b) when a Lead Agency determines that the provisions of Public Resources Code Section 21166 apply. The existence of the NOP and proposal for the SPAS EIR make the applicability of Section 21166 self evident. Section 21166 requires a subsequent or supplemental EIR when "[s]ubstantial changes are proposed in the project which will require major revisions to the environmental impact report." Pub. Res. Code §21166(a). LAWA has rightly determined that this section applies. However, because this section applies, the tiering provisions of Section 21094 are inapplicable, and LAWA should prepare a primarily stand-alone document.

LAWA should also rethink the proposal to develop a Supplemental EIR. Preparation of a Supplemental EIR should occur when "[o]nly minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed condition." Guidelines §15163(a)(2). By contrast, a Subsequent EIR is required when "[s]ubstantial changes are proposed in the project which will require major revisions of the previous EIR..." Guidelines §15162(a)(2). The proposed changes are clearly substantial and go well beyond "minor additions" to the Master Plan. Therefore, LAWA should not treat the SPAS EIR as a Supplement to the Master Plan, but rather as a stand-alone Subsequent EIR.

**B. Analysis of Impacts.**

The checklist of impacts in the subject NOP includes specific comments that raise numerous concerns for ARSAC. First, greenhouse gas emissions should be specifically addressed in the impacts analysis, as is acknowledged on the Initial Study, Attachment A, p. 3. However, the scope of that analysis appears too narrow. Since greenhouse gas emissions were not analyzed in the 2004 EIR, the analysis of emissions should not be limited to the construction and operation of the LAX SPAS alternatives, but should include all airport operations.

ARSAC expects LAWA and the City will have to find significant impacts in the areas of aesthetics, air quality, emission of greenhouse gases, biological resources, cultural resources (i.e. the "Sea to Shining Sea" mosaic tile mural in Terminal 3), geology

pollution. The numbers projected by the Westchester-Playa del Rey Community Plan EIR should be used after modification for further increases enabled by other LA City ordinances such as transit corridor bonuses and affordable housing bonuses and the Housing Element of the LA City General Plan.

LAX physical layout changes and/or operations at LAX should be considered when determining ground traffic pollution contributions.

**b. Air Quality Impacts and Public Health.**

Recent studies of pollution sources have identified serious impacts by air pollution on human health. LAWA should consider the latest air quality information from AQMD and California Air Resources Board to assess the various project alternatives for pollution impacts. Average pollution over a long period of time should be determined, but also pollution concentrations in any four-hour period since air and ground traffic tend to have peak hours.

Please see and analyze in the EIR the attached reports from the following websites as examples of the air impacts that have been studied.

- <http://www.arb.ca.gov/newsrel/nr052208.htm>
- <http://www.arb.ca.gov/research/health/pm-mort/pm-mort.pdf>

LAWA is conducting an air pollution contribution apportionment study to fulfill a Settlement promise. Along with an air pollution contributions analysis, LAWA will be following up a study contract ("Monitoring and Modeling of Ultrafine Particles and Black Carbon at Los Angeles International Airport," Froines, John, ARB Contract 04-325, 3-5-2007) in which ultra fine particle studies smaller than those normally measured were correlated with aircraft operations. Additionally a 2000 report by McDonnell (<http://www.nature.com/ies/journal/v10/n5/pdf/7500095a.pdf>) highlighted a method to investigate particle impacts on health that should be followed in the assessment of air quality impacts. "This study did not have direct measures of PM2.5 but relied on TSP and PM10 data. In a follow-up analysis (McDonnell et al. 2000), visibility data were used to estimate PM2.5 exposures of a subset of males who lived near an airport." We ask that air quality measurements be taken on LAX property and in surrounding communities that are in close proximity to LAX.

**c. Operations Analysis.**

In examining all alternatives, LAWA must examine the use of, and the impact of, operating the LAX in various configurations including Westerly operations, Easterly

golf courses in the City of Los Angeles. Earlier this year, LAWA also held a public meeting at Loyola Marymount University to gather ideas for uses of the LAX Northside property. Many of these uses that garnered positive responses were recreation uses. Furthermore, LAWA may be deficient in producing this EIR if LAX Northside land use issues were not discussed. The FAA's 2005 Record of Decision on the LAX Master Plan specifically excluded approval of the LAX Northside from the Airport Layout Plan on the basis of inconsistency due to, "markedly different assumptions underlying the analysis of environmental impacts that may be expected to result from the LAX Northside portion of the LAX Master Plan."

We request that each of these potential impact areas be thoroughly addressed, even when LAWA feels that impacts can be avoided or reduced by feasible mitigation measures or alternatives.

**2. Specific Concerns Regarding Particular Impacts.**

**a. Traffic Impacts.**

Sources of pollution outside of those from LAX operations are cumulatively significant and must be included in the study. In addition to pollution sources from vehicular traffic, aircraft flying in the skies surrounding LAX are also expected to have increased impacts. Additionally, pollution from local refineries, treatment plants, and other sources should be considered additive when determining impact significance.

The communities surrounding LAX are generally used as thoroughfares for north-south traffic and few alternative routes exist. The 405 freeway, Vista del Mar and Pershing on the west, Lincoln Blvd., Sepulveda Blvd., and La Cienega all bear heavy traffic, including that associated with LAX operations. The environmental impact analysis must include those above and beyond the normal operations of LAX, but also the impacts on traffic by travelers and cargo operations forced to go long distances within Southern California to get to LAX. Traffic on the 405 freeway can become bumper-to-bumper at any time of the day or evening. The 405 traffic "spill off" can cause level E and F service on the few other major routes or other alternative routes through the communities. The economic impacts and health impacts of these delays should be identified and quantified.

Community growth is increasing the number of people within the communities surrounding LAX. We want to ensure that any related impacts to the community growth are included in the total impact. Population growth and traffic increases resulting from all further land utilization allowed by zoning within community plans must also be considered. LAWA should use maximum use zoning in their analysis, not just those projects that have been approved. City Community Plans call for substantial increases in housing density with resultant traffic and increased numbers of people who will be impacted by airport related

off without entering the major CTA traffic loop. The benefits from this potential project should be segregated so that they may be added to any of the alternatives.

Each of the new alternatives contains a Midfield Terminal and the addition of gates to the backside of Tom Bradley International Airport. LAWA should specify the locations of the taxiways and taxiway intersections. All ground and air impacts of this set of projects must be included in the analysis of each of the alternatives.

In examining all alternatives, LAWA must examine the use of, and the impact of, operating LAX in various configurations including Westerly operations, Easterly operations and Over-Ocean operations. Safety impacts of the varied scenarios must be assessed. Furthermore, other operational scenarios using outboard runways for take-offs and inboard runways for landings need to be considered, as well as parallel landings on the north or the south runway complexes.

#### **D. Analysis of Alternatives.**

##### **1. The Proposed Alternatives.**

The NOP identifies two no project alternatives and four alternatives. ARSAC is *unalterably opposed* to the alternative of moving the runway 24R 340 feet to the north, and strongly supports analysis of the alternative of keeping the existing runways at the present location and implementing operational improvements to enhance safety. Only if safety risks remain after such operational improvements have been implemented can the costs and disruption of runway movement be justified. LAWA has demonstrated the capability of landing Group VI aircraft on both the north and south complexes, albeit with some adjacent taxiway use restrictions. When the South Airfield Project was presented for approval, LAWA indicated that it would be capable of handling the Group VI aircraft and it is our understanding that a ground terminal access route using the south runway 25L has been formally approved for use by the FAA. In the ground air traffic analysis, LAWA should consider the benefits of moving the runways south, and how that would improve the deficient (but legal) taxiways near the terminal gates.

When analysis is performed on the north and south runway complexes, we want the assumptions for operational efficiency and safety impacts of the Runway Status Lights to include both the proposed Pilot Program, which is promised to be installed in 2009, and a complete system which includes the other runways and taxiway intersections which have not been included.

In addition to the alternatives already under consideration, ARSAC requests that an additional alternative, moving runway 24L 340 feet to the south with the revised terminal configuration described in the attachment to this letter, be analyzed as part of

operations and Over-Ocean operations. Safety impacts of the varied scenarios must be assessed. Furthermore, other operational scenarios using outboard runways for take-offs and inboard runways for landings need to be considered, as well as parallel landings on the north or the south runway complexes. Further, any changes in facilities should trigger personnel safety reviews to identify and mitigate potential hazards on both the landside and airside of LAX.

#### **C. Specific Questions that Should be Addressed.**

ARSAC's comments in the attached "Table of NOP Comments" pose questions that should be addressed in the course of the EIR preparation. The comments have been made to correspond with the NOP document organization.

We understand project impacts deleted from Alternative D by the Stipulated Settlement, and designated as "yellow light projects," will not be analyzed, except for the no action alternative. However, the EIR should analyze the worst case for each of the individual projects' impacts. Further, if a derivative of a yellow light project is proposed in one of the alternatives (e.g., moving runway 24L 340' south), the impacts shall be segregated and not tied to a requirement to impose other yellow light elements, but any worst-case alternative use must be included.

In 2004, LAWA took credit for the reduction in development at the Northside Development area from the 4.5 million square feet assumed in the 1982 EIR to 1.5 feet 5 million square of light industrial and commercial space. However, the ROD excluded the Northside Development. The DEIR should clearly specify what is planned at this time, and the full impact of such development. Similarly, all proposed uses of the Belford Square area should be delineated in the assumptions used to assess the impacts.

The new alternatives all contain a new transportation center at Century and Imperial. Changes to traffic flows and pollution impacts should be highlighted along with those from any automated people movers (APM) that would go from that facility to the central terminal area. The stops of the APM can have a significant impact on ground traffic. The locations assumed for stops must be identified in detail.

Although the Consolidated Rental Car facility location was approved for project analysis by the Stipulated Settlement in the Lot C location, it is our understanding that alternative locations have been considered. The impacts on ground traffic should be assessed separately for each alternative location.

One alternative discussed modifications to the ingress/egress along the 98<sup>th</sup> Street bridge for the Central Terminal Area near the present Terminal 1. This proposed solution called for a structure in the area where Park One currently is located. This proposal allows people going to the north terminal, especially Terminal 1, an opportunity for drop

**a. One Single Safe North Runway Alternative.**

This proposal was presented at the Specific Plan Advisory Committee meeting where it was agreed by the Petitioners that all concepts submitted to the LAX Master Plan EIR would be studied, including new one such as the one runway concept. This concept would reduce the number of runways on the north runway complex from two runways to one runway. Runway crossings are the leading cause of runway incursions. Airports that have runway layouts where aircraft do not have to cross one runway to access another runway have very low incidences of runway incursions. Munich Airport (MUC) in Germany has one runway on each side of the terminal complex. One runway is used for landings and the other runway for takeoffs. Since its opening in 1992, MUC had only one runway incursion. London Heathrow Airport (LHR), the world's third busiest passenger airport, has a similar runway layout and is able to handle 70 million annual passengers.

**b. 340 feet south / Airline Alliance Plan.**

This plan, presented to LAWA Executive Director Gina Marie Lindsey on May 7, 2008, is similar to Alternative D except that in place of replacing Terminals 1, 2 and 3 with a concourse for widebody aircraft, Low Cost Carrier terminals would be constructed. Airlines that have airline alliances would be relocated to terminals with their domestic airline partners, or to the Tom Bradley International Terminal for most foreign airlines. The Central Terminal Area (CTA) parking garages would not be torn down in this plan. The Consolidated Rent-A-Car (RAC) facility would be located in Manchester Square and connected to the CTA by an Automated People Mover. An elevated roadway would connect the 405 freeway to the RAC and CTA.

**3. The Need for Development of a Regional Plan.**

ARSAC continues to believe in a regional solution to airport congestion. The Stipulated Settlement provided that "The first regional strategic planning initiative will be prepared by December 31, 2006." Unfortunately, this commitment was not kept. Not only was the Plan only recently submitted to the County of Los Angeles, but it has now been withdrawn. ARSAC is disturbed by LAWA's failure to aggressively pursue development of a Regional Strategic Plan, and asks that members of the SPAC have an opportunity to comment upon the draft plan prior to the time it is finalized and adopted by the Board of Airport Commissioners, and that this effort be treated as a high priority by LAWA.

Regardless of what is done with the Regional Strategic Plan, LAWA should examine in the DEIR the increased utilization of LAWA controlled airports at LA/Ontario

this EIR. This alternative reduces the impacts on Westchester and Playa del Rey, while improving airport efficiency.

Besides analyzing alternative runway configurations and diverting flights to other airports, the EIR must consider and provide a quantification of all airfield operational scenarios in evaluating the alternatives- westerly operations, easterly operations and over-ocean operations. The noise, pollution and safety impacts on the surrounding communities differ depending upon the operational state. For example, during easterly operations, aircraft taking off on the north runway complex have cut across parts of Westchester such as Westport Heights that are normally not over flown by aircraft at very low altitudes.

The February 2006 Stipulated Settlement specified in SECTION V. LAX SPECIFIC PLAN AMENDMENT STUDY PROCESS, Item C states a goal of "...minimizing environmental impacts on the surrounding communities, and creating conditions that encourage airlines to go to other airports in the region, particularly those owned and operated by LAWA." In particular we want detailed analysis of the north runway complex impacts to show that they are less than that of the current condition of no runway change or in the worst case, Alternative D that was previously approved.

When any of the alternatives are examined for impacts, a key element that must be assessed is the quality of life. Will a runway protection zone require the removal of homes and businesses? The analysis should include all cost factors of eminent domain and loss of values for the surrounding communities that might lose their community serving businesses.

In terms of ground traffic analysis, petitioners are allowed to add up to 15 additional intersections for review, and these intersections may require additional mitigation in several communities. Regardless, the Settlement does not limit the intersections and highways that must be mitigated to accommodate LAX projects.

**2. Consideration of Additional Alternatives.**

The NOP provides the opportunity for the submittal of additional reasonable alternatives to be studied within the EIR. ARSAC submits two additional proposals to be included in the EIR and the North Runway Complex Safety Study. ARSAC has generated these proposals to increase the range of alternatives that may be considered. The narratives of both proposals are included as attachments. A short summary is below. ARSAC feels that it imperative that no alternative be selected as a preferred alternative until after the North Runway Safety Studies and analysis have been completed and examined. Furthermore, ARSAC requests data from the South Airfield Improvement Program to determine the effectiveness of those improvements, such as the centerline taxiway, in reducing incursions.



to meet demand for more non-stop services between new cities, and to feed their domestic networks. Also, please discuss how new multi-lateral and bi-lateral agreements, such as the United States-European Union Open Skies Agreement and the new US-Australia Bilateral Air Services Agreement, can provide ONT with more opportunities for international air service development. Discuss LAWA's past, current and future efforts to attract more air service to ONT and PMD.

Finally, LAWA needs to address the issue of Orange County residents using LAX for their air travel needs. It has been estimated that one-third of the passenger traffic through LAX is destined for Orange County, and that LAX handles 90% of Orange County's air cargo. LAWA should discuss the possibility of working with the Walt Disney Company to rename LA/Ontario International Airport to Walt Disney International Airport and then re-package the airport as the gateway airport to the Disneyland Resort, and the primary international gateway airport for the Orange County and Inland Empire regions. In your analysis, please assume that the Right of Way can be obtained for a monorail or high-speed rail between ONT and the Disneyland Resort and/or the Anaheim Transportation Center. This way, ONT will be provided with the necessary critical mass for ground transportation. The rail line could be operated by LAWA, Disney, or in cooperation with the California-Nevada Super Speed Rail Commission.

#### **E. Enhancing Airport Security.**

Security is another matter that needs to be carefully examined in the EIR. RAND performed two security studies on the LAX Master Plan. The first was done at the request of Congresswoman Jane Harman. The second study was commissioned by the Board of Airport Commissioners (BOAC). To date, the public is unaware of how, if at all, LAWA is implementing the RAND recommendations. Please discuss what, if any, follow up with RAND has been occurred, and the status of implementation of its recommendations.

#### **F. Processing of the EIR.**

Although the NOP has been released, ARSAC believes the NASA study should be completed and evaluations conducted by the selected members of the academic community have been published before the Draft EIR is released so that the studies will inform the selection of a preferred alternative. This would also allow LAWA to first have experience with operations at the South Runways before selecting a preferred alternative.

When the Draft EIR is released, ARSAC requests that it, and all related documents, be provided electronically in searchable format, as well as in hard copies.

International (ONT) and LA/Palmdale Regional Airport (PMD), as opposed to expanding LAX. There is precedent for this kind of study. During the late 1990's, in the LAX Terminal 4 EIR to modernize the American Airlines terminal, a cursory examination was made of shifting some flights to ONT and/or PMD. The failure of the Terminal 4 EIR was that it did not fully examine all of the environmental effects through increased utilization of ONT and PMD, versus LAX. ONT and PMD are large investments for LAWA and they both have the potential for greater economic, operational and environmental value if properly marketed. For example, the "Fly Ontario" marketing campaign did increase the public's awareness of ONT and several new flights were added to ONT, with the notable addition of ExpressJet's west coast hub.

The EIR should analyze all of the environmental benefits to the area surrounding LAX that would occur if some international flights were shifted to ONT. ONT currently has staffed Federal Inspection Facilities (FIS- Immigration, Customs, Agriculture). Additionally, LAWA should analyze the benefits of shifting some cargo flights from LAX to ONT.

LAWA should also consider the impacts of shifting some domestic flights to PMD, as was identified in the 2001 TriStar Marketing report on PMD and subsequent destination studies. LAWA should also discuss the LAWA/US Air Force Plant 42 Joint Use Agreement (JUA) for PMD, and how the JUA could be revised to accommodate more flights, allow for development of the LAWA owned property, and remove the domestic flight restriction to allow for international traffic at PMD.

LAWA should discuss how a "multi-airport discount rate" system could encourage the shift of flights or the addition of new flights to ONT and PMD. The "Multi-Airport Discount Rate" would give airlines that operate at LAX, ONT and PMD more favorable landing fees and terminal rents than operating solely at LAX. Airlines that operate solely at ONT and/or PMD would get even better rates for not operating to LAX. The "multi-airport discount rate" plan should be available to international carriers, as well as domestic carriers. For international flights, there would have to be parity between those international flights operated by domestic and foreign airlines.

LAWA should examine changing the financing model at LAX (residual vs. compensatory) to allow for cross-subsidization of ONT and PMD to support the "multi-airport discount rate" system.

European and Asian airlines have expressed interest in operating out of ONT. Please discuss how new, smaller, highly efficient widebody aircraft such as the Boeing 787 Dreamliner and the Airbus A350XWB can help make ONT more viable for international flights, while lessening the impact on the environment. Many foreign airlines have ordered these aircraft. Continental and Northwest are the only U.S. airline customers for the Boeing 787, while US Airways and Hawaiian Airlines are the only U.S. airlines to order the Airbus A350 XWB. Domestic airlines are adding international routes

**Attachment to ARSAC Comments to SPAC  
Environmental Review: Table of NOP Comments:**

NOP paragraph	NOP pg. ref	Comment
1.0 Project Location	2	Figure 2 does not distinguish the elements of the SAIP. The date of origin of this photo should be identified.
2.0 Project Background	2	In the City Council hearings 07-0541-S1 8-30-2007 a Specific Plan Amendment to remove the west satellite concourse from the projects requiring maximum scrutiny was approved. The "Midfield Terminal" discussed during these hearings was equated to the "west satellite concourse." Does the approval of this amendment authorize use of only project level EIRs for the Midfield Terminal including the concourse, additional gates on the back of TBIT, and associated taxiways and taxiways?
3.0 Project Description	4	Clarification: The gate limitation is not 153, but no more than 153 per Section IV C of the Stipulated Settlement.
SPAS Options	5	What are the northside runway complex airfield restrictions that were resolved by Alternative D? If the north runway complex is not reconfigured, what will be the operational restrictions on NLAs? Which restrictions can be mitigated by changing the locations of taxiways and runway intersections or gate locations rather than moving runways?
340' option, Alt D	5	With the extension of runway 24L 1000' to the east, this 340' S option says takeoffs would be closer to the community all the way back to Sepulveda. What specific sections and paragraphs in the 2004 EIR provided impact analysis? How many flights would be taking off from this newly located east end of the runway? What noise and pollution studies were included in the 2004 EIR in the assessment? What will be the impacts in easterly operations or in over-ocean operations?
Move 24L 100' South	6	LAWA should identify what relocations and runway extensions they plan to study. Are these decisions being made on the basis of simulations underway with the NASA study? How will the alternatives for this be evaluated and compared for environmental impacts? Will location selections of taxiways be done to improve operational efficiency of NLA? What specific criteria are being used to evaluate the improvements? What will be the impacts in eastern operations or over ocean operations?

To the extent that the new EIR relies upon the 2004 LAX Master Plan Environmental Impact Report, that EIR contained many conflicting comments within its 17,000 pages, and numerous deficiencies that were identified by ARSAC and other petitioners in the lawsuit that resulted the Stipulated Settlement of 2006. To assure greater clarity, and avoid some of the problems that occurred in the past, whenever any of the prior documentation is referenced in the upcoming EIR, we request that specific paragraphs and page number references be included for documents referenced in the DEIR. We also strongly request that the EIR and all supporting documents be provided in a format that is searchable electronically.

Finally, so that the best possible public review and participation will occur, we also ask that the Draft EIR circulation time be increased from 45 to 120 days. Forty-five days for review of an extremely complex and technical document is simply inadequate.

Please feel free to follow up with any questions you may have about these comments or recommendations.

Sincerely,



Denny Schneider, President

Attachments:

1. Environmental Review: Table of NOP Comments
2. Petitioners' Overview of Guiding Principles for Environmental Analysis
3. One runway option overview
4. Low cost carrier option overview

3.1.3 Ground Transportation Center; Problem to be addressed	8	<p>LAWA has stated that they want to improve CTA traffic flows and in the surrounding community, but has never provided a quantified measure of levels of traffic that are needed to be accommodated in various locations. For instance, how many cars (per hour and at peak periods) much be accommodated along the curbsides within the CTA? What were the levels of adverse impacts that were to be mitigated by the GTC that was eliminated by the Stipulated Settlement? The aggregate numbers are important so that replacement concepts can be measured and judged against a consistent yardstick. Is it 1000 cars per day and 50 cars during peak hours in the CTA or is it 100 times that?</p> <p>How will traffic be segregated and how will any proposed mitigations address the traffic impacts in the CTA, as well as in the surrounding community? What alternatives been identified such as van and bus drop offs and pickups in the parking structures or another location? What plans exist for a people mover to accommodate passengers dropped off outside the CTA in an area local to LAX for people to get into the CTA? Please provide detail information about the way in which cars currently enter and leave the terminal areas. Ensure that the directional information is broken down by hours and volume from each of the directions entering the CTA (Sepulveda N, Sepulveda S, 98th street bridge, and Century Boulevard.</p> <p>What levels of vehicle types can be accommodated by the no project, existing conditions? LAWA has established programs to reduce the number of vans and busses in the CTA. What assumptions are made about the effectiveness of these programs and what baseline numbers are used in the assessments? What programmatic changes are "in the works" that apply as a baseline condition for the numbers of hotel and car rental courtesy rolling billboard busses that frequently block curbside access for cars?</p>
Close Access to GTC	8	<p>Identify how luggage would be handled. Would the approved tunnel be constructed? Although the Manchester Square GTC was yellow-lighted by the Settlement, the tunnel was not specifically mentioned. How would safety/security for the tunnel be handled? What would be the mitigations for ground traffic associated with the use of the tunnel? How will disabled and elderly travelers be handled? Adults with excessive baggage or with children? Since the methods for handling people and location/directions of car trips would dramatically change, how is this to be addressed for environmental impacts?</p> <p>Is there an assumption that better traffic flow is facilitated by improved signage over the lanes and along the CTA terminals? How much improvement is expected from signage improvements?</p>

Keep existing locations	6	<p>This option was supposed to include an as yet unidentified taxiway and intersection modifications to improve aircraft movement. When this alternative is evaluated for safety and operational effectiveness, what assumptions will be made about the gate locations? What about taxiway and intersection locations? What will be the impacts in eastern operations or over ocean operations?</p>
Move 24R 100' North	6	<p>This 100'N says takeoffs would be closer to the community all the way back to Sepulveda. How many flights would be taking off from this location? Where is the noise and pollution study to justify this? This appears to be one of the deficiencies of the original EIR. What would be the impacts on eastern operations or over ocean operations? This 100' N alternative should include two sub-options: extension of 24R west and no further extension that are both evaluated.</p>
Move 24R 100' North	7	<p>If terminal demolition of 1, 2, 3 is "yellow-lighted," why doesn't LAWA consider the associated taxiways or other CTA activity related to this issue "yellow-lighted" instead of presuming only a project EIR is required? If changes are to be made, what are they to be and how would it affect the CTA traffic (and any environmental issues related thereto)?</p>
Move 24R 340' North	7	<p>Calls for extending 24L. To where will the vehicle holding area be relocated? Has this been included in the environmental reviews including traffic study?</p>
Move 24R 340' North	7	<p>This option calls for modifications to taxiways. LAWA should identify what relocations and extensions they plan to study. Will the selection of locations and extensions be made on the basis of simulations underway as part of the NASA study? How would the various alternative taxiway locations be evaluated and analyzed for relative environmental impacts? Will location selections of taxiways be based upon improving operational efficiency of NLA? What specific criteria will be used to evaluate the improvements?</p>
3.1.2 CTA Demolition	7	<p>The NOP states: "Under the LAX Specific Plan and Stipulated Settlement, only the Demolition of Terminals 1-3 is a Yellow-Light Project. If the terminal demolition is yellow-lighted, why aren't the taxiways or other CTA activity related to CTA demolition also treated as yellow-light per the Stipulated Settlement? If changes are to be made, what are they and how will it affect the CTA traffic (and any environmental issues related thereto)?"</p>

	<p>Fairy Shrimp change from the former El Toro Marine Corp Air Station to an area in Redondo Beach? Can LAWA simply leave the Riverside Fairy Shrimp in tact at LAX and place some sort of netting or fishing lines over the shrimp habitat so that the shrimp will not have to be moved?</p> <p>Where are the earthquake prone areas?</p> <p>What are the amounts and types of pollutants from aircraft? How will these pollutants be mitigated? What will be done to reduce the greenhouse gases from LAX operations?</p>
<p>3.4 Comments and Next Steps</p>	<p>13</p> <p>45 days circulation for review is inadequate. This should be as much as 120 days so that the maximum time will elapse to obtain South Airfield incursion experience.</p> <p>The NASA study should also be complete before this comment period begins.</p> <p>Figure 1- Project Location None The grayed area shows all of LAX, but also lands that were transferred from the Westchester-Playa del Rey Community Plan to the LAX Plan during Alt-D approval. Not all of this is being considered for cumulative impacts during the EIR reviews of the SPAS airport projects. Please delineate which areas are specifically included in the impact studies.</p>
<p>Figure 2- Existing Airport</p>	<p>What is the date of this photo? On what date is the existing airport based? This photo does not show the completed the SAIP project, but we assume that it is part of the existing airport. Earlier in the document, Paragraph 3.2 identified two different no action alternatives. Please detail what airport elements are part of the two "no action" alternatives and their relationship to the baseline conditions against which new projects are being judged.</p>
<p>Figure 9- Potential Alternative-Runway 6R124L 100' South</p>	<p>Green Line stop is shown along Century instead of in Intermodal Transportation Center. How much traffic of each transport mode is expected? How would the traffic impact the type and quantity of mitigations required?</p>
<p>Figure 11- Runway 100' North</p>	<p>Green Line stop is shown along Century instead of in Intermodal Transportation Center. Although ARSAC supports the extension this is not part of the approved Master Plan or existing condition. Environmental improvements from this project are not part of the baseline and should be included in the assessment accordingly.</p>

<p>Transportation Center at Manchester Square and Aviation/Imperial and new Terminal 1 drop-off where Park One is located</p>	<p>9</p>	<p>A connection to the APM or a moving sidewalk can provide access to all of the north side terminals. How many and what percentage of people do you expect to be served by this new access? Would this increase total access capacity? By how much?</p>
<p>3.2 No Action Alternatives</p>	<p>11</p>	<p>Given that there are two different "no project" alternatives—one with all of the yellow-light projects of Alternative D and one based on the existing configuration with several non-Master Plan improvement projects that are underway. The second paragraph segregates the "no project" into two conditions; when all yellow light projects are assumed to have been built and when none are built. How will the EIR assess the overall impacts of these two "baselines" if some yellow-light projects are subsequently built? If the yellow-light projects overlap with other project elements that have been approved and are therefore part of the "other" base how will the other alternatives be assessed in comparison to the baseline? If, for instance, a newly designated intermodal transportation were built at Century/Aviation to accommodate a Green Line extension would all of the impacts of the totality of the baseline projects be used to assess other project impacts in addition to the yellow-project designated ones?</p>
<p>3.3 Probable Environmental Effects</p>	<p>13</p>	<p>Under aesthetics, the NOP acknowledges excessive lighting is a potential issue. Does this include runway lights if moved north? Are Northside development impacts included? If yes, what version (s) of the Northside development?</p> <p>What new Manchester Square development is assumed? Are there any other projects such as APMs and where would they stop and flow/to from? This could impact local communities with noise, pollution and traffic in various ways depending upon the paths used and the locations of the stops.</p> <p>This is another concern for neighbors and also for the flora and fauna. Introduction of new species from LAX arrival flights? Although good faith attempts to stop the arrival of foreign plants and animals is made, the locations of the aircraft and the handling of baggage and cargo can impact how an unwanted species can be spread to the surrounding areas outside of LAX.</p> <p>What about impacts on Riverside Fairy shrimp locations? LAWA was caught filling in Continental City with asphalt-laden dirt about 2003. LA Building &amp; Safety halted the non-permitted filling. Where are all of the areas impacted by the 2003 action? What sensitive species are in surrounding areas? Why did the relocation area for the Riverside</p>

VII Hazards & Hazardous Matls. (g)	IS-7	See comments for element (f) above.
VIII Hydrology & Water Quality (i)	IS-8	There was some question about the 100-year flood plain structures in the last EIR due to the drainage canals being fed with much greater runoff due to all of the local developments surrounding LAX. A new urban run-off facility has been suggested for construction at the northwest corner of the LAX airfield. What effect will this facility have on LAX and water quality issues? The sewer lines near and underneath LAX date back to the 1920s. Are these sewers adequate and structurally sound? If not, what hazards do these sewer lines present?
XII Population & Housing (a)	IS-9	LAX traffic causes severe impacts on the local communities. Westchester-Playa del Rey and the other surrounding communities have become thoroughfares for people traveling from the South Bay and further south and the LA Westside. LAX traffic exacerbates this. Has the new LA City General Plan traffic increases due to changes in the housing element been taken into consideration?
XIV Recreation	IS-9	Holes were removed from the Westchester Golf Course to accommodate previous LAX expansion in the 1970s. Restoration of these holes has been a LAX promised mitigation ever since. When will this be accomplished and what other recreation opportunities will be created for the surrounding communities?
Attachment A V Cultural Resources (a)	A-4	Under historic elements, other buildings that are impacted such as the Paradise Building, Centinela Adobe, Randy's donuts should also be addressed due to off airport projects that facilitate these projects. Others items such as the LAX Theme Building and the "Sea to Shining Sea" mosaic tile air travel mural in Terminal 3 should also be addressed.
Attachment A V Cultural Resources (b)	A-5	Have any burial sites been identified? What about pottery or other Indian relics?  What about prehistoric bones on the west and north areas in and around LAX due to the high incidence of oil reserves in the area? Prior LAX layouts have included N-S runways such as the one that existed in the area behind Tom Bradley International Terminal. Are any of these old structures historically significant? Are there any historic elements from the Bennett Ranch or previous ranch owners that used the land that is the present day LAX?
Attachment A V Cultural Resources (c) Mitigation CR2	A-6	The NOP says that mitigation reduces the impact to less than significant and therefore nothing else will be done. Please identify which areas are subject to higher potential impact mitigation per the

Figure 12- Runway 340' North		See comment for Figure 11 above.
Initial Study and Check List -CEQA Lead Determination	IS-2	Please provide a matrix of which environmental impact studies are being reassessed and which are being rerun and correlate each impact study to the baseline 2004 FEIR paragraph numbers.
Evaluation 6)	IS-3	The document acknowledges the requirement to document source reference in detail. Anything less makes it difficult to identify what has been done and its validity.
Environmental factors potentially affected	IS-3	Three additional impact areas should have been checked. Geology/soils. Proposals to move the runways could be in areas where there are sand dunes and other soil with high liquefaction potential. Transportation/Traffic. To accomplish some of the projects in the LAX 340' north alternative what housing would be impacted as well as the community serving businesses. Please identify all units that are subject to removal by any federal or state law regardless of whether it is believed that these laws would be enforced. Population/Housing. To accomplish some of the projects in the LAX 340' north alternative housing would be impacted as well as the community serving businesses. Please identify all units that are subject to removal by any federal or state law regardless of whether it is believed that these laws would be enforced.
VI. Geology & Soils (a)	IS-6	There is some seismic potential. A plume of the Inglewood/San Andreas faults is near some of the areas where projects have been suggested along Century, for instance. We call on LAX to review the most current USGS maps to assess earthquake susceptibility. The 340' N alternative, for instance, calls for moving Lincoln Boulevard and burying its connection to Sepulveda. Additionally we call upon LAX to address the sandy soil conditions toward the Northside development along Westchester/Playa del Rey and western sections of LAX property for impacts from building any tunnels or from impacts from existing tunnels, underground utilities or sewer lines. Could run off with fuel and rubber off the runways create a hazard?
VII Hazards & Hazardous Matls. (a)	IS-7	The ability to get medical care can be impaired since the Medical Center on Sepulveda could be closed off within the boundaries of LAX if an emergency occurs. Insufficient trauma facilities are available within the local area if a medical emergency occurs. The closest is UCLA that would be impossible to get to during most of the day due to heavy traffic on the 405.

VI Geology & Soils (a) iii.	<p>A-9</p> <p>Even if there are not major seismic hazard areas identified within LAX, what about nearby areas that can impact access to LAX? If normal access to LAX is blocked are there alternative routes that can handle the traffic loads?</p> <p>As there was seismic concern about the Manchester Square-CTA tunnel, what about people movers or elevated roadways?</p> <p>What UBC (Universal Building Code) and LABC (LA Building Code) requirements are applicable? The LAX Specific Plan Sec. 3 "Relationship to the Los Angeles Municipal Code and other Ordinances" negates Site Plan and "Major" Development Project Ordinances (item D).</p>
VI Geology & Soils (c) soil stability	<p>A-10</p> <p>Is there any plan to add earthen berms on the north and south borders of LAX to reduce the transmittal of low frequency noise?</p> <p>Since we don't know precisely where major sewage and drainage pipes are precisely located, and the soil is very sandy, what is the likelihood of sewer or pipes being disrupted? Have there been any ground issues such as sinkholes at LAX in the past?</p>
VI Geology & Soils general	<p>A-11</p> <p>Since the size and location of facilities is not delineated in the NOP, what special assessments will be made to determine how stable the ground is in areas of new construction? Given that there have been issues with sewer drains in the area and that the area has hundreds of formerly used oil wells that had water pumped into them, is there any likelihood that additional problems will arise slowing construction or requiring special measures?</p>
VII Hazards & Hazardous Matl.	<p>A-12</p> <p>Since there are numerous carcinogenic items in use at an airport including aviation fuel, could the repeated spillage and evaporation cause a health hazard? What about fuel that is dumped during emergencies or fuel that is released in flight from major accelerations and landing?</p> <p>What about the potential for terrorism with hazardous materials since LAX is one of the most potent targets on the west coast?</p>
VII Hazards & Hazardous Matl. (e)	<p>A-13</p> <p>There are many impacts to the community if the runways are moved north. There are many hazardous materials transported through the community. We expect transportation routes for hazardous materials to be carefully delineated and monitored. We expect LAWA to review and consider all of the suggestions from the 2004 Rand study as well.</p>
VII Hazards & Hazardous Matl. (g)	<p>A-13</p> <p>Are there any hazard control plans for LAWA that need to be updated? We are certainly concerned that if any disaster occurs the medical care facility that is most convenient would likely be blocked from community use by closure of Sepulveda Blvd.</p>

VI Geology and Soils:	<p>A-7</p> <p>existing paleontology mitigation program.</p> <p>What about the water filtration system that is being proposed for the Northside development area? How could this filtration project interface with the potential building set for the entire Northside development area?</p> <p>The prior EIR claimed that earthquake susceptibility was not significant, but at an SPAC meeting it was acknowledged that there earthquake fault areas that would impact the tunnel that was approved in Alternative D. Where else would earthquake faults impact building or construction?</p> <p>Soil conditions under the north runway may or may not be significant but more detail is required to ensure against construction or maintenance issues.</p>
VI Geology & Soils (a) ii.	<p>A-8</p> <p>Seismic ground shaking. During the Northridge quake several back up power systems failed at LAX. Are alternative energy supplies available? What are the evacuation procedures to be followed for the airport in case of an earthquake, and how will this impact the local communities?</p>
VI Geology & Soils (a) iii.	<p>A-8</p> <p>Seismic related ground failure. Several major water runoff and sanitation processing lines go under LAX. If any of these are seriously damaged what is the potential for sinkholes or other damage to structures at the surface?</p> <p>Since the LAX area was built on a Coastal plain, what impacts would liquefaction have? Is there potential for natural gas leakage pathways along fault lines from natural sources since the entire Playa del Rey area was once an oil field? Can gas leakage occur at LAX along a fault line from the Gas Company reservoir that is under the bluff in Playa del Rey and under the wetlands near Playa Vista?</p> <p>What effect, if any, would the proposed Woodside Energy Natural Gas project have on LAX? Please describe how each of the components may affect LAX – gas line connection in or through the coastal bluff, high pressure lines running underneath Westchester Parkway, distribution facility at 98<sup>th</sup> Street and Bellanca near the Neutrogena offices, and WallyPark parking garage.</p>

IX Land Use and Planning (c)	A-17	<p>Habitat issues remain not only in the formal "Blue Butterfly dunes" area, but also the plains areas that were the site of homes on the Northside development property. There were also some habitats on the east end of LAX that may need to be examined including Continental City.</p> <p>Street traffic is another major issue. Although LAVA is rerunning the traffic studies with a maximum of 15 additional intersections, it must still address all of the central terminal traffic as well. Further, greater use of mass transit must be evaluated.</p> <p>Open space must be maintained and so must community serving commercial. Wherever the airport has displaced affordable housing it should generate at least that much replacement affordable housing.</p>
XI Noise	A-18	<p>Topography and single noise events should be taken into consideration when determining the areas impacted by noise. Placement of the terminal gates and taxiways, as well as any other relocated or new facilities should take into consideration so that the impacts from aircraft engines are minimized. When calculating noise, the proper aircraft mix should be used and an estimate of the runway uses should be confirmed as well. Although the preferred runway alternative for taking off is inbound, LAVA estimates that 10% are done on the outboard. The health impacts of noise exposure must also be addressed. The use of noise canceling equipment is required to the extent feasible, and the most sophisticated equipment available should be identified and analyzed. Which noise canceling speaker systems been considered?</p> <p>Please provide a contour map of areas subjected to at least 30 airport/aircraft noise events at 65 dB or above in a day, and/or were subjected to at least two 65 dB or greater events from midnight to 7 a.m.</p>
XII Population and Housing (c)	A-20	<p>This could be significant depending on the home and business displacements for alternatives that propose moving runways north. When LAVA does it's analysis it must assume that Manchester and Bedford Square areas are empty and that everything that is constructed there adds to the area traffic.</p>

VII Hazards & Hazardous Mat. (h)	A-14	<p>Although LAVA noted the lack of concern for wild fires etc. there is still concern that an air accident could cause a major fire due to the amount of fuel held by aircraft. We expect that a valid plan will be identified and any access issues will be resolved. At least one of the plans calls for relocation of Lincoln Blvd that includes a portion of the road inside of a tunnel. A fire in this area could be very disastrous, as would poisonous gas clouds. We are aware of several radioactive containers that have been damaged before or after arrival at LAX. There needs to be very specific plans on how to handle such incidents.</p>
VII Hydrology and Water Quality (a)	A-14	<p>A-14 A master plan for grey water usage should be created to work with Hypertion even though LAVA has a good record in this area. As aircraft and support equipment are produced with new exotic materials there can be a potential runoff issue when repairs are initiated or during maintenance.</p>
VII Hydrology and Water Quality (c)	A-15	<p>There are independent plans being established currently for projects to supplement drainage filtration by the LA Sanitation Dept. in the north quadrant of LAX and in the Northside Development area.</p> <p>Another potential issue is damaging of critical sewage and dry/wet water runoff control channels during construction and adversely impacting the gravity feed requirements of that system.</p>
IX Land Use and Planning (a)	A-17	<p>If eminent domain is exercised on a significant portion of the business district there could be separation of businesses into less than a critical mass to draw local community support. Also, if the runway protection zones are enforced and homes are taken on the northeast end of LAX, small pockets of remaining homes could be created. This potential must be fully disclosed.</p>
IX Land Use and Planning (b)	A-17	<p>There is some question as to how homes will be impacted if the runways move north. Several large apartment complexes and some schools will be much closer to runway activity with attendant noise and pollution as well as safety issues. A 1980 study on LAX area school children showed that airport noise affected learning abilities. Newer, more effective methods for mitigating noise have been developed since soundproofing was provided to impacted schools. Does LAVA plan to offer sound proofing upgrades and air conditioning to LAUSD, private, and public schools to those located within the 1992 Noise Impacted Contour or for any who will sustain a 1.5 dB increase in noise? When new noise contours are estimated using updated aircraft mix estimates LAVA should assess the impacts.</p>

XV Transportation/Circulation	A-23	Potential traffic changes in the CTA must be assessed. Are there better ways to direct the traffic from the surrounding areas into LAX? LOS around LAX is marginal on many streets already. LAX modifications such as the location of the cargo support businesses, consolidated rental car facility, integrated transportation near Continental City and more must be included in the assessments. The total costs and fair share allocations of improvements must be addressed.
XV Transportation/Circulation	A-24	Locations and stops, methods for supporting baggage handling, etc., must be identified.
XV Transportation/Circulation	A-24	<p>Movement of the runways will modify the flight tracks of approaching and departing aircraft. This change must be studied to assess impacts on the number and urgency of go-arounds and other noisy, polluting flight maneuvers.</p> <p>A July 2007 Airline Pilots Association White Paper on incursions notes modest air traffic increases have resulted in major increases in the number of incursions. Air capacity assessments must be identified and quantified for all key factors, not just the first order limiting factor of capacity growth. Although gate capacity is the current capacity limiting factor, if it is resolved several others can become significant. Several factors of concern are, but not limited to, the number of cars entering the CTA, taxiway routes for aircraft to get to gates, and the number of aircraft operations per unit time as the required separation distance in the sky that limits the number of takeoffs and landings. Otherwise, if the limiting factor for capacity is the only factor addressed, as soon as the Settlement limitation on embarkation gates expires, capacity may be dramatically increased without a former EIR review.</p> <p>Traffic from parking areas must be assessed after the parking locations are determined. This traffic is a source of noise and pollution, as well as frustrating easy access to the central terminal area. Better signage and other types of improvements must also be identified as mitigations for areas around LAX and inside the CTA.</p>
XV Transportation/Circulation	A-25	Alternative transportation uses must be closely examined. LAWA should look into how and where the new flyaway programs can be used and how all of the bus movements inside the CTA can be reduced to eliminate or at least reduce traffic jams. There are many new potential airspace issues. Taxiway locations (especially around the terminal gates) have been noted by LAWA and the FAA to restrict aircraft movement that reduces operational efficiency and adds pollution and noise. Studies must address the movement of taxiways, taxiway/runway intersections, and gate locations to

XIII Public Services (a-c)	A-21	<p>The EIR for the Westchester-Playa del Rey Plan states that a substantial increase in fire and police protection manpower is required to meet current zoning estimates. Much of the community to the north relies on Fire Station 5 for rapid community response. This station deploys both the Manchester Boulevard and Westchester Parkway. This dual access must be maintained. For emergency services at LAX there must be a good emergency health care plan in place with capacity to meeting both LAX and community needs.</p> <p>If an event occurs at LAX that causes airport closure this facility will be unavailable to the surrounding community. The nearest urgent care for local residents is located on Sepulveda north of Century. In view of the closure of several emergency rooms and Daniel Freeman Hospital does the needed capacity still exist? If not, what solution is proposed?</p> <p>Several schools will be subjected to increased noise and pollution. Air pollution especially must be assessed for not only 10 and 2.5 micron size but also smaller (i.e. 0.1 as done in the 2007 CARB study of LAX particle pollution). Although several schools have been previously sound proofed during earlier programs, determination should be made if another round of soundproofing is appropriate. Several churches and schools may be subjected to enough noise to cause learning impairment under EPA or other standards (i.e. NIH).</p>
XIII Public Services (d)	A-22	Some airport land, such as Nielson Field and the Westchester Golf Course, is currently used for open space. If this use is diminished or if promised elements (i.e. Golf Course) is not restored the negative impacts of this should be analyzed and mitigated.
XIII Public Services (e)	A-22	Some other governmental uses should be investigated, as well as new housing opportunities for Manchester Square. Certainly the need for additional road access is evident due to the increases of traffic from current levels to the "nominal" 78.9 MAP. Also cargo and other related causes of traffic need to be assessed fully. Traffic should be diverted away from residential communities. Even if there are only moderate increases in traffic from LAX the overall impact may still be substantial due to major increases in present and authorized development zoning changes.



**Petitioners' Overview of Guiding Principles for Environmental Analysis:  
LAX Specific Plan Amendment Study EIR**

*Submitted by Petitioners: City of El Segundo, City of Inglewood, City of Culver City, County of Los Angeles, and Alliance for a Regional Solution to Airport Congestion (ARSAC).*

**Background:** In January of 2005, Petitioners filed lawsuits challenging the approval of the LAX Master Plan Program and the associated Environmental Impact Report (EIR) prepared by Los Angeles World Airports (LAWA) under the California Environmental Quality Act (CEQA). These suits were resolved by a 2006 Stipulated Settlement between LAWA and Petitioners. In response to the Notice of Preparation (NOP) recently released by LAWA for the Specific Plan Amendment Study (SPAS) Draft EIR, Petitioners now jointly submit this overview of principles that should guide LAWA in that environmental review process. Petitioners will also submit detailed individual comments.

**LAWA's Obligation to Avoid and Reduce Impacts to Surrounding Communities.** As LAWA proceeds with refinement and analysis of options as part of the SPAS process, it must continually recognize its obligation to avoid and mitigate impacts to the communities that surround LAX. Options under consideration must be evaluated and ranked based on how they would impact the environment, public health and safety in surrounding communities (e.g., noise, air quality, traffic). All alternatives should be subject to a full and fair evaluation in the SPAS DEIR and LAWA should remain open to options that would avoid or mitigate impacts to its neighbors, taking care not to prematurely select a preferred alternative.

**Continued Consultation with Surrounding Communities.** The alternatives described in the SPAS NOP were developed and selected by LAWA during a lengthy consultation process with Petitioners. That consultation process grew out of the 2006 Stipulated Settlement, which states, in relevant part, that "An LAX Specific Plan Amendment Process Advisory Committee shall be created consisting of representatives of the City of Los Angeles, County of Los Angeles, El Segundo, Inglewood, Culver City, and ARSAC. LAWA shall consult with the Committee during each significant step of the LAX Specific Plan Amendment Process." Petitioners wish to recognize LAWA's compliance to date with this provision of the Stipulated Settlement. LAWA must now ensure that it continues to consult with Petitioners as the EIR process proceeds and the SPAS alternatives are developed in more detail. In particular, LAWA should take care to consult with Petitioners regarding the details and analysis of the alternatives supported by any Petitioner.

**Extension of Gate Constraint.** LAWA, FAA and the Petitioners all agree that limiting the number of gates at LAX will promote efficient passenger operations and encourage other airports in the Los Angeles basin to increase capacity to serve aviation demand. Accordingly, the long term success of the regional approach to serving aviation demand depends on maintaining appropriate gate constraints at LAX. The 2006 Stipulated Settlement between LAWA and the Petitioners limits the number of permissible gates at LAX to 163 and, commencing in 2010, requires LAWA to begin reducing the number of operating gates at LAX to 153. This settlement provision is operative through December 31, 2020. As part of the SPAS process, LAWA must analyze the continuation of the LAX gate constraints beyond 2020, as well as the possible

		determine more efficient ways to handle ground aircraft movement to reduce noise and pollution promulgated into the surrounding communities.
XVI Utilities	A-25	Utility systems should be assessed to determine where additional capacity is required and where back-up systems are required.
XVII Utilities	A-26	Although sufficient solid waste capacity is presumed, there are many opportunities for reducing the generation of solid waste. If we continue the same methods of disposal to Sunshine Canyon and other remote landfills, and there is a substantial increase in waste, we will be adding much pollution and noise due to the long haul disposals.
XVII Mandatory findings of Significance	A-27	The cumulative effects of increased traffic will increase pollution and has serious adverse economic impacts in terms of reduced productivity along with adverse health impacts.

## One Safe Single North Runway Proposal

**Background:** The Stipulated Settlement Agreement provided for a re-examination of Yellow Light projects such as the north runway complex by the Specific Plan Advisory Committee and to come up with other efficient and community friendly alternatives. The One Safe Single North Runway proposal aims to address safety, efficiency and being community friendly.

Runway incursions continue to be cited as a reason for making improvement to the north airfield complex at LAX. Despite numerous requests, one idea that has not and should be included and fully studied in the NASA north airfield safety study and in the LAX Master Plan NOP and EIR/EIS is this "One Safe Single North Runway." This proposal can provide safety and keep LAX within the desired 78.9 Million Annual Passenger (MAP) limit.

The only runway designs in the world that have been most effective in preventing runway incursions are designs where aircraft do not have to cross one runway to get to another. Munich Franz Josef Strauss Airport (MUC) in Germany was designed with one runway on each side of the terminal complex as a way to prevent runway incursions. Since MUC opened in 1992, there has been only one runway incursion (2006). MUC handled 34 MAP in 2007.

London Heathrow Airport (LHR) in the United Kingdom, the world's busiest international airport, has a similar runway layout with one runway on each side of the terminal complex. LHR has traffic signals operated by two tower controllers, at each runway to permit aircraft to enter the runways. LHR has not had incursion problems. At LHR, one runway is used for take-offs and one runway is used for landings. This is known as Single Mode Operation. In 2007, LHR handled 68 MAP.

London Gatwick Airport (LGW) is a single runway airport that operates in Multi-Mode Operation. In 2007, LGW handled 35 MAP. According to its operator, BAA, "Gatwick is the busiest single-runway airport in the world, the second largest airport in the UK and the sixth busiest international airport in the world." Clearly, a single runway airfield can be successful!

### Requirements for all concepts:

- Runway 24 Right closed and either covered with fill dirt or removed
- Enhanced runway/taxiway lighting, striping and signage on Runway 24 Left
- ASDE-X and Runway Status Lights on Runway 24 Left
- Noise contours cannot increase in Westchester/Playa del Rey
- No taking of land in Westchester/Playa del Rey
- No northward runway movement and no placement of taxiways north of runway

### Concept 1:

- Use Runway 24 Left in its existing configuration.

### Concept 2: "Super Runway"

- Rebuild Runway 24 Left in its current location to a new 200-foot wide runway and 10,000 feet in length. The runway would be extended up to 1,000 to the east. The associated taxiways near Terminals 1, 2 and 3 and the Tom Bradley International Terminal would be rebuilt as required. Movement toward the center of the two existing runways facilitates the least expensive upgrades to the present inadequate, congestion producing taxiways and taxiways adjacent to the terminals.

Questions or comments? Contact Robert Acherman at (310) 927-2127, racherman@netvip.com

enhancement of those constraints at a level that will efficiently serve up to 78.9 million annual passengers at LAX, while encouraging growth elsewhere in the region, including at the other airports owned and operated by LAX.

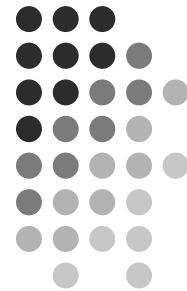
**Airfield Balance.** In the NOP, LAX indicates that under the LAX Master Plan, one of its goals is to "provide a better balance in operations between the North Airfield and the South Airfield." Petitioners support this goal and urge LAX to conduct a full analysis of whether and to what extent each of the proposed SPAS alternatives would help achieve better airfield balance. Petitioners agree that total flight operation balance can lead to less operational crowding, which is good for all.

**Regional Approach.** Petitioners strongly support a regional approach to accommodating passenger and cargo aviation demand throughout Southern California. Because the area around LAX is fully developed, and because we must reduce vehicle miles traveled to improve air quality, decrease greenhouse gases, and increase productivity, a regional solution to serving aviation demand is essential. The regional approach, which is fully supported by the Southern California Association of Governments, must be a key component of everything LAX does, including in the SPAS process. LAX should vigorously pursue accommodating aviation demand at Palmdale and Ontario, and work aggressively with other airport operators and local governments to advance the regional approach.

**DEIR Public Review Period.** The NOP indicates that LAX intends to provide just 45 days for public review and comment on the Draft SPAS EIR. In light of the complexity of this project and LAX's tendency to produce lengthy CEQA documents, Petitioners anticipate that 45 days will not be sufficient.

# ARSAC Concepts for the LAX Specific Plan Amendment Study

North Airfield, Terminals 1, 2 & 3;  
Consolidated Rent-a-car Facility,  
Automated People Mover and  
Elevated Roadways  
November 28, 2010



Prepared by: Robert Acherman, Vice President, ARSAC  
[racherman@netvip.com](mailto:racherman@netvip.com), (310) 927-2127

## Table of Contents

- Introduction
- ARSAC Concept Highlights
  1. North Airfield Configurations
  2. Terminal 1, 2 and 3 Reconfiguration
  3. Consolidated Rent-A-Car Facility
  4. Automated People Mover options
  5. Elevated Roadways
  6. Proposed Construction Phasing





## Introduction

ARSAC, the Alliance for a Regional Solution to Airport Congestion, presents these concepts for inclusion for study in the LAX Master Plan Specific Plan Amendment Study (SPAS) Draft Environmental Impact Report (DEIR). These concepts, like the ones Los Angeles World Airports (LAWA) has presented in its Notice of Preparation (NOP), can be “mixed and matched.” ARSAC’s preference is not to move the north runway, 24 Right, closer to Westchester / Playa del Rey. If runway movement is needed, then runways need to be moved south towards the Central Terminal Area (CTA). These concepts are to broaden the range of alternatives in the DEIR so that a win-win solution for the community and LAX can be found without having to resort to litigation.

11/28/2010

ARSAC SPAS Concepts

## ARSAC Concept Highlights



- Keeps Runway 24 Right from being moved north
- Moves Runway 24 Left 340 feet south
- Terminals 1, 2, 3 and part of north wing of Tom Bradley International Terminal are torn down
- Low Cost Carrier (LCC) Terminals built to replace Terminals 1, 2 and 3
- Airlines regrouped in terminals by airline alliances (e.g. SkyTeam, Star, oneworld)
- No changes to the parking garages in Central Terminal Area
- Consolidated Rent-a-car center (CONRAC) to be located in Manchester Square
- Automated People Mover to connect the CONRAC to the Central Terminal Area (CTA)
- Elevated roadways to connect the CTA to the CONRAC and the freeways

11/28/2010

ARSAC SPAS Concepts

# ARSAC Concept Benefits



- Moves airport and related operations away from residential communities
  - Makes communities safer, quieter and healthier
- Incorporates current airport terminal management practices
- Provides opportunities for both Low Cost and alliance carriers
- Logically arranges airlines by alliances
- Places CONRAC in safer location and better connected to the 405 freeway
- Addresses increased safety and security needs
- Improves customer satisfaction by keeping access to LAX as convenient as possible
  - New LCC terminals reduce distance from curb to the gate

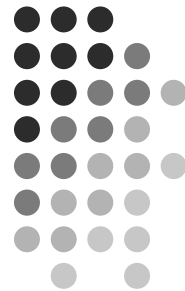
11/28/2010

ARSAC SPAS Concepts

# ARSAC Concept 1

---

North Airfield Configuration



## North Airfield Runways



- For all runway concepts presented, all will share the same elements:
  - Runway Status Lights on all runway and taxiway entrances
  - Enhanced Final Approach Runway Occupancy Signal (eFAROS) [currently in test at DFW]
  - Improved runway and taxiway lighting, signage and striping
  - Both runways are widened to 200 feet each
  - DEIR to consider each runway concept with and without a centerline taxiway between Runways 24 Left and 24 Right

11/28/2010

ARSAC SPAS Concepts

## Runway Concepts for DEIR



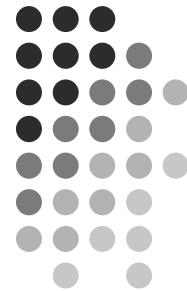
- Single runway concept with Runway 24 Left
  - Runway 24 Right is closed and covered with dirt or removed
  - Eliminates runway crossings and thus possibility of incursions
- Runway 24 Left is moved 340 feet south and Runway 24 Right is moved 240 feet south
- Runway 24 Left is moved 340 feet south and Runway 24 Right is moved 140 feet south
- Runway 24 Left is moved 340 feet south and Runway 24 Right is moved 40 feet south

11/28/2010

ARSAC SPAS Concepts

# ARSAC Concept 2

## Terminal 1, 2 and 3 Reconfiguration



## Terminals 1, 2, 3 Reconfig



- Compatible with all runway configurations that move Runway 24 Left 340 feet south
- Does not require demolition of Central Terminal Area (CTA) parking garages
- Does not require construction of a Ground Transportation Center (GTC) at Manchester Square
- Allows for logical regrouping of airlines by alliances and Low Cost Carriers (LCC's)
- Provides for better passenger terminal infrastructure for increased passenger convenience and more efficient airline use of gates



## New LCC Terminals

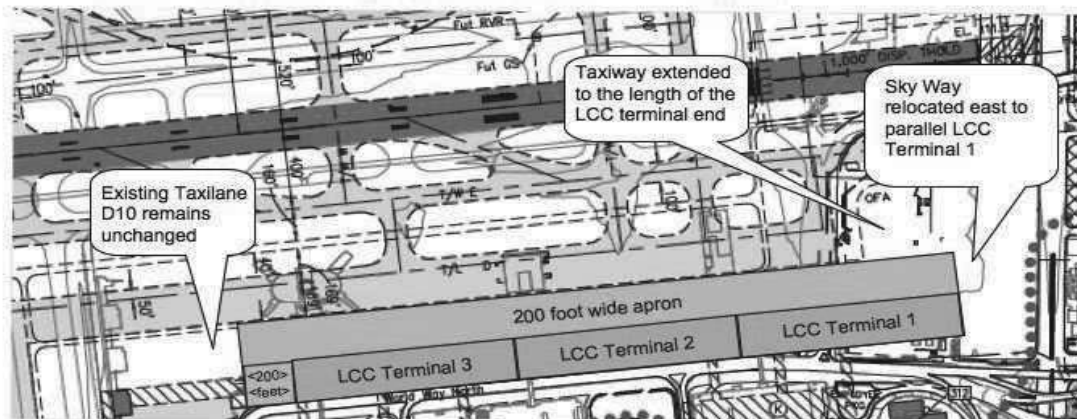
- Incorporates current trends in airport operations
  - Decreasing the distance from the curb to the gate
  - Common Use Terminal Equipment (CUTE) to allow the airport operator flexibility in use of gates and meet federal airport competition plan requirements
  - Low cost is the hottest trend in terminal operations
    - Simplified facilities
      - LAX will continue to have elevators and escalators
    - Design allows for rapid turnaround of aircraft
      - Most LCC's gate turn an aircraft under 60 minutes – as little as 30

11/28/2010

ARSAC SPAS Concepts

## LCC Terminal Design

- Terminal designs similar to John Wayne and San Jose
- Terminals and apron are 200 feet wide each
- Terminals are approximately 900 feet long
- Up to 23 narrow-body gates for all 3 LCC terminals



11/28/2010

ARSAC SPAS Concepts





# LCC Terminal Design

- All three terminals have same design to save on costs
  - 200 feet wide from front door on landside to windows on airside
  - 900 feet long
  - 4 story buildings
  - 6 to 8 gates per terminal for A320/B737 type aircraft
    - 135 feet gate width with extra widths at the west end of LCC Terminal 3
    - Gate reductions from existing Terminals 1, 2 and 3 may be partially offset by increased efficiency of gate utilization
    - Gate reductions at LCC Terminals 1, 2 and 3 may be offset at other terminals, but still subject to the 153 narrowbody equivalent gate cap in the Stipulated Settlement Agreement
- Incorporates LEED building standards

11/28/2010

ARSAC SPAS Concepts



# LCC Terminal Design

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>● Landside                             <ul style="list-style-type: none"> <li>● Rooftop- APM station</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>● Airside                             <ul style="list-style-type: none"> <li>● Rooftop</li> </ul> </li> </ul> |
|--|--|

<ul style="list-style-type: none"> <li>● 4th floor- TSA passenger screening</li> </ul>	<ul style="list-style-type: none"> <li>● 4th floor- airline lounges and offices</li> </ul>
<ul style="list-style-type: none"> <li>● 3rd floor- ticket counters</li> </ul>	<ul style="list-style-type: none"> <li>● 3rd floor- gate areas and concessions</li> </ul>
<ul style="list-style-type: none"> <li>● 2nd floor- TSA inline baggage screening</li> </ul>	<ul style="list-style-type: none"> <li>● 2nd floor- baggage sorting area</li> </ul>
<ul style="list-style-type: none"> <li>● 1st floor (ground level)- baggage claim</li> </ul>	<ul style="list-style-type: none"> <li>● 1st floor (ground level)- airline operations</li> </ul>

11/28/2010

ARSAC SPAS Concepts



## No changes to the CTA

- Parking garages in the CTA will be unchanged
- Access to the CTA will remain open to private vehicles, busses and taxis
- Passenger convenience is maintained with curb front drop-off and pick-up

11/28/2010

ARSAC SPAS Concepts



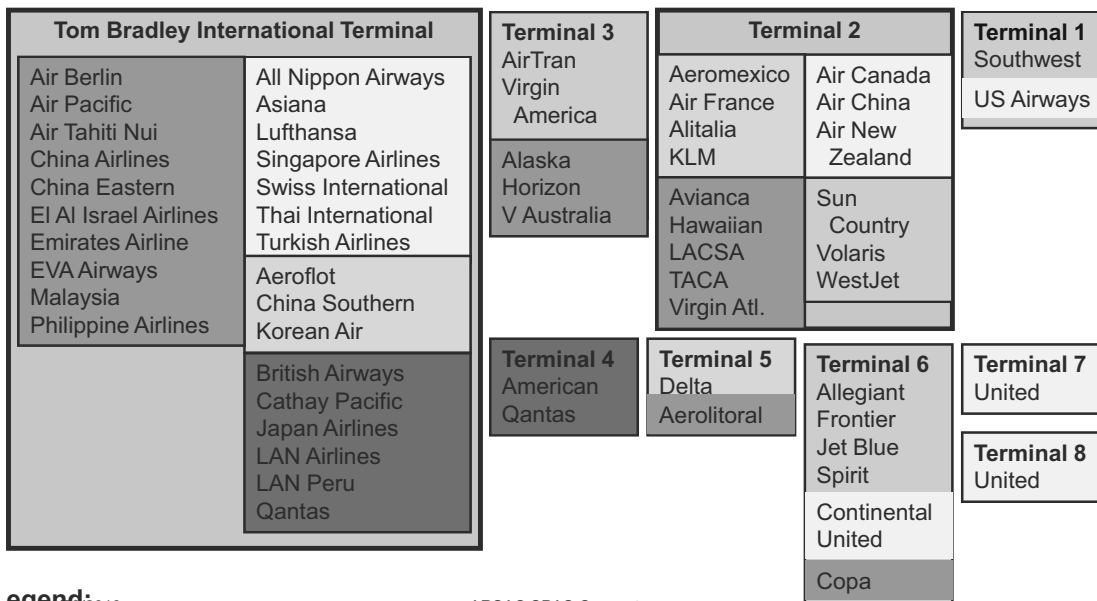
## Airlines grouped by alliances

- Newest trend in terminal management
  - Allows for easier connections and shared use of ticket counters, lounges and gate areas
  - First implemented at Tokyo Narita Airport on June 2, 2006
    - Terminal 1 South- Star Alliance (ANA, United, Lufthansa)
    - Terminal 1 North- SkyTeam (Delta, KLM, Korean Air)
    - Terminal 2- oneworld (Japan Airlines, American, British)
  - Possible to implement at LAX with limited movements of airlines
    - No land acquisition is required!
      - LAWA owns Terminals 1, 2, 3 and Tom Bradley as well as the Park One lot

11/28/2010

ARSAC SPAS Concepts

# Current LAX configuration as of November 28, 2010

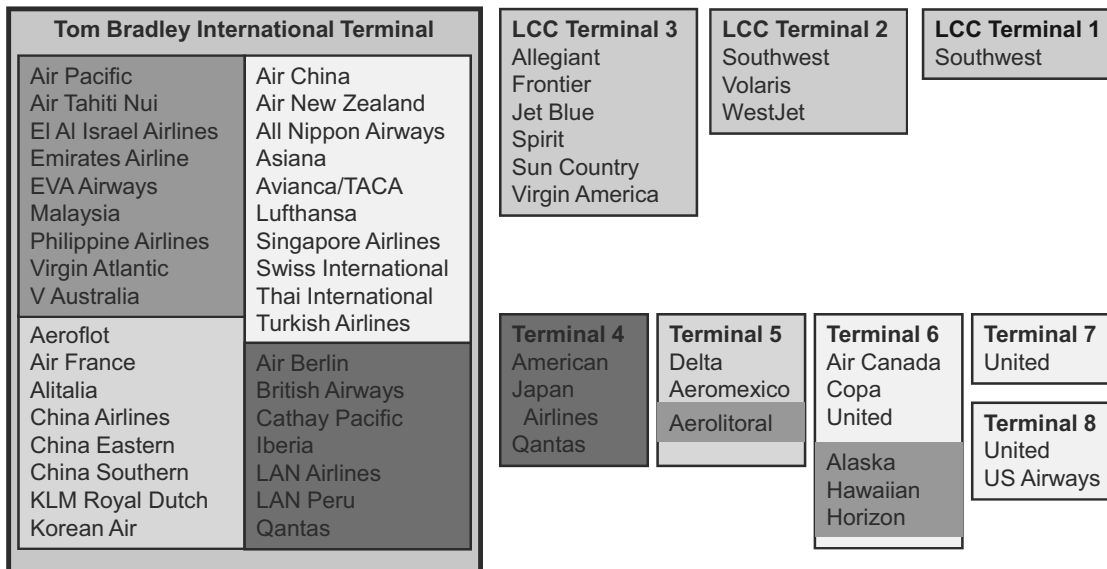


Legend: 7/29/2010

ARSAC SPAS Concepts



# LAX airline alliance / LCC plan projection: November 28, 2015



Legend: 7/29/2010

ARSAC SPAS Concepts



## LAX airline notes- 11-28-10



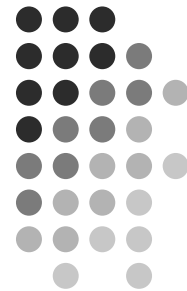
- U.S. airlines have cut back capacity as much as 20% since 9/11
- Delta and Northwest merged in December 2008
- Midwest Airlines merged with Frontier Airlines
- United and Continental merged on October 1, 2010
- Virgin Group branded airlines are now cooperating- Virgin Atlantic, Virgin America, and V Australia
  - Virgin Atlantic is 49% owned by Singapore Airlines. VS is not in an alliance.
  - Virgin America is 25% owned by Virgin Group due to U.S. Government restrictions on foreigners for owning U.S. airlines.
  - V Australia is owned by Virgin Blue of Australia.
- Terminal 3 is now set-up with Virgin America/V Australia
- LACSA is a part of Grupo TACA
- Avianca and TACA are merging
- Spirit operates flights to Mexico from LAX
- Iberia is returning to LAX; Iberia has merged with British Airways
- Mexicana shutdown in August 2010 and may be revived in 2011

11/28/2010

ARSAC SPAS Concepts

## ARSAC Concept 3

Consolidated Rent-a-car facility  
(CONRAC)



# CONRAC



- Manchester Square location
  - Multi-story parking garage for all car rental operations
    - Successful models at Seattle and Phoenix
  - Easy direct 405 freeway and LAX access via elevated roadway
  - Connection to Automated People Mover (APM)
  - CONRAC is outside of Runway Protection Zone
    - Alternative D has CONRAC located in RPZ
  - Large set-backs and landscaping will be used to prevent massing of the CONRAC along surrounding streets
  - Station for Green Line and Crenshaw Line at CONRAC

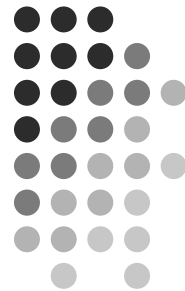
11/28/2010

ARSAC SPAS Concepts

## ARSAC Concept 4

---

Automated People Mover (APM)



# Automated People Mover



- APM will connect CTA to CONRAC
  - Two lines- north line and south line
    - North line will start at CONRAC and go to Terminals 1, 2, 3 and terminate at the north side of the Tom Bradley International Terminal
    - South line will start at CONRAC and go to Terminals 8, 7, 6, 5, 4 and terminate at the south side of the Tom Bradley International Terminal
  - Both lines to follow 98th Street from CONRAC to Sepulveda, traverse Park One property to passenger terminals
  - Stations on top of passenger terminals
  - CONRAC station to have two tracks
  - DEIR should study one and two track options for the stations on the passenger terminals

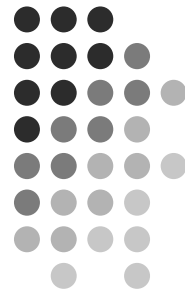
11/28/2010

ARSAC SPAS Concepts

# ARSAC Concept 5

---

Elevated Roadways



# Elevated Roadways

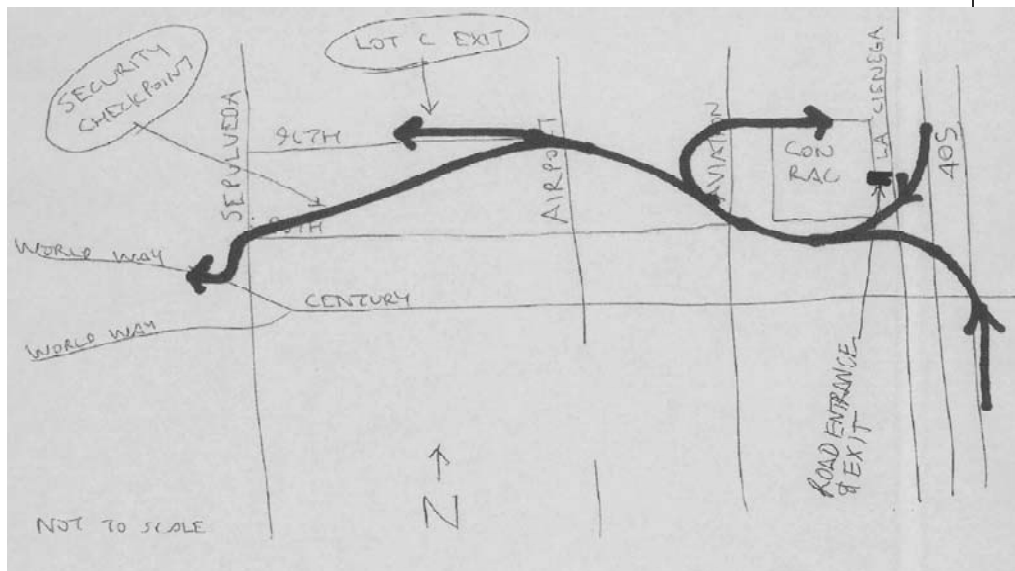


- Connected to 405 north and south
- Into LAX: From 405 at Century to CONRAC and then north of 96th Street on LAWA property; 96th Street bridge and Sepulveda; south turn to World Way entrance bridge (relocated Sky Way)
  - Exits to CONRAC and Lot C
  - Built in vehicle security screening area along 96th Street portion of elevated roadway
- Out of LAX: From CTA along Century to current 405 south on-ramp at La Cienega
  - Elevated roadway will be built on piers installed on south side of Century Boulevard (grass median between south side of street and cargo building areas)
  - East of Aviation, elevated roadway will follow along 102nd Street to the 405 freeway

11/28/2010

ARSAC SPAS Concepts

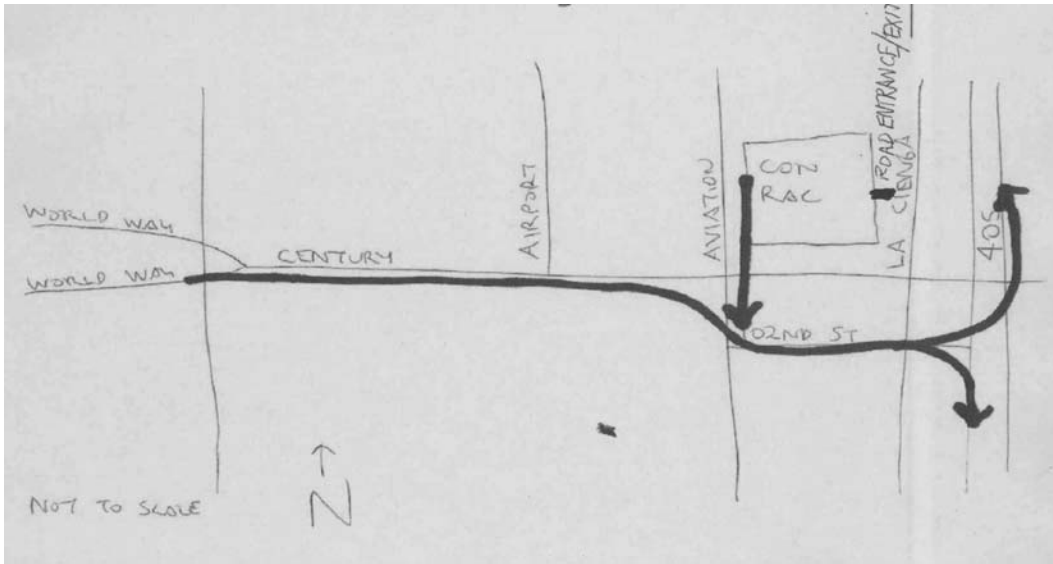
# Elevated Roadways - inbound



11/28/2010

ARSAC SPAS Concepts

# Elevated Roadways - outbound

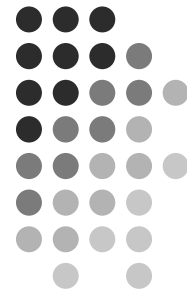


11/28/2010

ARSAC SPAS Concepts

# ARSAC Concept 6

## Proposed Construction Phasing





# Proposed construction phases



## CENTRAL TERMINAL AREA (CTA) CONSTRUCTION

- Complete the Tom Bradley International Terminal Bradley West project
- Relocate Air Canada and Hawaiian Air to Terminal 2 and other international carriers from Terminal 2 to TBIT
- Reconstruct Terminal 2 into LCC Terminal 2
- When LCC Terminal 2 has been completed, move US Airways to Terminal 8 and Southwest to LCC Terminal 2
- Reconstruct Terminal 1 into LCC Terminal 1
- When LCC Terminal 1 has been completed, move Southwest back to LCC Terminal 1
- Move Terminal 3 airlines to LCC Terminal 2. Alaska Air and Horizon Air should be in Terminal 6.
- Reconstruct Terminal 3 into LCC Terminal 3
- Move Terminal 3 airlines back to LCC Terminal 3
- Widen Runway 24 Right to 200 feet wide
- Move Runway 24 Left 340 feet south with a 200 foot width
- Build the centerline taxiway, if required

## PARALLEL CONSTRUCTION ACTIVITIES TO CTA WORK

- Build the CONRAC (consolidated rent-a-car facility)
- Complete roadway connections from CONRAC to CTA
- Complete roadway connections from CTA to and from freeways
- Construct Automated People Mover (APM)

11/28/2010

ARSAC SPAS Concepts



## Questions?

Please contact  
**Robert Acherman**  
 Vice President  
**ARSAC**  
 (310) 927-2127 [racherman@netvip.com](mailto:racherman@netvip.com)

11/28/2010

ARSAC SPAS Concepts

**Alliance for a Regional Solution to Airport Congestion**  
 322 Culver Boulevard, Ste. 231 Playa del Rey, CA 90293  
 info@regionalsolution.org



September 15, 2010

Los Angeles World Airports  
 Ms. Gina Marie Lindsey, Executive Director  
 1 World Way  
 Los Angeles, CA 90045

Comments presented for incorporation into the LAX Master Plan Update EIR Notice of Preparation (NOP)

Dear Ms. Lindsey,

We appreciate the opportunity to provide some preliminary comments to the impending NOP. We desire that the NOP comment period be extended to at least sixty days. Although we do not know the exact timing of the NOP release, we note that the holiday season is almost upon us and want to ensure that full attention can be maintained by the public and all stakeholders. This is not your normal environmental review process so we suggest that as part of the NOP process there be several public scoping meetings to better define the alternatives prior to the evaluations.

The Stipulated Settlement of 2006 was conceived to create a process of cooperation resulting in projects to which all parties agreed. The Specific Plan Amendment Study (SPAS) process that will be used to update the approved LAX Master Plan Alternative D is a major element of that agreement. Throughout the negotiations and subsequently ARSAC has championed a safe, secure, and convenient LAX. Projects upon which there was general agreement were to be started almost immediately under a less rigorous review by the LAX Specific Plan than the "yellow light" projects which had serious negative impacts on the surrounding community. ARSAC is disappointed that the agreeable projects have not progressed as quickly as anticipated.

The Settlement objective is to find mutually acceptable alternatives addressing the issues corrected by the "yellow light" projects while keeping capacity to current levels. Equal in demanding a safe, secure, and convenient airport we have steadfastly repeated strong opposition alternative changes which would impose increased noise and other environmental impacts on the airport neighbors or result in greater removal of homes or businesses. During the Settlement Process moving the runway complex north or extend west was never considered because it was a condition that was found to be unacceptable in the past. It will be important to quantify the effects on noise and pollution on the west end for all operational conditions—eastern and western operations—especially the impacts that can be caused by early turns, go-arounds, and when both runways are used for take-offs or landings.

The planned schedule for the SPAS has been seriously delayed by LAWA actions to raise alternatives which were known to be unacceptable to airport neighbors. Using a rationale of "airport safety improvement" LAWA demanded runway changes that would have devastated one-third to one-half of the Westchester Business District and removed and/or increased impacts on Los Angeles and Inglewood homes and businesses.

LAWA unilaterally commissioned safety studies designed to support moving runways north. A subsequent uproar was supported by elected officials of Los Angeles and surrounding communities at all levels who denounced the thinly veiled expansion plan and a promise that expansion north would not be tolerated unless it was clearly shown to be a major safety issue. A million dollar plus NASA/Aclaimed Academic Panel review of safety was then performed on the North runway complex to resolve the issue. Those favoring expansion denounced the review results which stated unequivocally that safety will not justify the runway movement north.

We have been told that even more onerous runway options will be included by LAWA into the impending NOP. We are disappointed that even greater movement north and west have been proposed and remain adamantly opposed to them.

Given that it is still a LAWA decision of what alternatives to include, several key elements/issues are identified below which should be included in the upcoming Notice of Preparation.

1. The methodology and criteria by which each alternative is assessed must be fully defined in advance of discarding any alternative from full evaluation. We propose that all options be fully assessed/analyzed. Per the Stipulated

Settlement assessment of options must be judged to see how they address the issues that the "yellow light" projects were to have fixed. These issues should be identified and quantified.

2. ARSAC opposes any proposed movement of a runway north or west because it causes greater impacts (and effects—less than a "legal" impact) in accordance Section V, C (p9) of the settlement. IF LAWA insists on evaluating project options such as the 100', 200', 300' or 400' north as they have indicated that they intend to do, they must separate efficiency assessments for each option allocating the improvements between the improvements due to restoring the taxiways/taxilanes/gate configurations to fully compliant widths and separation distances, and then fully assess those new options against the comparable option runway north option for efficiency, noise, and other environmental impacts.
3. ARSAC thanks LAWA for its recent inclusion of a north runway 24L movement 100' S and expects it to be fully assessed.
4. All new data must be utilized as so much of the old EIR is outdated and was conflicting. Tiering on changes of this magnitude is unrealistic and unwarranted.
5. Detailed build assumptions must be spelled out for each of the assumptions; i.e. two midfield taxiways or one? gate locations of TBIT and/or midfield taxiway?, location of ends of runways and any changes to taxiways, all technological improvements assumed and the extent of implementation (ie full runway status lights at ALL intersections). If partial completions are contemplated before the 2020 date then options must be separated to account for incomplete "baseline" changes. This includes FAA lower operational organization and staffing levels.
6. Details of how the assessments will be conducted should be provided for public evaluation as well.
7. Flight mixes must be assessed, details enumerated, and projection sources documented. During environmental assessments will any of the environmentally friendly fuel alternatives be assumed? What about more efficient engines?
8. When noise is assessed, modeling should include theoretical assessments showing flight frequency impacts out to 60 DNL (CNEL) using models similar to that from Wyle which includes topographical impacts. What assumptions are made about controlled landing and takeoff approach changes since new nav. aid systems are not being developed by the FAA AND separate contractors for airlines. How is the new GPS/satellite control FAA plans (NextGen) integrated into the assessments? What airspace realignments are assumed?
9. How will aircraft routing on the ground be determined? What air approaches are assumed (i.e. use of preferential runways—landing outboard, takeoff inboard) and what impacts are expected based on ATC staffing or reallocation for lower responsibilities? Is the preferential runway usage assumed? What percentage and time of day is assumed for other configurations of take offs/landings since time of day impacts the amount of air quality impacts due to several factors including wind directional flow. What safety measures are assumed (i.e. full runway status lights, ground radar tracking systems, FAROS, etc.)?
10. What are the assumed placement of new ground access roadways and their impacts on traffic?
11. What growth factors are assumed for the area in general and LAX traffic for autos, buses, vans, taxis? How is cargo growth to be assessed and new vehicles associated with it?
12. What is the planned usage of all LAWA properties not specifically identified or traffic attributed and impacts on environmental assessments (i.e. we are told Belford Square use is not specified)? If a usage has not "planned" then a range of usages should be assessed and combined with the other usages to assess total impacts.
13. Since this is a unique set of changes and conditions for the modification of a Master Plan, additional study information beyond a normal EIR should be provided for each runway/taxiway/taxilane/gate configuration. LAWA should study and report: 1. Safety 2. Security 3. Pollution 4. Aircraft compatibility (Group IV, V and/or VI) 5. Capacity and 6. Cost and scheduling of implementation. Safety should include both aircraft and restoration of landside structures which need to be repaired.
14. We also encourage LAWA to consider other alternatives that are "out of the normal box" to achieve results. Each of the LAWA plans includes a center line taxiway that the FAA claims some benefits, but we note it also adds some new modes for incursions as well. The Academic Panel conducting the NORSAC safety study, for instance, added a single, longer runway in place of 24L to achieve Group VI status. Their findings noted that there was only nominal loss of capacity from this option and removed the highest source of risk—runway crossings. LAWA and the FAA demonstrated the capability to operate on three runways throughout the period of the South Airfield Improvement Program (SAIP) construction.

Sincerely,

Demy Schneider, President

cc: Mike Molina  
 Mayor Antonio Villaraigosa  
 Councilmember Bill Rosendahl

Re: Runway Safety on the North

Arm waiving that we need better and "one is too many" won't cut it when trying to convince most people that major construction and future noise and other environmental impacts will be imposed upon them.

What specifically needs to be addressed? What are the specific human factors that must be addressed for safety? What physical factors? What mechanical factors?

What technologies are available? Distinguish between facilities "improvements" and procedural factors? Is traffic load, pilot familiarity and marking of runways, controller workload, impacts of various aircraft types?

What is NOT in place at LAX that would improve safety? Is AMAS and collision avoidance systems, status light systems, etc?

What can be done about spacing of aircraft coming here to avoid bunching?

If history is our best predictor... What makes our runway on the north unsafe?

Over the past many years there has been two accidents on the north. What were their specific causes and how would we, if at all, separate or lengthening the runways fix this? What are the specific causes of incursions that are being avoided? Is hold bar errors? Lost way on airport? Lost track of aircraft? Etc...

How does the incursion experience at LAX differ with that of comparable sites? I understand that LAX has less on the north than comparables. If this is not sufficient, what kinds of issues are of greatest concern and how should they be addressed?

Explain why the south side has four times as many incursions as the north.

A recent article in the Breeze stated over 50% of the runways in the US fail to have complete RPZ. What waivers has given by the FAA for the north side? What would have to be changed to make them fully compliant?

Denny Schneider, President  
ARSAC

November 9, 2006

Specific Plan Amendment procedural improvement questions and suggestions that are presented for discussion purposes rather than as position stances:

Committee Operation

LAWA has been presenting their proposals at the meeting and we are supposed to respond on the spot. Discussion topic handouts should be distributed before our meeting.

Public expectation is that the green light items were to go forward and the yellow not. What specific, quantified parameters are not met by the green light projects? What "quick fixes" and procedural changes can address these instead of major construction projects?

We need to go back to ground zero and first establish acceptance of specific, measurable objectives. In the case of "yellow light functionality review," we need concrete goals. If there is inadequate CTA traffic capacity, for instance, what is it now and what must it be in each location around the circle? How much curb space is necessary versus what exists now? Where are the anticipated difficulties with air quality? Approximately how much is produced per aircraft?

Where are the traffic bottlenecks creating auto/van air quality issues? For traffic gridlock issues how many cars must get to certain locations and what "quick fixes" can be done to reduce these impacts?

It's time to present full up options that includes all aspects of a Plan rather than piece mealings. Each part has an impact on the others.

Public Outreach

There is no trust established with the public yet because of past history. When ideas are "floated" people think that they will be rammed down their throats. Ideas that are not truly anticipated to be implemented should be identified as so even if you want to evaluate them for support of a "range of options." Information must be presented prior to the meetings.

State openly what is NOT on the table and what the LAWA objectives are in terms of operations. People hear all of the proposals and do not believe that the plans are not laying the groundwork for another future expansion.

During the meetings the questions must be answered for individuals with actual factual materials and/or where the answers can be found. After the meetings post the answers to these questions and allow for follow up. If you don't know the answer, just say so! Don't make them up as you go along.

identifying and coordinating those that exist is a waste of government resources. Doing so might have allowed others with higher value field of views to be put into place at a lower cost.

Not doing so is a poor risk management model.

Another asset not sufficiently used is that some of the best and most organized Neighborhood Watch Groups and communications in the city exist around LAX. This could and should be a great resource immediately available with minimal expense. Numerous businesses on the perimeter have also told me there is not sufficient communications as to threats or other issues at or around LAX.

All of these stakeholders in many cases would be much more able to identify abnormal behavior than even local law enforcement. It could also be done in a much more rapid manner at a far lower cost.

An LAX or Federally funded component for community stakeholder training and coordination should be immediately required whether or not any LAX improvements are agreed upon.

To enhance the value of funding spent on such a program, this could be identified and implemented as a national model.

November 22, 2010

## LAWA Community Stakeholder Public Safety Initiative

Arnie Corlin

November 22, 2010

Community members, Business owners and LAWA must acknowledge public safety as a key component to improve their community's quality of life and the return on their investments.

LAWA has not sufficiently recognized this and should become a better community partner in order to help control terrorism and other criminal threats at and around LAWA properties.

For law enforcement and government to create efficient and more successful results, a true community partnership is essential. Our Senior Lead Officers who have traditionally been our educators for crime and nuisance issues are not in the community like residents, businesses and LAWA 24/7. Senior Leads also have numerous other assignments making it important to acknowledge and involve more community stakeholder's participation.

Additionally, LAPD does not have the proper resources necessary nor should they be the sole provider to create that partnership for an entity as large and self sufficient as LAWA.

Another obstacle to these successes is that law enforcement typically tries to sell rather than market public safety education. Marketing would engage more stakeholders and improves the ability from just knowing about issues to an elevated understanding of issues. Similar to what is done in Israel.

While programs such as iWatch have good bullet points, most participants tend to forget or fail to pass on important information to others once instructors are gone.

Whether it is one's investment property, their own well being or that of other community stakeholders, it is just as essential to re-enforce the safety from their boundaries going outward as well as from within a given perimeter.

To date LAX has been far too focused on re-enforcing within their perimeter and insufficiently looking outward. Minimal to no partnership of the businesses and other community members has been created. This lack of partnership from LAX may needlessly increase the risk of some criminal behavior and allow the opportunity for it to move closer to or enter LAX property.

An example is the manner with which some cameras have been installed on the exterior clearly shows the lack of identity of perimeter control and boundaries. Even with new tracking software in development, none currently developed would have much value with the manner those cameras have been installed.

I have talked to numerous business and community members who have told me there has been no effort to identify and make use of existing cameras. Installing new resources without

The statements and conclusions in this Report are those of the contractor and not necessarily those of the California Air Resources Board. The mention of commercial products, their source, or their use in connection with material reported herein is not to be construed as actual or implied endorsement of such products.

# Monitoring and Modeling of Ultrafine Particles and Black Carbon at the Los Angeles International Airport

John R. Froines, UCLA  
University of California, Los Angeles  
Final Report  
ARB Contract #04-325

March 5, 2007

Prepared for the California Air Resources Board and the California Environmental Protection Agency

*Minor presentation to  
SCBMD on 4/30/06  
49 good toxicological  
group after UFP current  
information in the*

**TABLE OF CONTENTS**

Abstract..... viii  
 Executive Summary..... ix  
 1. Introduction  
     Research Objectives.....1  
     Background and Rationale.....2  
     Overview.....5  
     Methods.....5  
     Results.....12  
     Discussion.....20  
 2. Near Source Study  
     Overview.....23  
     Methods.....24  
     Results.....25  
     Discussion.....34  
 3. Downwind Study  
     Overview.....38  
     Methods.....38  
     Results.....40  
     Discussion.....45  
 4. Community Study  
     Overview.....47  
     Methods.....48  
     Results.....52  
     Discussion.....56  
     Dispersion of Aircraft Emissions to Community Locations.....57  
 5. Modeling Study  
     Overview.....60  
     Model Configurations.....63  
     Aircraft Emissions Factors.....65  
     Estimate and Calibrate Black Carbon Emissions.....67  
     Dispersion of Aircraft Emissions to Community Locations.....67  
     Discussion.....67  
 6. Overall Summary and Conclusions.....67  
 7. Recommendations.....67  
 8. References.....67  
 9. Appendix.....67

**ACKNOWLEDGEMENTS**

The study was funded by the California Air Resources Board, contract # 04-325, which was made possible by EPA Grant #XA-96918801-1 to ARB (Program: CAA Special Purpose Activities - LAX Study, October 31, 2005 to April 30, 2006). Additional support was provided by the Southern California Particle Center (EPA grant #RD-83241301).

ARB provided field study equipment, including a Scanning Mobility Particle Sizer, Condensation Particle Counter, Aethalometer, laptop computers, E-BAM, canisters with associated sampling trains, and cartridges with associated sampling devices. The South Coast Air Quality Management District granted access to their monitoring site near Hastings/Westchester Blvd, Los Angeles. We also thank Los Angeles World Airports (LAWA) for the access to the airfield runway location and to the Proud Bird Field.

Dr. Constantinos Sioutas, at the University of Southern California, provided invaluable expert guidance and review for the project, from conception through preparation of the final report. Yi Fang Zhu volunteered excellent technical consultation and field assistance.

This Report was submitted in fulfillment of ARB contract number 04-325, Monitoring and Modeling of Ultrafine Particles and Black Carbon at the Los Angeles International Airport by Dr. John Froines and the University of California under the sponsorship of the California Air Resources Board. Work was completed as of November 16, 2006, and a revised report finalized March 5, 2007.

#### Chapter 4: Community Study

- Figure 4-1 Location of the six community sites relative to LAX
- Figure 4-2 Distribution of wind direction during June 2006 monitoring
- Figure 4-3 Particle size distributions of the six community sites in relation to the near source LAX blast fence and the background AQMD site
- Figure 4-4 Particle size distributions of local resident, synagogue, and Whelan School, located right beneath the landing path
- Figure 4-5 Particle size distribution of fire station and Lennox School District sites.

#### Chapter 5: Modeling

- Figure 5-1 Model domains and locations used for the LAX simulation
- Figure 5-2 The ICAO landing and take-off cycle (LTO).
- Figure 5-3 A linear relationship between black carbon emission factor and aircraft engine thrust level.
- Figure 5-4 Model predicted aircraft signals at the blast fence location. The emission rates have been calibrated. The take-off and landing of aircraft near the blast fence location are shown as peaks in the figure.
- Figure 5-5a Model predicted concentrations at blast fence
- Figure 5-5b BC measurements at the blast fence location
- Figure 5-6 Averaged black carbon concentrations from 09/24/2006 8:00 to 9:00 PST near LAX.
- Figure 5-7 Averaged black carbon concentrations from 09/24/2006 13:00 to 14:00 PST from LAX. The sea-breeze moves the black carbon to the east.
- Figure 5-8 Averaged black carbon concentrations from 09/24/2006 23:00 to 24:00 PST.

#### Tables

##### Chapter 2: Near Source Study

- Table 2-1 Instruments used in the Airport Study
- Table 2-2 PM<sub>2.5</sub> concentrations (in  $\mu\text{g}/\text{m}^3$ ) at the blast fence and background reference site (2005 summer study)
- Table 2-3 Vapor and particle phase PAH concentrations at AQMD background site and LAX blast fence
- Table 2-4 Concentrations (in ppb) of measured VOCs at the near source (LAX, BF) and background (AQMD) sites during Sep05 and May06 sampling campaigns

vi

## FIGURES AND TABLES

### Figures

#### Chapter 2: Near Source Study

- Figure 2-1 Locations of near source site at LAX blast fence (BF) and background reference sites (AQMD)
- Figure 2-2 Bird's eye view of runway 25R and the LAX blast fence near source sampling location
- Figure 2-3 Close up view of the LAX blast fence sampling site
- Figure 2-4 Particle number size distributions at near source and background sites
- Figure 2-5 Time profile of total CPC counts and identification of aircraft at runways 25R and 25L
- Figure 2-6 Temporal profile of 15 nm particles at the blast fence
- Figure 2-7 Temporal profile of 30 nm PM at blast fence during a take off event

#### Chapter 3: Downwind Study

- Figure 3-1 Aerial map showing Proud Bird field and downwind study sites
- Figure 3-2 Box plot of 15 nm particle data, downwind of runway 25R
- Figure 3-3 Box plot of upper quartile of 15 nm particle data collected downwind of runway 25R
- Figure 3-4 Temporal profile of 15 nm particle concentrations at the LAX blast fence and a site 110 m downwind of the blast fence
- Figure 3-5 Temporal profile of 15 nm particle concentrations at the LAX blast fence and a site 170 m downwind of the blast fence
- Figure 3-6 Box plot of black carbon data collected downwind of runway 25R
- Figure 3-7 Box plot of upper quartile of black carbon data collected downwind of runway 25R
- Figure 3-8 Box plot of 15 nm particle data collected downwind of runway 25L
- Figure 3-9 Box plot of upper quartile of 15 nm particle data collected downwind of runway 25L
- Figure 3-10 Box plot of black carbon data collected downwind of runway 25L
- Figure 3-11 Box plot of upper quartile of black carbon data collected downwind of runway 25L

v

## ABSTRACT

A study to monitor and model ultrafine particles (UFP) and black carbon was performed at and in the vicinity of Los Angeles International Airport. Previous research on airport sources of particulate matter has generally relied on time integrated measurements, using instruments that do not capture the ultrafine combustion particles emitted from aircraft. This project was comprised of three field studies, performed in Los Angeles in 2005-2006, and a modeling component. Field studies used near real time instruments to measure the number concentrations of UFP with high temporal resolution. Size distributions of ultrafine particles collected immediately downwind of aircraft take off showed very high number concentrations of UFP with the highest numbers found at a particle size of approximately 15 nm. The highest spikes in the time profile of UFP number concentrations were clearly correlated with aircraft take off events. Time averaged concentrations of  $PM_{2.5}$  mass and two carbonyl compounds, formaldehyde and acrolein, were elevated at the airport site relative to a background reference site. Other volatile organic compound concentrations were unremarkable. 15 nm particles can be detected 600 m east of LAX, and spikes of particle number were again associated temporally with aircraft activity. Farther downwind, number concentrations of UFP collected in a residential community approximately 2-3 km east of LAX were intermediate in concentration between the airport runway and the background reference site. The curve shape of the UFP size distribution at the community sites was similar to that of the runway site, with peak particle numbers occurring between 10 and 20 nm. While number concentrations of very small particles were high at the community locations studied, the mass-based measures of particulate matter exposure used in this study, black carbon and  $PM_{2.5}$  concentration, did not indicate elevated aircraft at LAX emit large quantities of UFP at the lower end of currently measurable particle size ranges. 10-20 nm particles emitted from aircraft are also present at relatively high number concentrations in an adjacent community but an expanded and more in-depth study is needed to determine whether aircraft are indeed the source. In addition, toxicological research on aircraft emitted particulate matter is needed to characterize the potential public health impacts, and a complete chemical characterization of aircraft emitted PM is important to enhance understanding of exposure and public health implications.

Table 2-5 Comparisons of VOCs between sites and between two sampling campaigns

### Chapter 3: Downwind Study

- Table 3-1 Aircraft departures on runway 25R associated with data profiled in Figure 3-4.  
 Table 3-2 Aircraft departures on runway 25R associated with data profiled in Figure 3-5.  
 Table 3-3 15nm Particle Concentrations (dN/dlogDp in #/cm<sup>3</sup>) at LAX blast fence, near Aviation Blvd, and study locations in the Proud Bird Field

### Chapter 4: Community Study

- Table 4-1 Characteristics of six community sites.  
 Table 4-2 15 nm Particle Concentration (dN/dlogDp in #/cm<sup>3</sup>) Profile at six Community Sites  
 Table 4-3  $PM_{2.5}$  mass, black carbon mass, and  $PMN_{10-100}$  concentration at six community sites LAX blast fence and background reference site

### Chapter 5: Modeling

- Table 5-1 Domains used for the simulation  
 Table 5-2 Representative LTO cycle times for several aircraft categories (in minutes)  
 Table 5-3 Aircraft Activity Data Table from LAX  
 Table 5-4 Aircraft engine thrust level and estimated BC emission factor of the operating modes in the ICAO standard LTO cycle

### Chapter 6: Summary and Conclusions

- Table 6-1 Summary statistic from three field studies of 15 nm ultrafine particles (UFP), total number concentration of UFP in sizes between 10 to 100 nm ( $PMN_{10-100}$ ), black carbon (BC), and particulate matters in particles less than 2.5  $\mu m$



numbers occurring between 10 and 20 nm. Neither black carbon mass nor  $PM_{2.5}$  mass was elevated in the community. The findings of the study have implications for the impact of aircraft emissions on air quality on both a local and regional scale, and for the estimation of PM exposure from major sources.

### Conclusions

Field studies were carried out in three phases: at the airport, immediately downwind of the airport, and further downwind in a nearby community. The near-source study found that in-use commercial aircraft at LAX emit large quantities of UFP at the lower end of the measurable particle size range. Spikes of 15 nm particles can be detected, and associated temporally with aircraft activity, 600m east of LAX. 10-20 nm particles are also present at relatively high number concentrations in a residential community approximately 2.5 km downwind of the airport, but these UFP could not be definitively associated with aircraft. Temporal correlation of UFP with aircraft activity patterns was not feasible for the community data because of the long time gap between field observations and official aircraft activity log data collected at LAX. However, indirect evidence from the study indicates that it is ~~reasonable to conclude that aircraft are the source of these UFP spikes in the residential community~~ and also for the peak of particles in the 10-20 nm range observed in the overall size distribution of UFPs at these locations. Motor vehicle emissions from I-405 were considered as another potential source, but it was concluded that freeway sources are unlikely to explain spikes of particle numbers observed at community sites. Potential differences in size distribution, chemical characteristics and community exposure between particles emitted during take off in comparison to particles emitted while aircraft are approaching is an area for further study. While number concentrations of very small particles were high at the community locations studied, the mass-based measures of particulate matter exposure used in this study, black carbon and  $PM_{2.5}$  concentration, did not indicate elevated exposures in the community. Black carbon and  $PM_{2.5}$  do not appear to be adequate for describing exposure to aircraft derived particulate matter. Toxicological research on aircraft emitted particulate matter is needed in order to characterize the potential public health impacts, and a complete chemical characterization of aircraft emitted PM is needed to enhance understanding of exposure and toxicology findings.

## EXECUTIVE SUMMARY

### Background

A study monitoring and modeling ultrafine particles and black carbon was performed at and in the vicinity of Los Angeles International Airport. Airports are important sources of particulate matter in urban airsheds yet regulators and public health agencies have little data available to them that address the characteristics of particles emitted from aircraft and the potential impact on exposure in adjacent communities. Previous efforts to study airport-related particulate matter have generally relied on time integrated measurements and instruments that do not capture ultrafine combustion particles emitted from aircraft. This study attempted to address this important data gap, on a scale that was exploratory in nature, and thus somewhat limited in scope. The study results provide an initial characterization of ultrafine particulate matter associated with LAX aircraft operations that provides the basis for further in-depth studies including PM compositional characterization, toxicology and health effects studies.

### Methods

The project was comprised of three field studies, performed in Los Angeles in 2005-2006, and a modeling component. The field studies used near real time instruments to measure number concentrations of UFP with high temporal resolution. Overall size distributions of UFP and concentrations of particles at selected sites were obtained 140m downwind of a major aircraft take-off location, a background reference site to the north of the airport that is minimally influenced by aircraft pollution, and six community sites located 1.8 - 3.5 km to the east of LAX in a primarily residential area. Number concentrations of 15 nm particles only were studied at ten sites in a field immediately to the east of LAX, at distances ranging from 220-610m from the point on the runway at which take off is typically initiated. Sampling for black carbon mass and  $PM_{2.5}$  mass was performed concurrent with the UFP work at most of the sampling sites in the field studies. At the airport location, monitoring was performed for carbon monoxide, carbon dioxide, polycyclic aromatic hydrocarbons, and selected volatile organic compounds. Data on time varying factors such as aircraft arrivals and departures, wind speed and direction, temperature and traffic counts were collected from airport sources to assist with statistical analysis of temporal variability in particle concentrations.

### Results

Size distribution and total particle counts of ultrafine particles monitored immediately downwind of aircraft take off showed very high concentrations of UFP. At this sampling site, the greatest numbers of particles were observed at a particle size of approximately 15 nm. The peaks in the temporal profiles of UFP number concentrations occurred during aircraft take off events. In the second field study, the downwind study, 15 nm particles were measured simultaneously at the take off runway and at five locations east (downwind) of the runway, to see whether take off associated spikes in particle levels could be detected at these distances (ranging from 210-660m). The results show clearly that the temporal pattern of particle number concentrations at downwind sites are driven by runway activity. UFP number concentrations at the background reference site were substantially lower than at the runway and the size distribution was notably different. UFP levels monitored at six community sites were intermediate between the concentrations observed at the airport runway and those at the background location. The size distribution of UFP collected at the community sites was similar in shape to that of the runway site, with the peak

Specific Aim 5: To model the dispersion of aircraft emitted black carbon near LAX, using measurement data collected in Aims 1 and 2 to evaluate model predictions.

### 1.2 Background and Rationale

The South Coast air basin is a non-attainment area for the California fine particulate matter (PM<sub>2.5</sub>) ambient air quality standard, and will be designated as a non-attainment area under the national PM<sub>2.5</sub> standard at the end of this year. No health-based standards are in place for ultrafine particulate matter (UFP), yet these particles possess properties that raise significant health concerns. Ambient UFP often contain high levels of redox-cycling organic compounds. These particles generate oxygen radicals, have greater potency to induce oxidative stress responses than larger particles, and are associated with inflammatory effects in lung tissue and cultured cells (Li et al, 2003; Donaldson et al, 2002). After inhalation, UFP can translocate to extrapulmonary tissues, such as brain and liver (Oberdorster, 2004), and are taken up by cells to lodge in mitochondria, producing toxic effects in these organelles (Xia et al, 2004). While effects in epidemiological studies have been more difficult to establish due largely to exposure assessment issues, UFP have been implicated in exacerbation of asthma (Peters et al, 1997) and with cardiovascular effects (Elder et al, 2004). Due to the likely role of UFP in the toxicity and health effects associated with combustion-related particulate air pollution, improved understanding of ambient exposure levels and the relative contributions of key airborne particulate matter (PM) sources to UFP exposure is needed. It is critical to characterize spatial variation in contribution of PM sources to ambient UFP, since some sources may be responsible for especially high impacts in nearby communities. The studies reported here have provided data that will help to clarify the role Los Angeles International Airport (LAX) as a source of ambient UFP at the airport and in adjacent communities, and provide the basis for further detailed studies of LAX associated PM.

The contribution of aircraft emissions to PM exposure levels, and to UFP in particular, could be significant. Recent PM studies carried out near freeways (Zhu et al, 2002a&b) have demonstrated a concentration gradient for UFP, black carbon, and CO; concentrations many times higher than ambient were measured immediately adjacent to freeways with exponential decrease in particle number observed over distances of 100-300 meters. Similarly, communities in close proximity to major airports could experience elevated levels of combustion-related PM that derive from aircraft and other airport activities. Fixed site routine monitoring sites provide little information about the spatial variability in PM levels that is needed to evaluate the impact of near-source exposures from sources such as motor vehicle and airport traffic. In addition, the complex temporal patterns of emissions from aircraft are difficult to resolve with routine time-integrated monitoring methods.

While the potential importance of airport-related sources has been recognized in recent years few studies have reported measurements of particulate air pollution at or near large airports. The South Coast Air Quality Management District (AQMD) conducted a series of monitoring campaigns during the years from 1998 – 2001 (AQMD 2000a, 2000b, 2001). Dustfall of large particles, volatile organic compounds (VOC), carbon monoxide (CO), PM10 mass, organic (OC) and elemental carbon (EC) were among the endpoints measured at several locations in the vicinity of LAX. The AQMD studies used time-integrated sampling methods, typically sampling over 8 – 24 hour periods.

2

## 1. Introduction

### 1.1 Objectives and Specific Aims

The objectives of this study "Monitoring and Modeling of Ultrafine Particles and Black Carbon at the Los Angeles International Airport (LAX)" were:

- 1) To characterize number concentrations of ultrafine particles (UFP) and black carbon mass concentration associated with aircraft take-offs, using near real-time monitoring instruments.
- 2) To examine concentrations of UFP numbers and black carbon mass in ambient air at and near LAX as a function of temporal and spatial patterns of aircraft traffic, local meteorology and other time-varying factors that could potentially explain variability.
- 3) To investigate the contribution of aircraft emissions to local ambient PM in neighborhoods downwind of LAX.

The study was designed to investigate the following hypotheses:

- 1) Aircraft arrivals and departures at LAX emit UFP, PM<sub>2.5</sub> and black carbon resulting in levels at the airport that are detectable above ambient background.
- 2) A concentration gradient of aircraft emitted PM extends from LAX to community sites downwind of the airport.
- 3) The concentration gradient can be explained by air dispersion processes, mainly as a function of the distance from the airport sources, wind speed and direction, and by the time-varying source strength of airport operations.

Five specific aims were developed to address the hypotheses and pursue the research objectives.

**Specific Aim 1:** To measure UFP number concentration, PM<sub>2.5</sub> mass concentration and black carbon mass concentration at a near source site and an upwind background site, during two seasons. (pertains to Objective 1 and hypothesis 1)

**Specific Aim 2:** To characterize dispersion of aircraft emissions by assessing the UFP number concentration and black carbon mass concentration within 600 m downwind of take-off emissions. (This aim pertains to objective 1 and hypothesis 2 and was developed and approved as an additional aim by the contract officer during the period of the contract).

**Specific Aim 3:** To perform a statistical analysis of highly time-resolved data collected in the first two aims to explain the time-varying nature of pollutant concentrations by temporal patterns in aircraft activity, in the context of other time varying factors such as local meteorology. (addresses objective 2 and hypotheses 1, 2).

**Specific Aim 4:** To examine the potential contribution of dispersed aircraft PM to community exposure levels in the vicinity of LAX, using instruments installed at the near source site simultaneously with instruments installed at various sites in an adjacent community.

1

LAX. With the absence of effective source tracers for jet fuel and lack of studies that address the size-resolved composition of ambient particulate, it has not been possible to partition the impacts of aircraft emissions from those of motor vehicles on the ground. The time-integrated sampling approach used in the AQMD studies apparently lacks the sensitivity to detect potentially large quantities of emissions from aircraft operations over repeated short time periods.

Given this background, the current study was proposed to focus on UFP at and in the vicinity of LAX, using instruments with high time resolution to capture the high temporal variability in aircraft source emissions. Monitoring locations were selected to minimize the confounding impact of traffic arterials. The relative contribution of aircraft and other mobile source factors to the overall impact of the airport on ambient PM is an important question in the design of effective control strategies, but is difficult to address at this time due to inadequate availability of source tracers. This study applied statistical analysis of time resolved measurement data as an alternate approach to source tracer methods to assess the contribution of aircraft emissions to downwind PM levels. The work reported here will build the groundwork for in-depth studies of particle composition and relevant gaseous and vapor phase pollutants in the future.

*Quote*  
*1/11*  
*2/20/00*

The findings from these exploratory studies were limited in their ability to address airport PM emissions. AQMD concluded that the monitoring site chosen to capture airport emissions was also highly influenced by vehicle traffic along Aviation Boulevard. It was difficult to make conclusions regarding the sources of the PM measured at this site. EC levels at an Aviation Blvd. site nearest to the airport were higher than those measured at other points along Aviation Blvd. which suggested that LAX was a contributing source of EC, but the methods used were unable to differentiate sources. The data for PM10 mass did not show clearly that the site nearest the airport had the highest levels. It may be that PM10 is an insensitive measurement, since it is expected that airport operations have a greater impact on UFP and fine PM levels than on coarse PM downwind of the airport. AQMD concluded that "it is not possible to determine what portion of the measured PM10 values are due to operations at LAX, traffic associated with the movement of goods and passengers in and out of LAX, non-LAX related traffic on the major arterials (Aviation Blvd, and the 405 freeway), or some other source" (AQMD 2000a).

Comparison of pollutant levels across the selected monitoring locations indicated that in general, PM10 mass, EC, OC, and mobile source-related air toxics (benzene, 1,3 butadiene, and formaldehyde) were more concentrated east of the airport than at a comparison site north of the airport, consistent with airport sources and prevailing west to east winds playing a role. Benzene and 1,3 butadiene levels showed a decreasing concentration gradient with increasing distance from the airport (AQMD 2000a). Proximity to heavy traffic corridors (Aviation Blvd and the 405 Freeway) appeared to result in higher PM, EC, OC and mobile source air toxics measurements, regardless of the location with respect to the airport (AQMD 2001). The findings suggest that the time-integrated sampling methods used in these studies may have obscured the impact of airport sources on local community exposure levels.

Two AQMD studies reported on microscopic analysis of PM fallout collected on glass plates under the LAX landing path. In the first study (AQMD 2000a), combusted oil soot particles greater than 50 microns were observed, and the authors concluded that aircraft could be contributing to soot fallout. However, in a second study conducted in spring 2000 (AQMD 2000b), these large, pitted particles suggestive of high temperature oil combustion were not reported; fallout composition was not inconsistent with other areas of the LA basin. AQMD was unable to conclude whether LAX contributes to large particle fallout at the study sites.

Pilot studies designed by ARB investigators to compare variation in fine and UFP measured in communities to levels measured at fixed site monitors found that very high counts of small particles (<600nm) were present downwind of LAX (Westerdahl et al. 2003a & b). Distribution of particle numbers by size showed that maximum particle counts were in the 10-20nm range, indicating combustion as the likely source. A small-scale study by Bloch (2002) suggested that jet engines may emit high concentrations of ultrafine particles in or near airports.

Together, the available studies suggest that the airport or nearby major traffic arterials may contribute to greater PM levels in communities on the east side of LAX than on the north and south sides, consistent with the location of traffic arterials and the predominant west to east wind patterns near the coast. The studies are relatively limited. UFP monitoring was done only in the pilot work by ARB. Spatial distribution of UFP has not been studied in communities adjacent to

*raf*

## 2. Near Source Study

### 2.1 Overview

The general objective of the first project component was to measure target pollutant levels during aircraft take-off as near to a busy runway as practicable, and compare the results to measurements taken at an upwind background location. Semi-continuous instruments to monitor UFP number concentrations, particle size distribution and black carbon were assembled, installed, and operated at a near-source site at LAX immediately downwind (about 140 m) of a major departure runway. Time integrated instruments were used to monitor fine  $PM_{2.5}$ ,  $CO_2$ , selected polycyclic aromatic hydrocarbons (PAH) and organic vapor phase compounds. The upwind site was installed with the same instruments, to provide background data for comparison. The main near-source study was carried out in September 2005; a limited second study was performed in Feb/March 2006 to enable evaluation of seasonal effects on the research findings.

The purposes of monitoring PM at the near source site were 1) to determine which measured pollutants displayed elevated concentrations at the runway in comparison to the background site, and 2) to determine how PM and associated pollutant measures varied with airport operations, especially exhaust from aircraft take-off thrust. To accomplish these purposes, data analysis included a comparison of summary statistics from the near-source and the background sites followed by a detailed analysis of the time profiles of ultrafine particle concentrations at the runway, in the context of aircraft departure times provided by LAX.

### 2.2 Methods

#### LAX and Meteorology

Los Angeles International Airport (LAX) is the world's fifth busiest passenger airport and ranks sixth in air cargo capacity. LAX is located at the western border of the South Coast Air Basin near the Pacific Ocean (N 33°56.55', W 118°24.48'). In 2003, LAX accommodated about 55 million passengers and 2 million tons of goods (LAX, 2004). Flights into and out of LAX typically proceed from east to west, with 96% of the departures to the west over the ocean and 94% of the arrivals landing from the east. Two runways are located to the north and two are to the south of the LAX central terminal complex. On average, 1,700 to 2,200 aircraft movements occur daily at LAX.

#### Specific Sampling Sites

The two sites used in this study were selected to contrast a near-source (blast fence) location at LAX with a background reference site that is upwind of LAX. Figure 2-1 shows the relative locations of the two sampling sites.



Figure 2-1: Locations of near source site at LAX blast fence (BF) and background reference sites (AQMD).

Downwind/Near-Source site: The near-source monitoring site was located at the east end of runway 25R at LAX. Runway 25R is primarily used for aircraft taking off to the west, directly against the prevailing wind, and accommodates 40% of the total departures at LAX. Some aircraft arrive on runway 25R but departures dominate runway activity. The runway sampling location is ideally positioned to capture emissions from aircraft take-off thrust: planes initiate take off close to the sampling site, then accelerate westward down the runway and away from the sampling site. Three fences, called "blast" fences, are positioned north to south across the end of runway 25R, and are designed to buffer the blast of jet exhaust associated with take off. Figure 2-2 illustrates the locations of the major and minor blast fences. The blast fence location is approximately 140m from the point on the runway at which departing aircraft initiate take-off. Two glass-fiber cabinets that accommodated the instruments used in this study sit underneath the major blast fence, and were made available to us by Los Angeles World Airports. The cabinets are equipped with power sources and provide protection for the equipment from the turbulent air and coarse dust clouds that regularly occur at this location. Figure 2-3 shows a close-up of the sampling site. An electrical panel connects power lines to the cabinets and distributed power outlets to which pumps and samplers were connected. An air-conditioning unit is available to provide cooling needed for the instruments placed inside the cabinet. The sampling probes for the SMPS/CPC and Aethalometer were initially inserted through slits in the fencing, to sample the air stream on the runway side of the blast fence, directly facing aircraft emission plume. However, in 2006 sampling campaigns the probes were placed behind the blast fence, with a cyclone to remove large particles, due to concerns that large particles blown by the blast clogged the orifice of the SMPS inlet and resulted in invalid data and potential damage to instruments.

and ending at 14:00 pm on September 29, 2006. The winter field study was limited to the near source site (blast fence); data were not collected at the AQMD background site due to limited availability of instrumentation. At the blast fence, the winter sampling took place over several days in late February and early March, 2006, using a more limited set of instruments than the summer study.

#### Instrumentation and Sampling Methods

Descriptions of the instruments used in the study are provided below. The instrumentation is also relevant to the dispersion and community studies that are reported in Sections 3 and 4 of this report, below.

For the summer study, a set of instruments was installed at each of the two sampling sites: a SMPS/CPC along with a laptop computer for data integration, an Aethalometer, an E-BAM Particulate Monitor, a Tisch Sampler, a canister sampler for butadiene, benzene and acrolein, and a cartridge sampler for formaldehyde. In addition, meteorological data and CO concentrations collected at the AQMD site were supplemental to this study. Table 2-1 summarizes the instruments and the time intervals over which they were used in the monitoring protocol.

Table 2-1—Instruments used in the Airport Study

Site	Target Parameter(s)	Instrument (Supplier, Model)	Sampling Interval
AQMD	Black Carbon	Aethalometers (Magee Scientific, AE-20)	5 minutes
AQMD	PM <sub>2.5</sub>	E-BAM (Met One Instruments)	30 minutes
AQMD	Particle Size Distribution	SMPS (DMA 3081) CPC (3785) (TSI)	2 minutes
AQMD	PAHs	Tisch Sampler (Tisch Environmental Inc. 1202)	~24 hrs
AQMD	Butadiene/Benzene/Acrolein	Canister sampler (ARB supplied)	~24 hrs
AQMD	Formaldehyde	Cartridge sampler (ARB supplied)	~24 hrs
LAX	Black Carbon	Aethalometers (Magee Scientific, AE-20)	5 or 10 minutes
LAX	PM <sub>2.5</sub>	E-BAM (Met One Instruments)	60 minutes
LAX	UFF Total or Size-specific Conc.	SMPS (DMA 3081) CPC (3025) (TSI)	1 second
LAX	Particle Size Distribution	SMPS (DMA 3081) CPC (3025) (TSI)	2 minutes
LAX	PAHs	Tisch Sampler (Tisch Environmental Inc. 1202)	~24 hrs
LAX	Butadiene/Benzene/Acrolein	Canister sampler (ARB supplied)	~24 hrs
LAX	Formaldehyde	Cartridge sampler (ARB supplied)	~24 hrs

A SMPS (TSI Classifier model: 3080, DMA model: 3081)/CPC (TSI model 3785) along with a laptop computer were used to measure particle concentrations and size distributions, ranging



Figure 2-2: Bird's eye view of runway 25R and the LAX blast fence near source sampling location

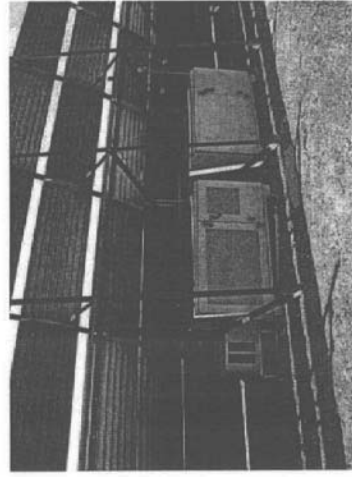


Figure 2-3: Close up view of the LAX blast fence sampling site

Upwind Background site: An upwind sampling site in a residential area north of LAX was chosen as a reference location. The site experiences a prevailing sea breeze, with no major PM sources upwind. There are two high schools nearby, which may introduce some bus emissions to the area, and there is light local traffic. This location is operated by the South Coast Air Quality Management District (AQMD), who generously provided access for the duration of the study.

#### Sampling Dates

Field sampling was performed during two time periods. The summer field study took place September 23-29, 2005. Sampling was performed over 24 hour intervals for time-integrated instruments and continuously for real-time instruments, starting at 12:00 pm on September 23

2" PUF plug placed behind the screen to hold the ensemble together. The TCGFFs were cleaned by sonication using a solvent mix of dichloromethane:methanol and letting them dry in the oven until no odor was detected. In preparation for field use, PUFs were cleaned with distilled water and "compress-cleaned" using a mixture of hexane:methanol:methylene chloride (5:3:2 v/v) prior to matrix loading. After cleaning, PUFs were dried in an oven until no solvent odor could be readily detected. The XAD-4 resin was cleaned with triplicate rinses of water and methanol, using a Millipore filtering system. Cleaning was carried out in a Soxhlet system using methanol for 24 h, followed by methylene chloride for two 24 h periods. Once the XAD-4 was cleaned, it was placed in a vacuum oven at 40–50°C for 2–3 days until no odor was detected. Ten vapor- and particle-phase 24-hour samples were collected at the blast fence and the background site from September 23 to September 28, 2005. No Tisch sampling was performed during the winter campaign. Vapor- and particle-phase samples were analyzed separately to assess differences in the PAH profiles at each site. Sampled volume, measured by the sampler's mass flow meter, is corrected to 21.1°C and 1 atm. Prior to sampling, laboratory-prepared sampling matrices were stored in a conventional freezer and their transport to and from the field was accomplished using a cooler containing frozen blue ice. Once the samples were collected and returned to the laboratory, they were placed in a freezer until extraction and analysis. Previous work has shown that backup filters were not needed (PAH levels on backups were below LOD under the sampling and analysis methods used) (Eiguren-Fernandez et al., 2004).

SUMMA polished stainless steel canisters were used to collect ambient air for chemical analysis for 1,3-butadiene, benzene, and acrolein. In the field, a sampling train provided by ARB was connected to a canister. The train consists of metal tubing with an open-end for air entry, a critical orifice with a screw for flow control, a pressure gauge to measure canister vacuum pressure, metal tubing for connecting the train and the canister, and a concrete block stand to hold the sampling train. Canisters were initially depressed to ~30 psi prior to use in the field. After connecting the sampling train and the canister, airflow at 0.003 liter per minute was calibrated at the beginning of each sampling. Sampling lasted for about 24 hrs. Air pressures at the beginning and at the end of sampling were recorded.

Cartridges containing silica gel (coated with acidified 2,4-dinitrophenylhydrazine, DNPH) as a solid absorbent were used to trap formaldehyde in ambient air. The cartridge was connected to a sampling train, consisting of a holding tripod and a pump drawing a flow rate at 0.7 liters per minute for a 24-hour period.

#### *Chemical Analytical Methods*

Details of the PAH quantification procedure have been described previously (Eiguren-Fernandez and Miguel 2003). Briefly, TCGFFs were extracted by ultrasonication with 15 mL of methylene chloride. The extraction procedure was performed in amber glass vials under yellowlight conditions. The extract was filtered and the volume reduced to ~5 mL; 1 mL was used for analysis; the remainder was frozen. The XAD-4 was also extracted by sonication. A 1mL aliquot was injected directly into the HPLC-FL system to measure naphthalene, acenaphthene, and fluorene. Another 1mL aliquot was concentrated to ~100µL for the analysis of higher molecular weight PAHs. One field matrix blank was extracted and analyzed for approximately every ten samples. PAH concentrations measured in blank filters and XAD-4 blanks were subtracted from the concentrations found in the samples. Eiguren-Fernandez et al. (2004) have

from 7.64 to 289 nm in 102 size bins, at the AQMD background site. A second SMPS (TSI Classifier model: 3080, DMA model: 3081)/CPC (TSI model 3025), measuring particles in sizes from 6.15 to 225 nm in 101 size bins was used at the blast fence. In the two-minute scans performed for size distributions, particles are scanned for 100 seconds followed by a down scan that allows the voltage to be reset (down scan) for 20 seconds. Particle numbers in dN/dlogDp were generated for each size bin during each two-minute scan. The instruments were frequently checked for proper functioning. Upon identifying abnormal responses, if any, they were examined and properly maintained in the field, such as cleaning of inlet impactor. All data were handled by TSI-provided software, Aerosol Instrument Manager (AIM) 5.3.1. ASCII coded data were exported from the AIM software and subsequently analyzed by Microsoft Excel or SAS software (SAS Institute, Cary, NC).

The SMPS/CPC was also used to conduct near continuous monitoring by performing particle counts over very short time intervals, to better capture take-off emissions. In these measurements, the DMA of the SMPS was adjusted to monitor a specific particle size and the CPC was used to count particle concentrations at the desired size every second, providing a real-time monitoring approach that could capture temporal variability in particle number concentrations. In the September study, monitoring was done for 7, 10, 20, 30, 50, 100, 150, and 200 nm on September 23 and at 8, 10, 15, 20, 30, 50, 75, 100, 150 and 200 nm particles on September 28. The monitoring time periods for one second scans lasted from 11 min to 77 minutes. In the winter study, similar one second scans were conducted for particles at 10, 15, 20, 30, 50, and 100 nm, on February 28, March 1 and 2.

Aethalometers (Magee Scientific, model AE-20) were used to measure black carbon (BC) at 880 nm. The instruments were set up to measure average BC concentrations over 5 minute intervals in the September study and over 10 minute intervals in the winter study. Data was retrieved from the instruments daily.

E-BAMs (Met One Instruments) were installed to measure PM<sub>2.5</sub> at the LAX blast fence and the AQMD background site during the September study. The instrument operated continuously for 168 hrs. Hourly averaged concentrations were retrieved from the instruments after termination of monitoring efforts at the end of the sampling campaign periods, whether sampling duration was set up for 30 or 60 minutes.

CO<sub>2</sub> concentrations were measured at the LAX blast fence by a Q-Trak, which was set to integrate the concentration over one minute interval. As explained below, the instrument did not perform adequately under the field conditions, and the data were not pursued.

A Tisch Model 1202 sampler (Tisch, Cleves, OH) was deployed to obtain ambient samples of polycyclic aromatic hydrocarbon (PAH) species. The sampling train was the same as was reported in Eiguren-Fernandez et al. (2004). The unit contained a PM<sub>2.5</sub> cyclone inlet, a fall column chamber, a filter holder, a PUF-XAD-4 resin holder, an electronic controller, a mass flow meter, and a vacuum pump. A sampling matrix that comprised XAD-4 resin and a Teflon coated glass fiber filter (TCGF, 10.4cm) was used to collect vapor- and particle-phase PAHs, respectively. Collection of vapor-phase PAHs was carried out using 20g of XAD-4 (Acros Organics, NJ) resin held in a glass cylinder between two 400 mesh stainless steel screens, and a

Analysis of size-specific SMPS/CPC data from one second scans: A temporal profile of particle concentration was plotted from the one second CPC output for each particle size that was sampled. To analyze the highly resolved time vs. concentration data with respect to aircraft emissions, air traffic activity data were obtained from Los Angeles World Airports (LAWA). The data includes the logged departure time, arrival time, aircraft type and airline identification number for flight activity at each runway. "Arrival" and "departure" time is logged by the control tower when a plane passes detection radar, and these logs times are not necessarily coincident with the time at which a plane and its emissions are closest to the sampling instruments. In order to investigate the specific impact of aircraft take offs on ultrafine particles in each size range, the peaks in the particle concentration time profiles were matched with departure events from the airport logs, by manual inspection of the two related time series (concentration and aircraft activity). The range of peak concentrations, mean, standard deviation, geometric mean, and geometric standard deviation for each selected size were computed. In addition, the data from selected take-off events were used to model the aircraft emission during the complete cycle of an aircraft turning onto the runway, idling, and accelerating down the runway away from the blast fence sampling location, based on field notes collected during sampling.

SAS Proc GLM was used to test the differences in volatile organic compound concentrations between the near source and the background sites as well as between two sampling campaigns.

### 2.3 Results

#### *Meteorology*

The local meteorological conditions during the study were mostly typical. In the summer study, conducted from September 21 to 27, 2005, a sea breeze developed in the morning leading to westerly and southwesterly winds over LAX from about 8 to 9 AM to early evening at a maximum speed of 8 - 11 mph. Lighter northeasterly winds from 1 to 3 mph associated with a land breeze appeared from midnight to early morning. The diurnal variations of temperature at LAX ranged from a daily minimum of about 57 °F in the early morning to daily maximums of 67 to 76 °F around noontime. High relative humidity persists at LAX due to the influence of marine air. In the winter study, the average temperature was 54 °F, with average daily minimum of 47.8 °F and average daily maximum of 60.3 °F during the study period. Winter wind speed averaged 4.6 mph, ranging from 0 to 16 mph, mostly typical sea breezes for this location.

#### *Wildfire*

During the September study period there was a wildfire in Topanga Canyon, in the Thousand Oaks region north of the Santa Monica Mountains. The fire began in the late afternoon on September 28 and continued to the conclusion of the summer sampling campaign. The wildfire was located about 25 km northwest of LAX. During this period, there was also a weak Santa Ana event September 28-29 that resulted in a slight shift from the normal meteorological patterns. The typical southwesterly sea breeze over LAX reduced slightly to 4-6 mph during the daytime on September 29. The wind directions remained mostly normal. The maximum temperature reached 92° F with a relative humidity down to 27 %, lower than typical humidity. In spite of mostly southwesterly winds, a temporal analysis of aethalometer, SMPS/CPC and PAH data suggested that the wildfire plume resulted in increased black carbon, PM, and PAH

reported that the collection efficiency of the system ranges from 93-97% of the lower MW PAHs, including naphthalene, phenanthrene, fluoranthene, and pyrene. SKM 1649a was used to determine the analytical procedure precision (4.2%) and recovery efficiency (85%).

Canisters and cartridges were transferred to ARB for analysis following ARB protocols. Briefly, 1,3 butadiene and benzene were analyzed by capillary column gas chromatography with photo ionization detector (Method MLD057). In summary, an air sample is introduced into the analytical system from a pressurized canister through stainless steel or Teflon tubing with the aid of a mass flow controller (MFC) and a vacuum system. A digital readout attached to the MFC provides a visual indication of the proper sample flow during sampling. The sample passes through a Nafion dryer to remove moisture from the gas stream. It is trapped on a cryotrap at 150 °C. At this temperature, the desired components are solidified, while fixed gases, such as nitrogen (N<sub>2</sub>), oxygen (O<sub>2</sub>), and carbon dioxide (CO<sub>2</sub>), and methane (CH<sub>4</sub>) pass through the cryotrap to the vent. The system is then purged with ultra pure N<sub>2</sub> to flush sample remaining in the tubing or bypassing it on to the cryotrap, and to remove any excess light impurities. The cryotrap is isolated and rapidly heated to 125°C, followed by injection of the sample onto a DB-VRX capillary column. After a short hold at 125°C, the trap temperature is raised to a final temperature of 190°C. The sample mixture is separated into individual components by their interaction with the capillary column stationary phase in the temperature-programmed gas chromatography. A photo ionization detector detects the eluting components. 1,3-butadiene and benzene are subsequently identified and quantified, based upon the relative retention time.

High performance liquid chromatography (HPLC) (ARB Method MLD022) was used to determine level of formaldehyde collected into absorbent cartridges. During sampling, formaldehyde reacts with the DNPH to form hydrazone derivative. Acetonitrile is used to elute the derivative from the cartridges. The eluted derivative was quantified by reverse-phase HPLC with ultraviolet absorption detection at 360 nm.

#### *Data Analysis*

Outliers in the SMPS size distribution data were detected by identifying unusual increases in the value(s) of a particular size bin, in comparison to a typically smooth size distribution. These outliers are occasionally found in SMPS/CPC-generated data and were usually orders of magnitude higher than typical values found in the same size bin. Infrequent zero values were encountered in the SMPS/CPC data, and were removed from further analyses. Negative values from aethalometers were also removed from statistical analysis.

Meteorological data: Surface and upper air meteorological data collected at the AQMD reference site were used to analyze the meteorological conditions for the sampling campaign periods.

Summary statistics (mean and standard deviation) were computed for all measured pollutants. SMPS data collected over the duration of each study period were combined to generate an average size distribution for both the near source and background sites. Statistical computation and graph plotting were performed by SAS software (Version 9.1, SAS Institute, Cary, NC) or Excel 2000 (Microsoft Corporation).

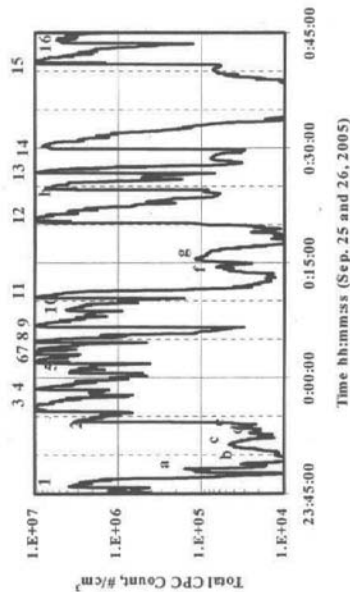
with size, down to about  $2 \times 10^3 \text{ \#}/\text{cm}^3$  for 255nm particles. Slight differences in the size distributions between September and the winter sampling campaigns might be contributed to different CPC models as well as the placements of sampling probes at the blast fence.

At the AQMD background site, the size distribution is substantially different. Particle number concentrations are lower throughout the size range and the distribution of particles by size is notably different from that at the blast fence. The defined peak in the 14 – 16 nm size range that characterizes the near source location is absent from the background reference site. At the background site, particles are more evenly distributed across the size range sampled by our instruments, with a weakly defined peak mode at about 80 nm. The concentration  $dN/d\log Dp$  at 80nm is approximately  $1 \times 10^4 \text{ \#}/\text{cm}^3$ .

**Total Particle Concentrations**

The CPC was used to determine the total concentration of particles within the size range 7 to <300 nm at the blast fence and background site, in one-second scans. At the blast fence, approximately 2% of the data points exceeded  $9.99 \times 10^6 \text{ \#}/\text{cm}^3$ , the upper limit of CPC reporting (TSI, 1999). Without the peak concentrations, averages drawn from this data are not informative to describe UFP numbers at the blast fence. A preliminary analysis has been performed of the total count data as a temporal profile. Figure 2-5 shows a selected time series of total counts, with LAX aircraft activity marked in numerals and letters. Numerals correspond to aircraft take-offs on runway 25R. Letters correspond to departures and arrivals on the parallel runway situated slightly to the south, runway 25L. Spikes in UFP concentration are clearly correlated with activity.

Figure 2-5: Time Profile of Total CPC Counts and Identification of Aircraft at Runways 25R and 25L.



**Size Specific Particle Concentrations**

concentrations at the AQMD background site (data not shown). To better focus study results on the influence of the airport and reduce potential complications introduced by differential effects of the fire on our two monitoring locations, data collected during the wildfire was excluded from statistical analyses.

**Size Distributions of Ultrafine Particles**

Data from the two minute SMPS/CPC scans were averaged to yield an overall size distribution of particle number concentration at each location. In the September study, a total of 4,639 SMPS scans were recorded at the blast fence and 5,250 SMPS scans were recorded at the AQMD site. The size distribution for the winter campaign is based on 1,100 two minute scans conducted on February 22, 23, and 24. Aggregation of the data obtained from the SMPS yields a robust representative particle size distribution of each site, depicted in Figure 2-4 as the relationship between average mobility diameter,  $Dp$  (nm), and concentration  $dN/d\log Dp$ . Zero values were excluded. The distribution at the LAX blast fence in September '05 included particles ranging from 6.15 to 225 nm (mean particle diameter). The instrument used in the winter campaign and at the AQMD background site measures particles from 7.64 to 289 nm.

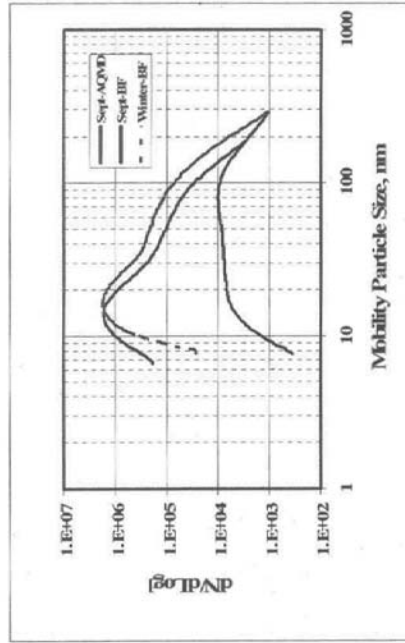


Figure 2-4: SMPS 120 second scans from near source and background sites, aggregated for each location/sampling time. AQMD is the background site, BF is the blast fence near source site at the LAX runway

Inspection of Figure 2-4 shows that the distribution of particle size measured at the blast fence is unimodal, with the peak number concentration occurring in the nucleation range at 14 nm ( $dN/d\log Dp = 1.4 \times 10^6$ ) in the summer study and 16.3 nm ( $dN/d\log Dp = 1.3 \times 10^6 \text{ \#}/\text{cm}^3$ ) during the winter study. A shoulder in the distributions between 50 and 90 nm indicates a slight secondary mode in the accumulation range, for both summer and winter studies. The concentration of particles smaller than the peak mode averages between  $1.4 \times 10^4 \text{ \#}/\text{cm}^3$  to  $1.4 \times 10^6 \text{ \#}/\text{cm}^3$  at the blast fence. Concentrations of particles larger than the mode decrease gradually



engine thrust level. The concentration of 30 nm particles dramatically elevated from 1,560 #/cm<sup>3</sup> to 17,200 #/cm<sup>3</sup>, a more than 10-fold increase. The aircraft accelerated along the runway, traveling toward the west away from the sampling location, continuously emitting particles that were blown by jet blast and later transported by prevailing wind toward the blast fence. The particles in this case were dispersed and the concentration (C, in #/cm<sup>3</sup>) exhibited decay characteristics that were described by exponential decay according to the following equation:  $C = C_0 \times e^{-kt} = 17,121 \times e^{-0.08575 \times t}$  ( $R^2=0.9927$ ), where T = 0 is the second when the take-off was initiated and C<sub>0</sub> (in#/cc) represents a characteristic constant for emissions of 30 nm particles for a specific take off event. It might be dependent upon the particle size and type of aircraft. The model constant k exhibits characteristics similar to particle dispersion in ambient or other physical processes, which might be dependent upon meteorological factors. Although the temporal profile in taxiing and idling prior to take off may vary substantially with specific events, the overall pattern of decay associated with take-offs was very similar. Note that Figure 2-6 is consistent with exponential decay following each peak.

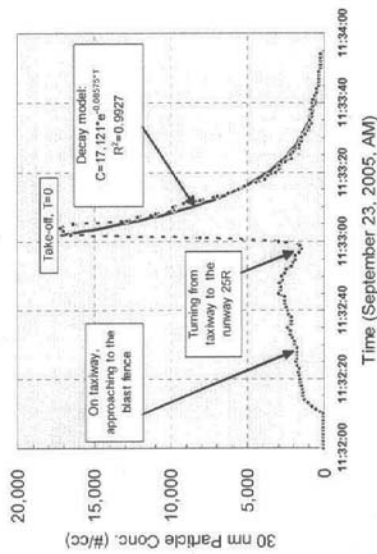


Figure 2-7: Temporal Profile of 30 nm particles during a take off event

**Black Carbon**

The aethalometers was run at the blast fence for 131 continuous hours in September 2005, and 46 hours in May 2006. Sampling intervals were set to 5 min. in September and 10 min. in May. The September 2005 data provided 1,274 observations, with overall average black carbon concentration at this location of 13.9 ± 14.3 µg/m<sup>3</sup>. The May 2006 average was 14.0 ± 10.2 µg/m<sup>3</sup> (n=142). The averages for the two sampling periods were not significantly different from each other. At the background reference (AQMD) site, the instrument (5 min intervals) ran for 147 hours in September 2005. The average concentration of black carbon at AQMD site was

Size specific particle counts over very short time intervals were performed to capture changes in particle concentration due to isolated aircraft take-off events. The one-second size specific data yielded a complex set of concentration vs. time data for several selected sizes of ultrafine particles. For each of the particle sizes monitored at the blast fence, the temporal profile of measured concentration was highly variable with many prominent peaks in the data. These peaks were associated with aircraft takeoffs, confirmed by inspection of LAX aircraft activity logs. Figure 2-6 depicts the concentration profile of 15 nm particles measured at the blast fence between 13:48 to 14:24 pm on September 28, with departing flights marked by asterisks. This time series clearly shows the variation in particle concentrations emitted from various aircraft taking off during the monitored time period. Specific airline identifiers are omitted, until a more complete analysis of aircraft makes and models can be undertaken. In the absence of a take off event, 15 nm particle concentrations ranged from 60 to 150 #/cm<sup>3</sup>, the baseline of the time profile in Figure 2-6. During take-off, aircraft generated large numbers of particles, ranging up to 28,000/cm<sup>3</sup>. The data from several of the particle sizes that were monitored showed a similar temporal pattern of peaks associated with aircraft activity to that in Figure 2-6 (data not shown).

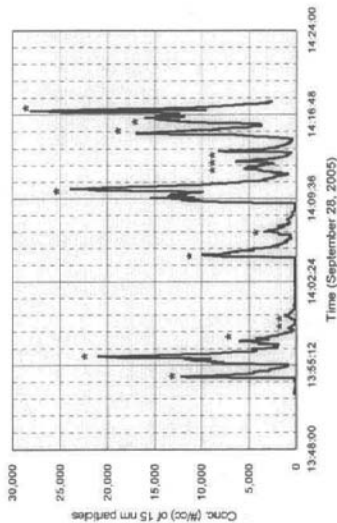


Figure 2-6: Temporal profile of 15 nm particles at the blast fence associated with aircraft activity. \*Aircraft take off events.

The size specific data were also used to analyze the emissions of single cycles of all aircraft take-offs that occurred during a selected time period for the study, during which detailed field notes had been collected. A typical example of a take-off cycle is shown in Figure 2-7, which depicts the time profile of the concentration of 30 nm particles at the blast fence while an aircraft prepared for take-off from LAX. The aircraft traveled east on the 25R taxiway to the blast fence for departure. As shown in Figure 2-7, the concentrations of 30 nm particles gradually increased from a baseline level ~40 #/cc to ~2,800 #/cc. Upon arrival near the blast fence, the aircraft made a 180-degree turn from the taxiway (facing east) onto the 25R runway (facing west). The jet blast rotated in a clockwise direction from the west to the east, resulting in a slight decrease in particle concentration. Following the 180-degree turn, the pilot initiated take-off, increasing the

0.89 ± 1.2 µg/m<sup>3</sup> (n=1,713). The difference between the two sites was statistically significant (p < 0.001).

**PM<sub>2.5</sub>**

Time averaged mass concentrations of PM<sub>2.5</sub> are shown in Table 2-2. The mean concentration at the LAX blast fence during the September study was 37.1 ± 15.4 µg/m<sup>3</sup>, which was significantly greater (p < 0.001) than concentrations measured at the background site (14.3 ± 9.9 µg/m<sup>3</sup>). Daily mean PM<sub>2.5</sub> concentrations of the LAX site varied between 32 to 42 µg/m<sup>3</sup> and were consistently significantly greater than the daily means (9 to 18 µg/m<sup>3</sup>) at the AQMD site (P < 0.001 for daily comparisons). Because each measurement is an hourly average, an analysis showing temporal association of PM<sub>2.5</sub> with aircraft activity is not possible at this time.

**Table 2-2: PM<sub>2.5</sub> concentrations (in µg/m<sup>3</sup>) at the blast fence and background reference site (2005 summer study).**

Date	AQMD		LAX-BF	
	Mean ± SD	Mean ± SD	Mean ± SD	Mean ± SD
9/23/2005	17.8 ± 11.6	42.1 ± 10.9		
9/24/2005	16.8 ± 11.2	36.0 ± 17.7		
9/25/2005	14.0 ± 7.2	39.9 ± 14.9		
9/26/2005	13.8 ± 10.3	36.9 ± 17.8		
9/27/2005	9.3 ± 10.2	32.7 ± 21.5		
9/28/2005	14.8 ± 9.8	37.9 ± 12.1		
9/29/2005	13.3 ± 8.4	33.9 ± 8.5		
Overall	14.3 ± 10.4	37.1 ± 15.4*		

\*T-test of the difference between the two sites was significant, p<0.001

**PM<sub>2.5</sub> Polycyclic Aromatic Hydrocarbons**

The results of the 5-day September 2005 sampling campaign for PAHs are summarized in Table 2-3. PAH concentrations at the background site are available for the September period only as noted in the methods section, above. Data collected during the Topanga Canyon wildfire was excluded, since PAH concentrations increased notably at the background site during that time and could therefore obscure the PAH profile associated with the airport (data not shown). At both the near source and reference sites naphthalene comprised 80-85% of the total vapor-phase PAH mass. Higher naphthalene levels were found at the LAX blast fence than at the reference site. Overall, the levels of vapor-phase PAH were consistently higher at the LAX blast fence but the differences between locations for individual species were not statistically significant.

Particle-phase PAH also differed between the two sites. The semivolatile PAHs (from phenanthrene to chrysene) were consistently higher at the LAX blast fence than the background site. On the other hand, the high molecular weight PAHs (from benzo[a]pyrene to indeno[1,2,3-cd]pyrene) were lower at the blast fence than the background site. Benzo[ghi]perylene was the highest concentration particle phase PAH at the background site. The differences in concentrations of individual particle-phase PAHs between the two sites are not statistically significant.

**Table 2-3: Vapor and Particle phase PAH concentrations at AQMD background site and LAX blast fence**

Phase	PAH	AQMD		LAX_BF	
		Mean	SD	Mean	SD
Unit: ng/m <sup>3</sup>					
Particle	Naphthalene	-	-	14.1	-
"	Fluorene	13.7	-	-	-
"	Phenanthrene	111.1	88.1	175.6	54.6
"	Anthracene	4.7	3.4	10.5	7.4
"	Fluoranthene	91.0	117.3	161.7	48.8
"	Pyrene	106.1	113.4	134.7	63.1
"	Benzo[a]anthracene	23.0	19.7	36.4	34.7
"	Chrysene	48.4	46.1	78.2	55.7
"	Benzo[b]fluoranthene	55.6	38.3	56.0	42.8
"	Benzo[k]fluoranthene	22.9	17.9	18.7	15.5
"	Benzo[a]pyrene	46.7	43.0	28.1	33.2
"	Dibenz[a,h]anthracene	7.5	6.1	2.7	0.6
"	Benzo[ghi]perylene	121.2	101.0	49.0	57.1
"	Indeno[1,2,3-cd]pyrene	48.5	36.0	18.3	15.7
Unit: ng/m <sup>3</sup>					
Vapor	Naphthalene	55.8	55.9	82.5	64.5
"	Acenaphthene	1.4	1.9	2.8	1.7
"	Fluorene	2.1	2.4	4.7	1.9
"	Phenanthrene	2.0	1.7	4.8	1.8
"	Anthracene	0.1	0.1	0.4	0.2
"	Fluoranthene	0.4	0.1	0.8	0.2
"	Pyrene	0.5	0.2	1.1	0.5
"	Benzo[a]anthracene	0.2	0.1	0.2	0.1

**Volatiles Organic Compounds**

Concentration data for four VOCs of interest are summarized in Table 2-4. Comparisons between the two locations, and the two sampling times, are presented in Table 2-5. The mean concentration of formaldehyde at the blast fence was significantly (3-fold) higher than that at the AQMD background site (p = 0.006), when data from both periods were combined. Acrolein was also higher at LAX blast fence than at the background site (p=0.034), after adjusting for the difference between two sampling campaigns (p=0.006). Note that two of three acrolein measurements in May 2005 were below the limit of detection (LOD). These values were estimated by LOD/2. There were no statistically significant differences in concentrations of benzene or butadiene between the two monitoring sites nor between the two sampling periods.

The probe of the Q-Trak became heavily contaminated with what appeared to be oily residuals from aircraft exhaust mixed with dust. This eventually damaged the sensors. Although we attempted to re-calibrate the sensors, the resulting data were judged questionable or invalid. The Q-Trak is typically used in relatively clean ambient environments. If used again in a setting like the blast fence, we recommend that the Q-Trak sensor be better protected from dust.

Technical problems with canister sampling: Although instructions were followed for canister operation there was an unexpected pressure drop in some canisters, resulting in invalid canister samples for two days at the AQMD site and one day at the LAX blast fence.

Permit to access the LAX airfield: Since LAX has stringent security procedures, we encountered a long delay (about 3 months) to obtain security clearances, badges, and driving permits to the airfield. Security badges and permits were not obtained until September 19, 2005, delaying the onset of field work.

## 2.4 Discussion

Despite difficulties associated with the LAX field environment, the near source study successfully measured size distribution and size specific concentrations of ultrafine particles immediately downwind of a busy airport runway. Other pollutant concentrations were measured at both the near source and background locations for comparison, and have laid the groundwork for further work to characterize aircraft emissions and the impact of LAX on local air quality. Manuscripts are in preparation reporting results of the near source study, and will be submitted for publication in the upcoming months.

A central finding from the study is that the size distribution of ultrafine particles is notably different at the airport blast fence location (near source) in comparison to the background reference site (Figure 2-4). Note that the size distributions presented in Figure 2-4 represent averages of thousands of SMPS scans. At the blast fence, these aggregate distributions thus reflect samples that occurred during aircraft take off events as well as intermittent background particle levels. Significant differences between the near source site and background were found in the shape of the distribution as well as the average number concentrations across the distribution. The near source site was associated with much higher concentrations of UFP below 100 nm than was the reference site. The maximum concentration difference of 300 fold between the two sampling sites occurred for particles at the concentration mode of the near source distribution (14-16 nm): the average blast fence concentration of 14 nm particles in the summer study was  $1.38 \times 10^6$  compared to  $4.65 \times 10^3$  at the background reference site. The size distribution at the near source site has a pronounced mode at 14-16 nm, and particle number concentrations fall off gradually with particle size beyond the mode, reaching background levels at 200nm. In contrast, UFP concentrations at the background site did not vary substantially with size during the time periods sampled. At the reference site, the distribution of number concentrations increases gradually between about 15 and 80 nm; concentrations fall off at either end of that size range. There was a weak mode at 80 nm.

The size distribution of UFP particle numbers at the blast fence distribution reflects aircraft take off emissions at this location. The aggregate size distribution of the background site, in contrast,

although butadiene was elevated at the blast fence in September. Concentrations of other VOCs measured during the May 2006 field study are shown in Appendix A; no significant differences were seen between the two sites in VOCs other than those presented in Table 2-4, and most compounds could not be detected.

Table 2-4: Concentrations (in ppb) of measured VOCs at the near source (LAX\_BF) and background (AQMD) sites during Sep05 and May06 sampling campaigns

Compound	Period	AQMD		LAX_BF	
		Mean (N)	Std	Mean (N)	Std
Acrolein	May06	0.52 (3) <sup>a</sup>	0.30 <sup>a</sup>	0.90 (3)	0.10
	Sep05	1.03 (3)	0.35	1.26 (4)	0.08
	May06	0.09 (3) <sup>a</sup>	0.03 <sup>a</sup>	0.27 (3)	0.04
Benzene	Sep05	0.42 (3)	0.29	0.52 (4)	0.57
	May06	<sup>b</sup>	<sup>b</sup>	0.16 (3) <sup>b</sup>	0.11 <sup>a</sup>
1,3-Butadiene	May06	0.15 (3)	0.08	0.36 (4)	0.23
	Sep05	0.53 (5)	0.22	1.70 (5)	0.66

<sup>a</sup>1 or 2 values were below the limit of detection (LOD) and were estimated by LOD/2

<sup>b</sup>All 3 values were less than LOD

Table 2-5: Comparisons of VOCs between sites and between two sampling campaigns

Compound	Comparison	P-value
Acrolein	Sep05 vs May06	0.034 <sup>a</sup>
	AQMD vs LAX_BF	0.006 <sup>a</sup>
Benzene	Sep05 vs May06	0.472
	AQMD vs LAX_BF	0.163
1,3-Butadiene	AQMD vs LAX_BF	0.148
	Sep05 vs May06	0.170
Formaldehyde	AQMD vs LAX_BF	0.006 <sup>a</sup>
	<sup>a</sup> Statistically significant difference	

## Problems Encountered during the study

Overall, the study at the blast fence was successful. The research objectives were mostly accomplished. The near source field site poses challenges associated with the high levels of dust and noise, which pose problems for successful operation of instrumentation and create discomfort for field staff.

Initially, inlet tubing for the SMPS and Aethalometer were placed upstream of the blast fence, through slits in the fencing. But the high PM concentrations including coarse dusts clogged the orifice upstream of the impactor, reduced flow to the instruments, and produced invalid readings. Based on this experience, later sampling was performed with the tubing outside of the white protective cabinets but behind the blast fence. A cyclone was added to filter out large particles that could damage the instruments. As the results show, very high particle counts are still obtained after relocating probes to reduce the impact of coarse dusts.

It is potentially informative to compare the results to PAH data for other locations in the Los Angeles Basin that were studied previously, using similar methodology (Eiguren-Fernandez et al., 2004). The blast fence concentrations of the lightest vapor phase PAH (naphthalene through anthracene) were within the range of values seen at other LAB sites. Fluoranthene, pyrene and benz[a]anthracene were somewhat elevated at the blast fence relative to both the AQMD background site and other sampled LAB locations. In contrast we observed that the heaviest particle phase PAH that were studied (dibenz[a,h]anthracene, benzo[ghi]perylene and indeno[1,2,3-cd]pyrene) were found at concentrations that fall in the lower end of the range observed in other community samples, and were lower than the levels measured at the background reference site. It should be noted that ambient concentrations of high molecular weight particle phase PAH are highly temperature dependent with increased concentrations in cold relative to warm weather. This renders comparisons of our findings to the annual average concentrations measured in Eiguren-Fernandez somewhat tenuous. As a general finding, it can be concluded that the data suggest a discernible difference in the pattern of concentrations of individual PAH species observed at the blast fence when compared to average patterns in the community.

Because naphthalene is a carcinogen and present at relatively high levels in the LAB, it was of interest to determine if aircraft could be an important source. Naphthalene levels were higher at the blast fence relative to background, and while the difference did not reach statistical significance the finding suggests that aircraft may be a relevant source of naphthalene. It should be noted, however, that the average naphthalene concentration measured at the LAX blast fence was within the range of annual average naphthalene concentrations measured at twelve LAB locations. Most of the communities studied likely experience a greater influence of roadway vehicles and other upwind sources than does the LAX blast fence location. The blast fence PAH concentrations were clearly greater than those measured in Lompoc, a rural community. The finding that much of the mass of vapor phase PAH at both the LAX and background locations was attributable to naphthalene is consistent with observations reported for several locations in the Los Angeles basin (Eiguren-Fernandez et al., 2004).

Concentrations of some VOC compounds were elevated at the blast fence relative to the background site. However, the marked differences between the two locations that were found in PM were not reflected in the VOC data. Formaldehyde levels were significantly higher than background at the near source site, which suggests LAX operations might be an important source of ambient formaldehyde. The concentrations were perhaps not remarkable in comparison to ambient levels in urban locations, but the blast fence location reflects aircraft and other airport sources alone, against a relatively pristine background of sea air, during typical meteorological conditions. Acrolein levels at the blast fence were also elevated relative to the background site. The acrolein findings are less conclusive due to technical difficulties in measuring this reactive carbonyl compound. Several measurements were below detection limits. Acrolein levels in Sep 05 sampling campaign were significantly higher than those in May 06 sampling campaign. Since acrolein is an atmospheric breakdown product as well as a primary emission, the seasonal difference may be attributable to higher ambient temperatures during September. The daily high temperature during Sep 05 sampling campaign was between 19 to 30°C; while during May 06 sampling campaign it ranges between 17.2 to 17.8°C.

may result from a combination of multiple sources. Examination of hourly-average size distributions at the background site indicates that the shape of the distribution varied at different times of day (data not shown). The aggregate distribution can be described as a combination of two mono-modal distributions and a third distribution without a clearly defined mode.

There was little seasonal effect on the distribution of particle number concentrations at the near source site. The distribution was shifted slightly to larger particle sizes, so that the mode was close to 16 than 14 nm during the winter campaign. This finding may reflect the cooler temperatures, increasing condensation of vapors. It may also be due to a slight systematic difference between the instruments used during the two sampling campaigns.

The very high variability in time vs. concentration profiles such as Figure 2-5 and 2-6 were explained in part by correlating peak particle number concentrations with aircraft take off events obtained from LAVA activity data. The largest spikes of both total particle counts and 15 nm particle counts recorded at the blast fence could be matched in time with aircraft take offs. The finding that spikes were associated with aircraft activity held for each of the UFP sizes that were monitored at the blast fence; the 15 nm temporal profile was selected for illustration in the results section, above. The UFP concentration peaks occur against a background concentration that is orders of magnitude lower in concentration and with substantially less temporal variability. For a future publication, we hope to analyze the data by aircraft type to determine what aircraft features are associated with the greatest emission of UFP. In addition, we are performing analysis of the mathematical properties of concentration decay curves in the 1 sec size specific datasets that describe dispersion of particles emitted at take off, as in Figure 2-7. The peaks and decays examined to date indicate that plume behavior generally follows an exponential decay process.

Average black carbon and PM<sub>2.5</sub> levels at the blast fence were significantly higher than average levels at the background site. This difference is presumably attributable largely to aircraft take off emissions with some additional contribution from ground activity at LAX. There are not other major PM sources in the immediate vicinity of the sampling site. The instruments used for BC and PM<sub>2.5</sub> measurements produced data that was time integrated over 5 minutes for black carbon and 60 minutes for PM<sub>2.5</sub> so that we were not able to match specific peaks of these pollutants with individual aircraft activity, as was possible for the UFP data.

In general, the results of the PAH sampling suggest that aircraft emissions are not unusually high in PAH. PAH at LAX were compared to the reference site which, like the airport, experiences fresh sea breezes during the day and the absence of significant upwind sources. The results show that there were no statistically significant differences in the levels of individual PAH species between the near source and background reference site. However, the pattern of concentrations observed was different at the blast fence vs. the background site. The blast fence was enriched for semi-volatile PAH relative to the background location. LAX had lower concentrations of heavy PAH however, especially notable for benzo[ghi]perylene, often considered a marker for light duty vehicle traffic (Table 2-3). The latter finding suggests that the background site was influenced by vehicular traffic to a greater extent than we had predicted, perhaps due to easterly flows during nighttime hours.

### 3.2 Methods

#### Instrumentation and Sampling Locations

Two SMPS/CPCs and two aethalometers (one of each provided by ARB and one of each by the Southern California Particle Center), and a Wizard III weather station were assembled for this study. One set of equipment, including the weather station, was installed at the blast fence to provide near source reference data. The other set of instruments was installed in a minivan and driven into a field located downwind of LAX, immediately across Aviation Boulevard from the near source location at the 25R blast fence. This field is referred to as the Proud Bird field and houses the LAX landing lights. Battery packs served as the power source for the instruments in the minivan. The van was parked at 5 different locations along the downwind trajectories from runways 25R and 25L in the Proud Bird field (see map in Figure 3-1). Sample sites 1-5 were located from 10m to 400m downwind of the east side of Aviation Blvd, in line with runway 25R. Sites BF, 1, 2, 3, 4, and 5 were 140, 220, 250, 310, 410 and 610 meters downwind of the source (the point along the runway at which take off is typically initiated, marked 'T' on Figure 3-1). Sampling sites A-E beneath the aircraft approach route to runway 25L were spaced at similar distances: 13, 44, 88, 165, and 348 meters from the east margin of Aviation, equivalent to approximately 620, 660, 700, 780 and 960 meters downwind of the point along the runway where landing is primarily located (indicated by 'L' on Figure 3-1).



Figure 3-1: Aerial map showing Proud Bird field and dispersion study sites. L: 25L Landing Point; T: 25R Take-off Point; BF: Blast Fence, 140 m distance from Point T; Red Marked sampling sites: 1-220m, 2-250m, 3-310m, 4-410m, and 5-610m from Point T; Green Marked sampling sites: A-620m, B-660m, C-700m, D-780m, E-960m from Point L.

#### Sampling Times

Sampling in the Proud Bird field occurred during two weeks in May 2006. Data was collected downwind from 25R over four days. Monitoring was performed at each location for approximately 2 hours on each of four different days. The data from the four days was combined for each site to enable analysis of summary statistics for black carbon and 15 nm PM.

24

### 3. Downwind Study

#### 3.1 Overview

The study was designed to examine number concentrations of UFP and black carbon mass concentrations within a 600 m downwind of the near source blast fence site. In studies of ultrafine particles near busy freeways, it has been reported that the high levels of UFP measured at the freeway approach background levels within 300 m downwind (Zhu et al. 2002a, 2002b). It was therefore of interest to conduct a parallel study for the airport to enable comparison of particle dispersion between these two sources of combustion UFP. A study precisely parallel to the freeway studies is not possible for aircraft runways. Freeway emissions may be considered a line source of pollutant due to relatively continuous traffic flow. An airport runway carries relatively few aircraft. The large plume of exhaust emitted at departure and the minutes that elapse between aircraft departures create very high temporal variability over narrow time intervals, in contrast to a freeway. Another key difference from the freeway scenario is that jet exhaust travels at high velocity from the engine thrust toward sampling locations so that the plumes might be carried farther from the site of emission.

Taking these factors into consideration, a limited experiment was designed to examine UFP particle number concentrations and black carbon mass concentration at locations intermediate between the blast fence and the community sites, which are further to the east and would be studied subsequently. One second CPC scans at 15 nm were performed at five locations, at increasing distance downwind of the take-off runway, 25R. Aethalometers collected black carbon mass concentrations simultaneously, and a weather station was included in the van used for mobile sampling. Sampling was conducted in a field east of LAX that contains landing lights to guide arriving aircraft to runways 25R and 25L. To assess downwind concentrations from departing aircraft, five locations at increasing distance from runway 25R were selected, using the landing light structures as a guide to the downwind trajectory from the runway. A more limited number of samples were taken at similar downwind distances underneath the landing path to runway 25L, which is primarily used for arriving aircraft and was thus expected to have a different spatial distribution of pollutant levels.

The study addressed the following hypotheses:

1. Concentrations of UFP numbers and black carbon mass downwind of the departure runway are intermediate between concentrations measured at the blast fence and those further downwind, in residential communities
2. A concentration gradient, with decreasing concentration over distance from the source of take-off plumes will be observed.
3. In the absence of source tracer analysis, highly time-resolved data can be used to infer the source of particles downwind from the airport, by matching the pattern of particle concentrations observed with the pattern at the blast fence.

The hypotheses assume predominance of southwesterly sea breezes parallel to the runways, the most typical pattern at LAX.

23

using only the top quartile of concentrations, to illustrate how the highest concentrations varied with distance (Figure 3-3). Plotting only the top quartile of concentrations is a surrogate for manually inspecting the time series profiles of the data and selecting those concentration peaks that are associated with aircraft departures. The peak concentrations, as represented by the top quartile of data, show a pronounced decrease with increasing distance from the runway.

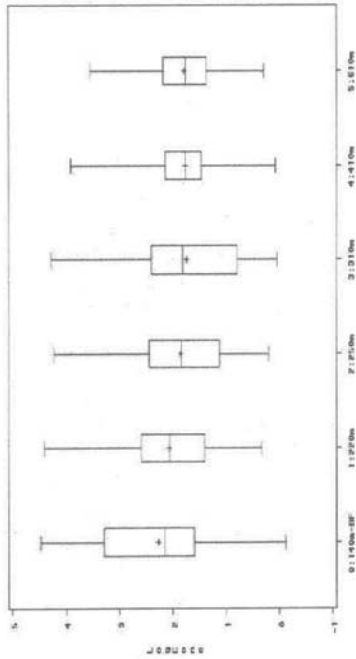


Figure 3-2: Box plot of 15 nm particle data collected downwind of runway 25R. Locations are described in meters from aircraft take off position. BF: blast fence.

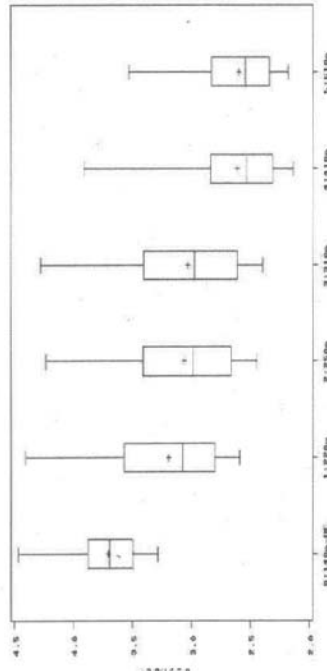


Figure 3-3: Box plot of upper quartile of 15 nm particle data collected downwind of runway 25R. Locations are described in meters from aircraft take off position. BF: blast fence.

Temporal profiles of 15 nm PM as measured at downwind locations were compared to profiles of simultaneous measurements at the blast fence near source site. Data from downwind locations 2 and 3 were plotted to illustrate the results. Figure 3-4 depicts the temporal variation in 15 nm particle number concentrations at the blast fence (red profile) and downwind site 2 (blue profile).

Monitoring was performed under the landing path to 25L on one day, during which each of the five downwind sites was sampled for about 2 hours.

**Traffic Data**

Aviation Blvd. runs north/south, immediately upwind of the field in which the dispersion study was conducted. An automatic traffic counter installed by City of Los Angeles was used to monitor traffic during the study period. In addition, a single 44-minute sampling of 15 nm particle counts was performed at about midday on May 30, 2006 at a parking lot on the west side of Aviation Blvd. The location is not marked in Figure 3-1, but is at the bottom margin of the photo, due south of site 1 and A. This location is not influenced by aircraft on LAX runways and was selected to evaluate the potential impact of street traffic on the downwind study sites.

**Data Analysis**

Meteorological data were obtained from SCAQMD. Each measurement of 15 nm particles or black carbon was assigned a wind direction, based on hourly wind data. Wind data are expressed as compass degrees, with 0 being due north. If the wind was from 200 to 290 degrees (corresponding to west and southwesterly winds), the data were considered to be under prevailing wind conditions, bringing aircraft emissions to the downwind sites. These data were considered "wind adjusted" and were included in analysis.

Runway 25L is occasionally used for aircraft departures, and this occurred several times during the sampling. In order to create a clearer basis for comparing plumes from arriving aircraft to departing aircraft, the 15 nm particle data collected downwind of 25L was sorted to exclude data associated with aircraft take offs on 25L.

Box-whisker plots were generated in SAS to compare the data obtained at different sampling locations. The lines at the top of, within, and at the bottom of the box of a box-whisker plot represent the 3<sup>rd</sup> quartile, median, and 1<sup>st</sup> quartile of the data, respectively. The whiskers extend up to the highest extreme and down to the lowest extreme of the data, thus defining the range of the data. The upper quartiles of the wind-adjusted data sets were examined separately. From the near-source study, it was apparent that the blast fence experiences sharp spikes of short time duration when aircraft take off and these peaks in the data are clearly distinguished from a general background level that displayed a much lower temporal variability. Taking the upper quartile of measurements is an approximation for manual selection of peaks in the data that are attributable to aircraft plumes. Temporal profiles of particle concentrations were plotted for selected sampling runs. As in the near source study, the time profiles were matched to aircraft activity, to assess whether the spikes in concentration can be attributed to aircraft sources.

**3.3 Results**

**15 nm Particles from 25R**

Figure 3-2 presents the number concentrations of 15 nm particles, at increasing distances downwind of the departure runway, 25R. The box plots summarize all the data collected over the duration of monitoring at the blast fence and locations 1 through 5 as depicted in Figure 3-1. The observed concentrations are highly variable. The range of observed concentrations decreases slightly with distance, but remains highly variable. Average number concentrations of 15 nm particles did not change substantially with distance. The graphical analysis was repeated,

Site 2 is approximately 110 m from the blast fence, and 250m from the source (the point on runway 25R at which take off is typically initiated). The data at the two locations was collected simultaneously during a period of approximately 30 minutes. The time profiles of particle concentration are very similar. The largest spikes of particle concentration are those associated with take off events, noted in the figure by numerals. Table 3-1 lists the aircraft activity noted by LAX during this period, for comparison with the figure. Take-off spikes of UFP were clearly detected at the downwind site, with a time lag of approximately 15-20 seconds. Figure 3-5 compares 15 nm number concentrations at the blast fence to Site 3, which is 170 m downwind of the blast fence and 310 m from the point of take-off. Again, UFP spikes observed at the blast fence are clearly detected downwind, with a time lag of approximately 20 seconds. Note that during the time period when there were no take-offs, there were no concentration spikes at either the blast fence or downwind location.

Table 3-1: Aircraft departures on runway 25R associated with data profiled in Figure 3-4.

Label	Time	ID	Type
1	16:02:08	UAL326	B752
2	16:03:59	AAL2454	MD82
3	16:06:08	SOC7987	B744
4	16:08:03	XAARQ	LJ31
5	16:09:27	COA1503	B738
6	16:11:55	AAL1744	MD83
7	16:16:36	AAL22	B762
8	16:18:08	SKW6526	CRJ2
9	16:19:08	UAL116	B763
10	16:22:22	EGF087	SF34
11	16:26:41	SKW6508	CRJ2
12	16:28:55	UAL28	B752
13	16:30:37	DLH453	A343
14	16:37:55	AAL180	B762
15	16:40:00	AAL1546	MD83
16	16:42:32	SKW6507	CRJ2

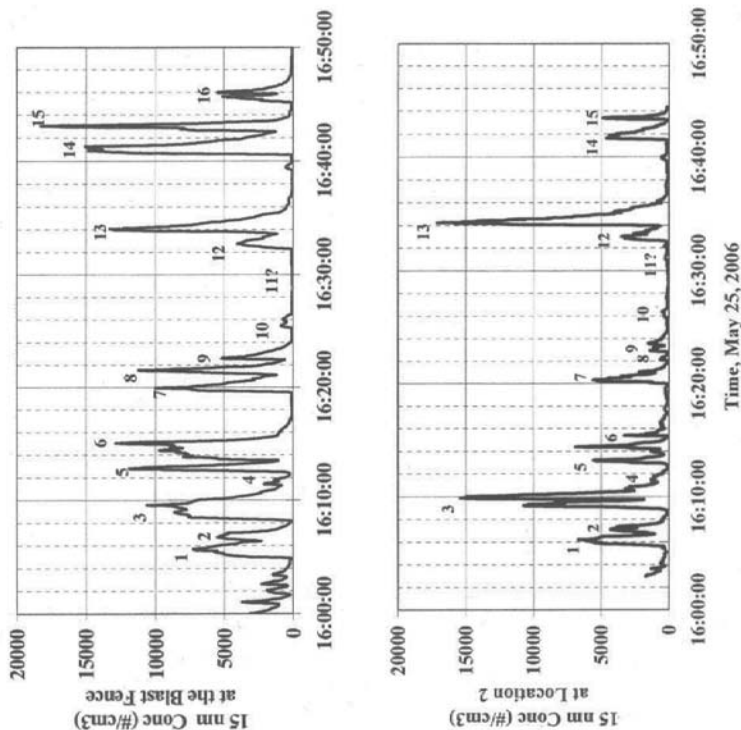


Figure 3-4: Temporal profile of 15 nm particle concentrations at the LAX blast fence (red, upper), and a site 110 m downwind of the blast fence (blue, lower) during the same time period. Aircraft departures logged by LAX are noted with numerals, see Table 3-1 for details.

Table 3-2: Aircraft departures on runway 25R associated with data profiled in Figure 3-5

Label	1	2	3	4	5	6	7	8	9	10	11
Time	15:15	15:17	15:19	15:22	15:23	15:26	15:31	15:50	15:52	15:54	15:55
ID	SEA01	JAL164	N88TV	ACA744	DU4457	FOA1697	AAL788	GF085	CAL008	BAL2452	JAL114
Type	B744	B752	F7TH	A320	B744	B737	MD83	SF34	B744	B738	B763

**Black Carbon from 25R**

Figures 3-6 and 3-7 summarize black carbon concentrations at the blast fence and downwind sites 1-5, using all or just the upper quartile of data, respectively. The peak concentrations of black carbon (as estimated by the top quartile of the data in figure 3-6) fall off with distance. A concentration gradient is less evident when the complete data set is plotted, as seen in figure 3-6.

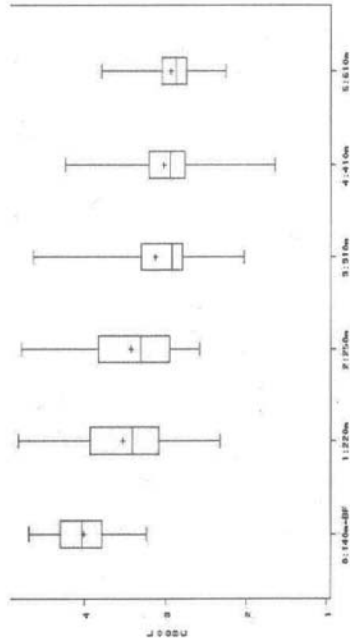


Figure 3-6: Box plot of all black carbon data collected downwind of runway 25R. Locations are described in meters from aircraft take off position. BF: blast fence.

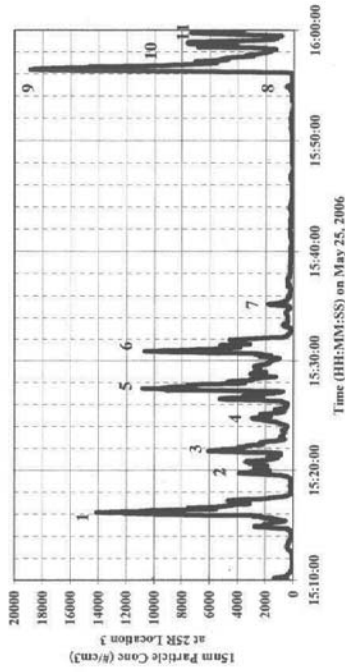
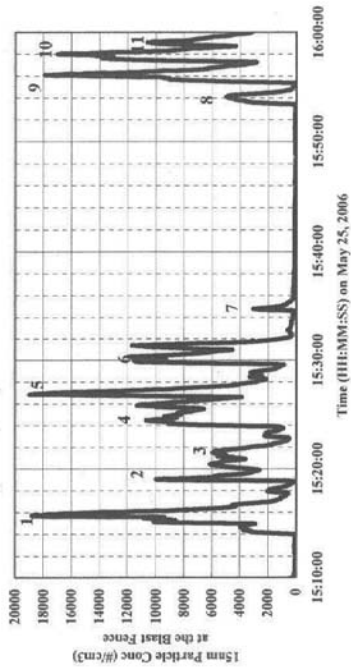


Figure 3-5: Temporal profile of 15 nm particle concentrations at the LAX blast fence (red, upper), and a site 170 m downwind of the blast fence (blue, lower), during the same time period. Aircraft departures logged by LAX are noted with numerals, see Table 3-2 for details.



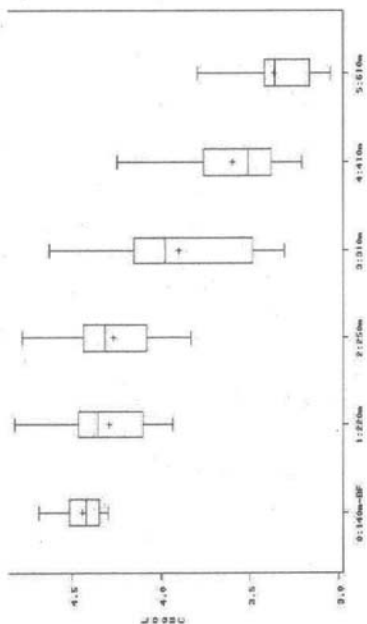


Figure 3-7: Box plot of upper quartile of black carbon data collected downwind of runway 25R. Locations are described in meters from aircraft take off position. BF: blast fence.

*15 nm Particles and Black Carbon from Runway 25L*

A similar analysis to that described above for data collected downwind of runway 25R was performed for a set of locations under the landing approach to runway 25L. As noted in methods, we excluded the data associated with occasional aircraft departures on this runway, to enhance comparison of arriving and departing aircraft emissions. Box plots of 15 nm particle concentrations using the complete data set or the top quartile only are shown in Figures 3-8 and 3-9, respectively. Data on 15 nm particles from both runways are also summarized in Table 3-3. The average concentrations of particles (all data) were not significantly different than average concentrations observed downwind of runway 25R. Concentrations of 15 nm PM averaged roughly 100/cm<sup>3</sup> at all locations; the average concentration did not show a pattern with distance. Looking just at the top quartile of concentrations, the pronounced decrease over distance that was observed for the departure runway 25R does not appear downwind of 25L. Black carbon concentrations downwind of 25L did decrease with distance, and this was apparent when looking at either the complete data set (Figure 3-10) or the top quartile only (Figure 3-11).

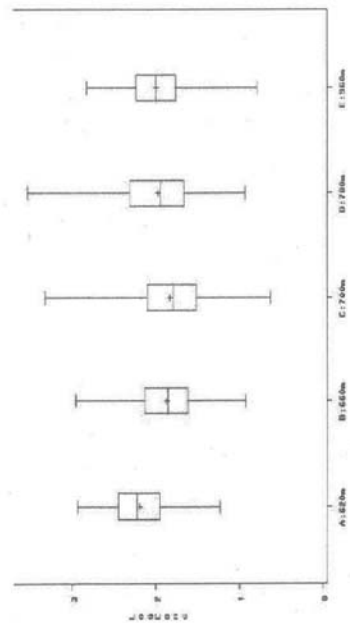


Figure 3-8: Box plot of 15 nm particle data collected downwind of runway 25L. Locations are described in meters from aircraft landing point.

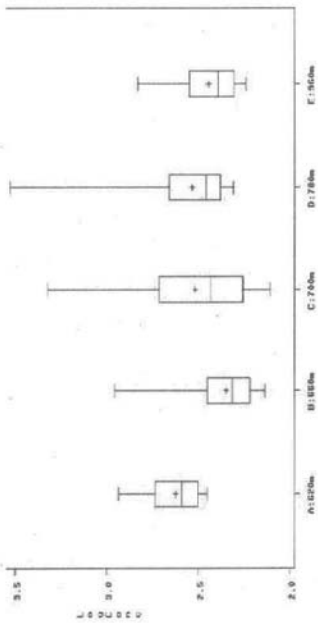


Figure 3-9: Box plot of upper quartile of 15 nm particle data collected downwind of runway 25L. Locations are described in meters from aircraft landing point.

Table 3-3: 15nm Particle Concentrations (dn/dlogDp in #/cm<sup>3</sup>) at LAX blast fence (BF), near Aviation Blvd, and study locations in the Proud Bird Field (PBF)

Location	1st Quartile	Median	3rd Quartile	90% Percentile
LAX BF-140 m <sup>a</sup>	55	247	2655	6936
PBF - 25R:				
1 - 220 m <sup>a</sup>	25	115	380	1640
2 - 250 m <sup>a</sup>	14	70	277	1300
3 - 310 m <sup>a</sup>	6	66	248	1460
4 - 410 m <sup>a</sup>	29	58	136	430
5 - 610 m <sup>a</sup>	23	56	152	442
PBF - 25L:				
A - 620 m <sup>b</sup>	89	169	281	419
B - 660 m <sup>b</sup>	41	72	137	229
C - 700 m <sup>b</sup>	33	61	128	344
D - 780 m <sup>b</sup>	45	88	204	320
E - 960 m <sup>b</sup>	57	99	173	281
Aviation Blvd traffic	32	39	57	82

<sup>a</sup>Distances from the take-off point of runway 25R.

<sup>b</sup>Distances from the landing point of runway 25L.

Problems Encountered during the study

No significant technical problems were encountered during the downwind study.

3.4 Discussion

Near-continuous sampling of 15 nm particles at locations 220-610m downwind of runway 25R at LAX was the major focus of the downwind study. Simultaneous sampling was carried out at the near source site (the 25R blast fence), and some exploratory sampling beneath the approach to runway 25L was also performed. Black carbon mass concentrations were collected at all field locations in the downwind study. Data were analyzed by summary statistics and analysis of temporal profiles of 15 nm particle number concentrations, after reducing the data set to those observations collected during prevailing wind conditions. Size distribution data were not collected in this study due to the exploratory scope. Rather, the purpose was to carry out near real time sampling to capture temporal variability in 15 nm PM associated with aircraft activity.

As a general finding, number concentrations of 15 nm particles and concentrations of black carbon measured at downwind locations were lower than at the blast fence, indicating that aerosol associated with aircraft take-off disperses over the study distances (220-610 m from aircraft and 80-470 m from the blast fence). This finding supports the first hypothesis. The size distribution of UFP number was not assessed, so it is not currently known whether the size distribution undergoes shape changes as the plume moves away from the source.

With regard to the second and third hypotheses, that a concentration gradient downwind from take-offs would be observed and that simultaneous sampling at the blast fence would allow source identification, the findings are somewhat more complicated although the data do support both hypotheses. An important finding is illustrated in figures 3-4 and 3-5. The temporal profiles of 15 nm particles collected 110 and 170 m downwind of the blast fence were very

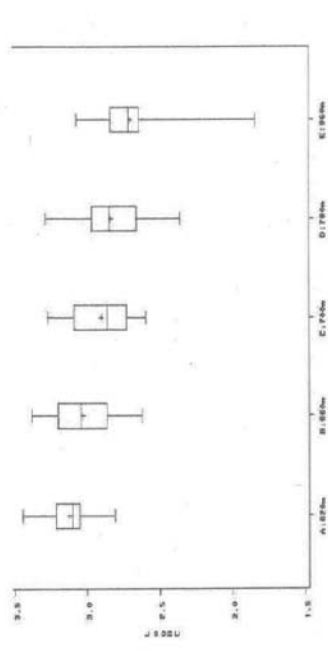


Figure 3-10: Box plot of black carbon data collected downwind of runway 25L. Locations are described in meters from aircraft landing point.

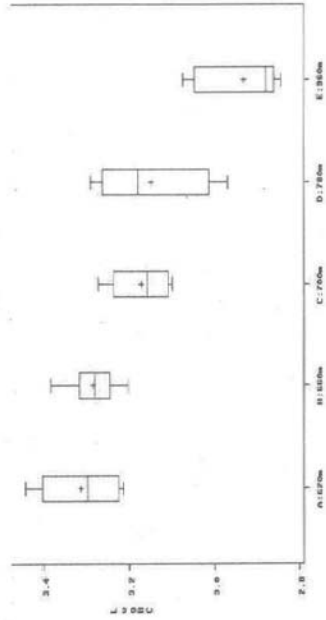


Figure 3-11: Box plot of upper quartile of black carbon data collected downwind of runway 25L. Locations are described in meters from aircraft landing point.

Table 3-3 presents summary data for 15 nm PM number concentrations, presented in the figures above. The data collected at the blast fence and in the 40-minute sampling performed adjacent to Aviation Blvd, but upwind of the runways is included for comparison. The 90<sup>th</sup> percentile particle concentrations were significantly higher downwind of 25R in comparison to 25L, and this held for all five distances from the runways. Recall that data collected during occasional departures on runway 25L were excluded to better characterize any differences between arriving and departing aircraft effects. The difference between runways is less notable at the median particle number concentrations, which reflect background concentrations in the area.

15 nm PM concentrations downwind of the take-off vs. landing runways, the average concentration under the landing path was somewhat lower than downwind of take offs but across appears to distribute across the study field resulting in relatively homogenous time-averaged concentrations at all locations. Peak concentrations were clearly not spatially homogeneous though, and showed a clear trend to decrease with distance from take-offs, as discussed above.

A second concern during study planning was the potential inference of particles emitted by vehicles traveling on Aviation Blvd. A test SMPS/CPC monitoring was performed at a location immediately to the east of Aviation Blvd., but south of the downwind study sites and the airport runways. Particle concentrations were low, as shown in Table 3-3. A temporal analysis of that data (not shown) did not identify peaks with the characteristic shape and duration associated with aircraft, but did display a pattern typical of passing vehicles. Aviation traffic appears to contribute at low levels to background particle concentrations but does not produce peak concentrations comparable to aircraft, and so the two sources are easily distinguished in temporal analyses, and by limiting analysis at the downwind sites to the upper quartile of data. The findings show that traffic along Aviation Blvd has a negligible impact on the interpretation of the peak concentrations observed in this study.

Analysis of the concentrations of black carbon downwind of runway 25R yielded a similar pattern of findings to that observed for 15 nm particles at the same locations. Average concentrations of black carbon did not show a trend to decrease with distance. The top quartile of concentrations, which presumably reflects carbon contained in take-off plumes, did show a decreasing trend with increasing distance from the runway, as was observed with 15 nm PM. An analysis of temporal profiles of black carbon, in parallel to the figures describing 15 nm particles over time, could not be performed for black carbon because the Aethalometer data is integrated over 5 minute intervals while aircraft take-off plumes show decay over periods of about one minute.

Under the landing path, concentrations of 15nm particles did not show a spatial gradient over the distances measured, regardless of whether the entire data set or top quartile was plotted. Note that particle concentrations collected during take-offs were not included, to emphasize particle concentrations that occur during landings. The lack of a spatial gradient can be attributed to the fact that aircraft-derived PM at these locations is emitted overhead from landing aircraft in contrast to the directional source (take-off exhaust) that creates the spatial gradient at locations downwind of 25R. Temporal analysis of particles at landing path locations did identify peaks of particle number concentration when aircraft passed overhead (data not shown). The peaks were substantial compared to background levels that occurred between landing aircraft, but were lower in concentration than peaks associated with aircraft take offs. The temporal patterns of particles under the landing path should be further analyzed as only a preliminary analysis has been done to date. The findings suggest that both departing and arriving aircraft emit 15 nm PM, but to assess whether the size distribution of emissions from landing aircraft differs from that observed for aircraft take-offs requires performing complete size distribution scans, and could not be done in this study.

In contrast to the findings on 15nm PM, black carbon concentrations clearly increased closer to the airport, under the landing path. It is not clear why black carbon would show the expected

similar to the profiles of particles collected simultaneously at the blast fence. The times of particle concentration peaks in the two downwind site profiles could be matched to the times of aircraft departures, with a somewhat variable time lags between the official recorded take off time, the observed spike of UFP at the blast fence, and the spikes observed farther downwind. Before the study was initiated, there was concern that obstruction of take off exhaust by the blast fence may complicate dispersion of aircraft exhaust plumes. However, the data demonstrate that exhaust plumes resulting from aircraft take-offs are easily detectable 300m downwind, within seconds after aircraft take-offs. Exhaust plumes from aircraft are emitted forcefully, and the results in Figures 3-4 and 3-5 indicate that aircraft exhaust plumes can travel considerable distances. While the impact of such "forced" dispersion would be the subject of further research, take-off blasts could be felt by field staff at downwind sampling sites, providing some empirical evidence that the blast fence only impedes some part of the force and UFP are carried farther from the source than, for example, has been observed with passive dispersion from freeway traffic. Studies of UFP dispersion at busy freeways have reported that UFP concentrations diminish to background levels over distances of 100-300 m. An additional feature of interest is apparent in figure 3-5: during a time period when no take-offs occurred on runway 25R, 15 nm PM concentrations were low and steady at both the blast fence and downwind locations. This observation demonstrates again that downwind peak concentrations are dependent on aircraft activity.

Figures 3-3 and 3-7 show a consistent downwind decay for the upper quartile measurements of 15 nm particles and black carbon, respectively. Again, the results demonstrate that the blast fence does not entirely disperse aircraft take-off plumes and a spatial concentration gradient is formed from take-off derived particles, in agreement with the second study hypothesis. One explanation is that the vertical air redirection by the blast fence occurs only for the first few seconds along the approximately 90- second take-offs. As aircraft travel westward toward the Pacific Ocean, the exhaust plume may gradually mix with ambient air and become part of air parcels carried by prevailing wind along the trajectory over the downwind study sites.

It should be noted that the five downwind locations could not be sampled simultaneously so that the data cannot describe the dispersion behavior any single plume moving across the field. Some of the inter-location variation in the downwind field site may therefore arise from time-varying factors such as different aircraft, slight changes in meteorology, and local road traffic flux all of which may complicate comparisons between sampling locations. Wind direction has been accounted for to some extent by excluding data collected during times when the wind direction was from other than 200-290 degrees. The potential complications of the serial sampling are also offset somewhat by the fact that each location downwind of 25R on four different days.

Despite the clear association of peak particle concentrations at the downwind locations with peaks at the blast fence, the average concentration of 15 nm particles did not vary substantially with increasing distance from the blast fence (figure 3-2). The finding that average concentrations were not location dependent suggests that there is a background level of 15 nm particles at the downwind locations that is not directly influenced by take-off events. When data primarily associated with take off peaks was analyzed separately (by selecting the upper quartile of concentrations) a dispersion pattern across locations became apparent (figure 3-3). There is a clear spatial gradient in the highest concentration spikes, decreasing over distance. Comparing

## 4. Community Study

### 4.1 Overview

The objective of the community study was to conduct an initial characterization of UFP in neighborhoods downwind of LAX, and to investigate the potential contribution of aircraft emissions to local ambient PM levels. A minivan installed with monitoring equipment was deployed to monitor 15 nm particle number concentrations, size distribution of particles ranging from less than 10 to 200 nm and black carbon. An E-BAM mass monitor was installed beside the minivan to monitor hourly levels of  $PM_{2.5}$ . This equipment was deployed for 3 days at each of 6 different community sites downwind of LAX runways and east of I-405. Three of the six sites selected were located directly beneath the aircraft landing path. The other three were 1) slightly north of the landing path and close to I-405, 2) north of the landing path at a greater distance from I-405, and 3) south of the landing path and distant from the I-405.

The study attempted to address the following hypotheses:

1. Ambient black carbon and UFP levels are elevated in communities downwind of LAX relative to an upwind reference site.
2. Elevated black carbon and UFP levels at downwind community sites are attributable to westward dispersion of plumes emitted at LAX and emissions from landing aircraft that pass directly overhead.
3. Community sites directly beneath the landing path experience greater UFP and black carbon levels than those to either side of the approach.

### 4.2 Methods

#### *Instrumentation and Sampling Locations*

A SMPS (TSI, model 3080, DMA model 381) along with a CPC (TSI, model 3025) were connected to a laptop computer to measure particle size distribution from 6.15 to 225 nm. Concentration of 15 nm particles was monitored over one second intervals by fixing the size in the SMPS. An Aethalometer (Magee Scientific, AE-20) was used to monitor black carbon over 3-5 minute time intervals. Instruments were set up in a minivan, with power supplied by 4 marine batteries installed in the vehicle. An E-BAM mass monitor (Met One) was installed near the minivan to monitor hourly  $PM_{2.5}$ .

Sampling locations were selected in the Lennox and Inglewood areas, downwind of LAX, east of I-405, and north of I-105. Figure 4-1 shows the location of six community sites, with reference to the blast fence (BF) near source site, aircraft take-off point (T) on runway 25R, and aircraft landing point (L) on 25L. Detailed characteristics of the sites are shown in Table 4-1.

increase as planes draw closer overhead, yet a related pattern was not observed for 15 nm UFP. It is possible that increasing black carbon is not so much a function of the overhead distance of the plane, but of engine conditions for decelerating aircraft that result in higher black carbon emissions in the final moments of deceleration, while having a limited effect on the number concentrations of the very smallest particles.

#### Data Analysis

Meteorological data were obtained from SCAQMD. Each measurement was assigned a wind direction, based on hourly wind direction. Data were included under prevailing wind conditions if the wind direction was between 200 and 290 degrees (0 degree = wind blowing from the north). Otherwise, the data were excluded from the analyses presented below.

#### Method for Calculating $PMN_{10-100}$

A metric called  $PMN_{10-100}$  was developed for analysis.  $PMN_{10-100}$  is the total PM number concentrations for mobility particle sizes between 10 to 100 nm. In this study, SMPS and CPC were coupled together to collect PM size distribution from 6.15 to 225 nm in mobility sizes by CPC model 3025 and 3022 and from 7.64 to 289 nm in the sizes by CPC model 3785. Thus, sums of all PM number concentrations among various CPC models yield incompatible results.  $PMN_{10-100}$  provides a convenient parameter to measure total counts of an important subset of UFP. Estimation of  $PMN_{10-100}$  should be based on a comparable time period at each location. In this study, 2-minute size scans were performed and are the basis of the computed metrics. Zero values occur in the SMPS/CPC scan data. The zero value of a desired size were substituted by the average number concentration of non-missing and non-zero values from three sizes less than and three sizes greater than the desired size within the same size distribution for a time period. Number concentrations of particle sizes between 10 to 100 nm were summed first to obtain a raw  $PMN_{10-100}$ . Hourly concentrations were then estimated by averaging the raw  $PMN_{10-100}$  for each hour of interest. Site specific statistics of hourly  $PMN_{10-100}$ , as shown in Table, were estimated by all wind adjusted hourly  $PMN_{10-100}$  collected for a sampling site. Mean, standard deviation, and number of wind adjusted hourly  $PMN_{10-100}$  were reported.

### 4.3 Results

#### Wind Pattern

Figure 4-2 shows the frequency of wind direction occurred during the study period. Wind directions are described by compass direction, with 0° being due north. Wind direction data was grouped into 10° intervals, from 180° to 300°. The LAX runway is situated at 260° relative to the community. During the community study period, winds arose most frequently from 230° to 250° (nearly 40%), somewhat more southerly than the direction of the runway and the expected prevailing winds. The wind direction may have resulted in a decrease in LAX-associated plumes at the study sites compared to what was expected during planning of the study.



Figure 4-1: Location of six community sites. Red dotted line: aircraft landing path with a gliding angle = 3°. 1.: 25L Landing Point; T: 25R Take-off Point; BF: Blast Fence; FEL: Felton School; RES: a Buford local resident; SYN: a synagogue; WHL: Whelan School; FS: Fire Station; LSD: Lennox School District.

Table 4-1: Characteristics of six community sites

Site	Distance from I-405 (m)	Position relative to the landing path	Estimated aircraft altitude (m)
Felton School	200	120 m north	97
Local Resident	337	Directly beneath	104
Synagogue	1325	Directly beneath	156
Whelan School	1810	Directly beneath	182
Fire Station	1170	300 m south	150
Lennox School District	1030	300 m north	140

#### Monitoring Campaign

The field study took place in June 2006. At the beginning of each monitoring effort at a community site, a relatively safe and convenient location was chosen to park the minimum, to minimize effects of local traffic. The above mentioned instruments were installed at the synagogue from June 6 to 10, at the backyard of the local resident in the sampling area from June 12 to 15, at the fire station from June 15 to 19, at Whelan School from June 20 to 23, at Felton School from June 23 to 26, and at Lennox School District from June 26 to 30, 2006. Sampling intervals for each instrument were as stated above.

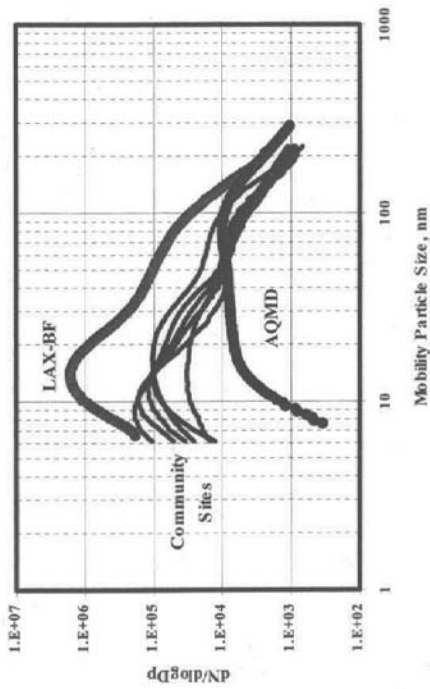


Figure 4-3: Particle size distributions of the six community sites in relation to the near source LAX blast fence (LAX-BF) and the background AQMD site.

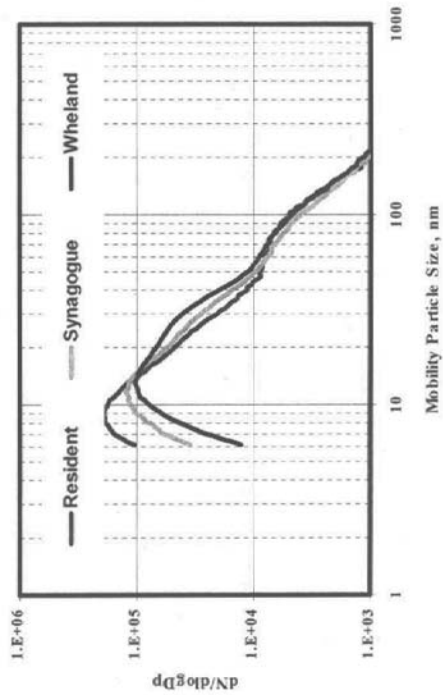


Figure 4-4: Particle size distributions of three community sites located directly beneath the landing path, arrayed west to east from "resident" to "Whelan"

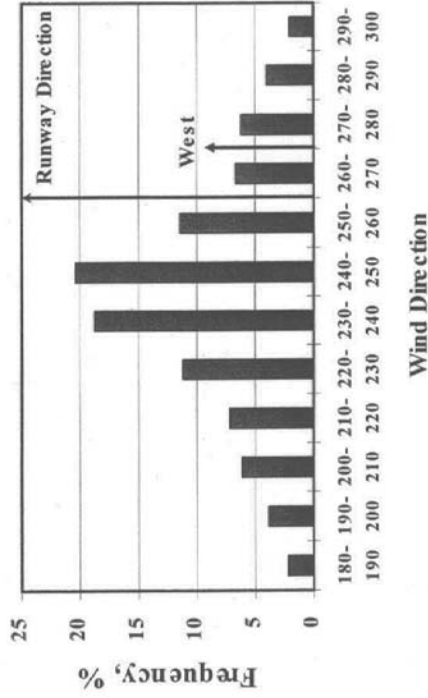


Figure 4-2: Distribution of wind direction in June 2006

*Particle Size Distributions*

Figure 4-3 depicts the particle size distributions obtained at community sites, based on averages of all SMPS scans collected during winds from 200-290°. Size distributions from the near source blast fence site (LAX-BF) and background reference site (AQMD) are included for comparison. For particles less than 40 nm, average concentrations are less than those of the near source site and are greater than those of the background site. In contrast, average concentrations of particles greater than 80 nm are slightly lower than those of the near source as well as the background sites.

Figure 4-4 depicts the size distributions obtained from SMPS scans at three selected community sites: resident, synagogue, and Whelan sites. These sites are located directly beneath the landing path (see figure 4-1). Smaller particles (< 15 nm) increase in concentration from east to west. The mode of the distribution shifts to a smaller particle size as aircraft approach. In contrast, larger particles (15-50 nm) tend to increase slightly in number over the same distances.

Figure 4-5 depicts UFP size distributions for the community sites not beneath the landing path, the fire station (300 m south of the landing path) and Lennox School District (300 m north of the landing path). For particles sizes less than 160 nm, number concentrations in Lennox School District are significantly higher than those measured at the fire station.

vary between 8 – 23  $\mu\text{g}/\text{m}^3$ . The overall average in this community is  $15.6 \pm 12.0 \mu\text{g}/\text{m}^3$ , a level similar to that at AQMD site. The overall community  $\text{PM}_{2.5}$  level is significantly lower than that measured at the blast fence  $23.7 \pm 18.5 \mu\text{g}/\text{m}^3$  ( $p < 0.001$ ).

#### Black Carbon

Table 4-3 lists overall black carbon mass concentrations from all six sites with reference to the levels at the blast fence and AQMD background site. The community average black carbon mass concentration is approximately equal to the background concentrations measured at the AQMD site. Both the community and AQMD have significantly lower black carbon than the blast fence.

#### $\text{PMN}_{10-100}$

Table 4-3 contains number concentrations of UFP in the size range of 10-100 nm, collected in two minute SMPS scans at six community sites.  $\text{PMN}_{10-100}$  at the near source and background sites are provided for comparison. At the near source site,  $\text{PMN}_{10-100}$  averaged  $5.3 \times 10^5$  particles/ $\text{cm}^3$ . At the background reference site, AQMD, the average concentration was 76-fold lower,  $7 \times 10^4$ . Concentrations of  $\text{PMN}_{10-100}$  at the community sites were intermediate, and ranged between  $2.0$  and  $5.4 \times 10^4$  particles/ $\text{cm}^3$ .

**Table 4-3:  $\text{PM}_{2.5}$  mass, black carbon mass, and  $\text{PMN}_{10-100}$  concentration at six community sites LAX blast fence and background reference site**

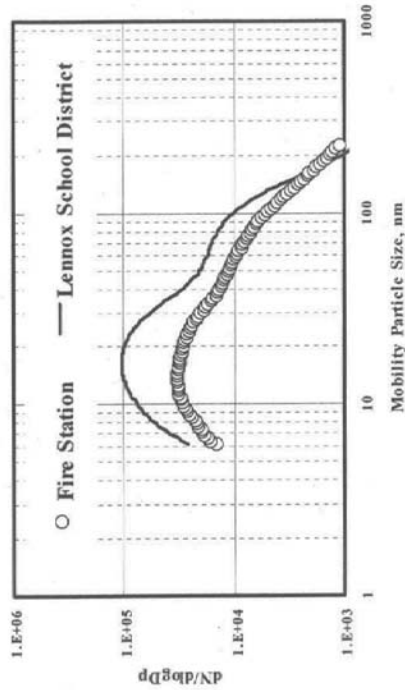
Location	$\text{PM}_{2.5}$		Black Carbon		$\text{PMN}_{10-100}$	
	Mean (N) $\pm$ SD	Mean (N) $\pm$ SD	Mean (N) $\pm$ SD	Mean (N) $\pm$ SD	Mean (N) $\pm$ SD	Mean (N) $\pm$ SD
	$\mu\text{g}/\text{m}^3$	$\mu\text{g}/\text{m}^3$	$\mu\text{g}/\text{m}^3$	$\mu\text{g}/\text{m}^3$	x 1,000 particles/ $\text{cm}^3$	x 1,000 particles/ $\text{cm}^3$
LAX Blast Fence	23.7 (1,497) $\pm$ 18.5	13.9 (1,416) $\pm$ 13.9	532 (70) $\pm$ 292			
Community	15.6 (467) $\pm$ 12.0	1.3 (5,487) $\pm$ 1.2	38 (108) $\pm$ 25			
Felton School	18.7 (63) $\pm$ 12.6	1.2 (765) $\pm$ 0.7	40 (5) $\pm$ 8			
Local Resident	8.2 (62) $\pm$ 11.6	1.0 (832) $\pm$ 0.6	39 (15) $\pm$ 9			
Synagogue	11.5 (85) $\pm$ 8.3	1.0 (786) $\pm$ 0.6	43 (17) $\pm$ 27			
Whelan School	22.7 (71) $\pm$ 11.6	1.1 (1,100) $\pm$ 0.6	44 (22) $\pm$ 22			
Fire Station	17.3 (94) $\pm$ 9.9	1.3 (987) $\pm$ 1.1	20 (31) $\pm$ 12			
Lennox SD	15.1 (92) $\pm$ 13.0	1.9 (1,017) $\pm$ 2.1	54 (18) $\pm$ 35			
Background Site (AQMD)	14.3 (133) $\pm$ 10.4	0.9 (1,713) $\pm$ 1.2	7 (77) $\pm$ 10			

<sup>a</sup> $\text{PMN}_{10-100}$  is the number concentration of particles size from 10-100 nm (see methods).

<sup>b</sup> $\text{PM}_{2.5}$  data from Summer 2005 and 2006 were combined for BF and AQMD

#### Problems Encountered during the study

The SMPS/CPC was found to be non-responsive in the morning of June 26, 2006. The instruments were restarted, air flow was checked and the tubing and impactor were cleaned. The non-responsiveness or false readings due to incorrect flow (judged by flow indicator) were found periodically during the sampling time period at Lennox School District from June 26 to 30, 2006.



**Figure 4-5: Particle size distribution of fire station and Lennox School District sites. These two locations are situated approx. 300 m S and N of the direct landing path, respectively.**

#### 15 nm Particles

Table 4-2 shows concentration profiles, indicated by the 1<sup>st</sup>, 2<sup>nd</sup> (median), 3<sup>rd</sup> quartiles and 90% percentile, of 15 nm particles at 6 community sites. Within the community, there is no clear pattern associated with the distance from the airport among these six sites. Overall, the concentrations of 15 nm PM in the community are lower than those measured at the blast fence and downwind of 25R in the downwind study and approximately equal to those measured at locations downwind of 25L (compare to Table 3-3).

**Table 4-2: 15 nm Particle Concentration (dN/dlogDp in #/cm<sup>3</sup>) Profile at 6 Community Sites**

Location	Statistics Matrices for 15nm Particle Concentration Profile			
	1st Quartile	Median	3rd Quartile	90% Percentile
Felton School	36	86	180	279
Local Resident	66	131	229	326
Synagogue	51	164	276	402
Whelan School	48	94	205	350
Fire Station	42	83	179	261
Lennox School District	66	123	192	229

#### $\text{PM}_{2.5}$

Table 4-3 shows concentrations of  $\text{PM}_{2.5}$  at the 6 community sites, with reference to the overall means and standard deviations of AQMD and blast fence sites. In the community sites,  $\text{PM}_{2.5}$

It is interesting to note that the difference in UFP levels between the Lennox and fire station sites were not reflected in  $PM_{2.5}$  levels, which were actually slightly higher at the fire station. Black carbon was higher at Lennox, but the difference was not as pronounced as for UFP. These findings imply that future studies designed to investigate the impact of landing aircraft on community exposure should emphasize instruments capable of capturing UFP as small as 10nm.  $PM_{2.5}$  is a poor indicator of exposure to aircraft emitted PM.

Figure 4-4 compares the shape and height of the UFP size distribution at three of the six community sites. The sites, labeled resident, synagogue, and Whelan, are located directly beneath the typical approach to runway 25L at LAX (Table 4-1). These sites are arrayed in a west to east direction over which the altitude of approaching aircraft progressively decreases. Assuming a 3 degree approach angle, aircraft are estimated to be 180m over the Whelan site, 160m over the synagogue, and 100m over the resident site. Comparing the SMPS data in Figure 4-4, resident, the most westward site, had higher concentration of UFP and a smaller particle size mode relative to the most easterly site at Whelan School, consistent with increasing proximity to a fresh source such as aircraft. In addition, the finding suggests a possible aging effect on aircraft emissions such that the particle size distribution is shifted to slightly greater particle sizes as distance from the source increases (sampling further to the east). Changes in chemical and physical characteristics of aircraft-emitted particles could occur between emission from the approaching aircraft and the time the plume reaches ground level monitoring equipment. A related process occurs along a horizontal scale for motor vehicle particles emitted on the 405 freeway (Zhu et al., 2002). UFP measured at increasing distances from freeways were found to increase in size and decrease in number concentration as distance increased. These changes were observed over distances within a few hundred meters from the freeway.

In addition to UFP, the study collected data on  $PM_{2.5}$  and black carbon mass concentrations at the six community sites. Average concentrations of black carbon and  $PM_{2.5}$  mass were not notably elevated in the community relative to a background reference site upwind of LAX, except at the Whelan School location at which  $PM_{2.5}$  mass was clearly above background. This site appears to be influenced by an unidentified source of fine PM. Interpretations of comparisons to the background site are limited because this site was not sampled during the period of the community study. The community study was performed in June 2006, and the background data derive from sampling in September 2005. Note that only  $PM_{2.5}$  was elevated at Whelan School while the concentrations of UFP and black carbon were not notably different from the other community sites. The data in Table 4-3 show that UFP number concentrations are not correlated with mass based measures such as  $PM_{2.5}$ , although they do show a somewhat improved correlation with black carbon in comparison to  $PM_{2.5}$ . Future studies of the impact of aircraft on PM exposure in adjacent neighborhoods need to carefully consider relevant measures, and must focus on UFP, if the results are to be informative.

Loss of the data due to non-responsiveness of the instruments was minimal. The invalid data was easily identified during data QA/QC procedures.

#### 4.4 DISCUSSION

The central finding of the community study is that the size distribution of ultrafine particle number concentrations in the community is clearly distinct from the UFP size distribution at the background reference site (Figure 4-3, with supporting data in Tables 4-2 and 3-3). The mode of the UFP number concentration was near the 10-20nm range at all six locations in this community; no such mode was seen at a nearby background site located in a community that is neither downwind of LAX nor beneath aircraft flight patterns. The concentrations of particles at sizes <50 nm were substantially higher at all six community sites than at the background site and were intermediate between the levels observed at the LAX blast fence near source site and the background site. While aircraft cannot be unequivocally identified as the source of the number concentration peak (between about 10 and 20 nm), it is highly likely that aircraft approaching LAX contribute to the observed UFP. It is also possible that advection of emissions from the airport itself also elevate UFP concentrations in this community. This preliminary result should be followed up with studies designed to determine the relative source contributions of major UFP sources that could affect the community.

A recent publication reported SMPS size distributions for eight Los Angeles area communities (Singh et al., 2006) and provides an informative context for interpreting the distributions obtained here. The UFP size distributions reported by Singh et al. varied with location and showed substantial seasonal effects. In all eight of the Singh et al. locations, the SMPS mobility diameter at which the greatest number of particles was observed (the mode of the distribution) occurred at a larger particle size than in the communities downwind of LAX studied here. None of these other eight communities are known to be affected by airport derived emissions. Several of them experience heavy road traffic emissions. The comparison provides support for the conclusion that airport or aircraft emissions may be responsible for the peak of UFP in the 10-20 nm range measured in the current study, while road traffic including I-405 is less likely to explain it.

The significant differences between the fire station site and Lennox School District (Figure 4-5 and Table 4-3) are also of interest. Concentrations of UFP were greater at the school district site than the fire station, as indicated by the distribution height in figure 4-5 and in the average concentration of  $PMN_{10-100}$  in Table 4-3. The difference between Lennox and the fire station was especially marked for particles in the 10-20 nm range. The relationship of the community sampling sites shown in Figure 4-1 to the average wind directions measured during the field study indicates that during the study period, the school district location was somewhat downwind from the landing path while the fire station was somewhat upwind. Thus, wind dispersion of emissions from approaching aircraft toward Lennox and away from the fire station may explain the difference in UFP exposure levels observed at the two sites. Both locations are roughly 1 km from the I-405 freeway. At this distance, the contribution of UFP from I-405 traffic, a potential confounding source, should be limited (Zhu et al., 2002). Further, any detectable effect of I-405 is expected to be equivalent at the two sites since they are situated at an equivalent distance east of the freeway. This line of reasoning suggests that I-405 has a limited effect on UFP concentration at these sites.



The model is initiated with NCEP (National Center for Environmental Prediction) ETA model analyses for specific dates. Aircraft activity data from the LAX airport for the date periods are used to calculate emissions at specific locations and time. The activity data includes aircraft engine types, departure/arrival time and status, and runways used for each aircraft (see below for detail). The black carbon (BC) emissions from each aircraft are estimated using an empirical formula from the literature, and then calibrated with the near-source measurements collected at the blast fence site. BC is treated as an inert tracer in the SMOG/MM5 model without chemical transformation.

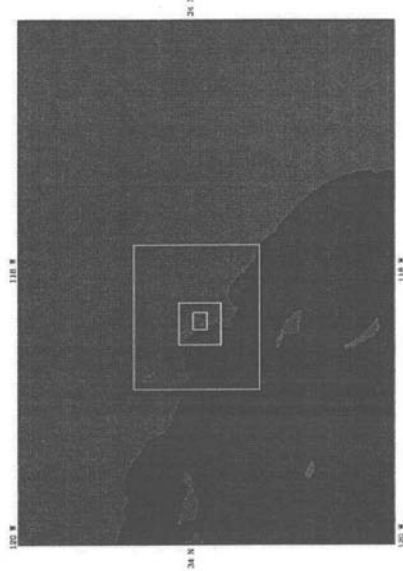


Figure 5-1. Model domains and locations used for the LAX simulation

### 5.3 Aircraft Emissions Factors

Aircraft emissions were calculated with standard LTO cycles for various aircraft and engine types. For each aircraft, the emission factors for the aircraft's specific engine at each power setting or mode of operation, as well as the time spend in each mode and the fuel flow rate at each mode, are used to compute the emission rates for various pollutants. Then the emission factors are applied to the activity of aircraft in LAX airport to calculate the emissions at a given time and location. This emission calculation procedure is consistent with EPA's Procedure for Emission Inventory Preparation (EPA, 1992), Vol. IV, Chapter 5, except that aircraft emissions at any given time and location is calculated as described instead of lump sum of an inventory period. For our study of instantaneous emissions, the time and location of aircraft emissions will be identified for dispersion calculation.

#### Standard LTO Cycle and Time-In-Mode

The aircraft operations of interest within the boundary layer are defined as the landing and takeoff (LTO) cycle. The cycle begins when the aircraft approaches the airport on its descent from cruising altitude, lands, and taxis to the gate. It continues as the aircraft taxis back out to the runway for subsequent takeoff and climbout as it heads back up to cruising altitude. Thus, the

## 5. Modeling Study

### 5.1 Overview

The objective of this component of the project was to develop a model for the dispersion of LAX aircraft emissions. The model uses four two-way nested domains to simulate the LAX aircraft emission sources, dispersion to community sampling sites, as well as regional impacts in the Los Angeles air basin. The configurations of the model, detailed treatment of emissions from various aircraft, estimation of black carbon emissions, calibration of the model with near-source measured data, and calculations of black carbon dispersion to community sampling sites are reported below.

### 5.2 Model Configurations

A three-dimensional high-resolution version of the Surface Meteorology and Ozone Generation (SMOG) model coupled with the PSU/NCAR Fifth Generation Mesoscale Model (MM5) (Lu et al. 1995, 1997a) is being employed to quantify the impact of aircraft emitted black carbon in the vicinity of LAX. The SMOG/MM5 joint model is an Eulerian grid model that includes meteorological and microphysical processes and accounts for local terrain effects on winds and turbulence. Several numerical techniques have been applied in its transport code including a time splitting algorithm, a finite element method for horizontal transport, and a finite difference scheme for vertical advection and diffusion. These techniques provide efficient and accurate solutions for transport calculations with minimized computer memory demand. Aerosol processes include nucleation, coagulation, condensational growth and evaporation, sedimentation, and aqueous chemistry. The performance of the SMOG modeling system has been evaluated by comparing predictions against measurements (Lu et al., 1997b, 2003). The SMOG model has been successfully used to predict ozone concentrations throughout the South Coast Air Basin, to explain the causes of elevated pollution layers observed over Los Angeles, to calculate trace metal deposition on land and coastal waters, and to study PAH distributions and human exposure in Southern California (Lu et al. 1995, 2003 and 2005).

In order to cover the LAX with fine resolution and include the impacts of LAX aircraft emissions on the Los Angeles basin, the model is configured to use four two-way nested domains. Table 5-1 lists the domains used for the simulation. Domain 1 covers the Los Angeles basin. Domains 2 and 3 are intermediate domains that allow the change of winds to propagate into the inner domain, as well as the dispersion of black carbon from the inner domain to the outer Los Angeles domain. Domain 4 includes the LAX aircraft emission sources and community sampling sites. Figure 5-1 shows the locations of the 4 domains in the Los Angeles basin.

Table 5-1. Domains used for the simulation

Domains	Horizontal Resolution	Purposes
Domain 1	8.1 km	The Los Angeles basin
Domain 2	2.7 km	Intermediate domain
Domain 3	0.9 km	Intermediate domain
Domain 4	0.3 km	LAX aircraft sources and community sampling sites

five specific operating modes in an LTO are: Approach, Taxi/idle-in, Taxi/idle-out, Takeoff, Climb-out (Figure 5-2).

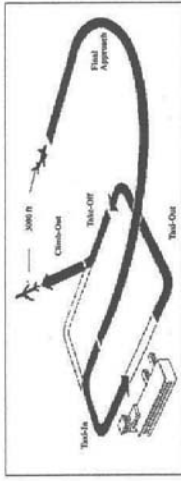


Figure 5-2. The ICAO landing and take-off cycle (LTO).

A sixth operating mode, reverse thrust, often is included in a standard LTO cycle but is not included in EPA's procedure (FAA, 2005). After aircraft land, engine thrust reversal typically is used to slow the aircraft to taxi speed (otherwise the aircraft is slowed using only the wheel brakes). Reverse thrust is now considered by EPA as an official mode and should be included in calculation procedures as a sixth operating mode when applicable. Since reverse thrust engine operating conditions are similar to takeoff, time spent in reverse thrust should be combined with takeoff mode emission indices and fuel flow as a means of accounting for reverse thrust mode emissions. Aircraft reverse thrust typically is applied for 15-20 seconds on landing.

The LTO cycle provides a basis for calculating aircraft emissions. During each mode of operation, aircraft engines of a given aircraft category operate at a fairly standard power setting. Emissions for a given operation mode and aircraft can thus be calculated by knowing emission factors for specific aircraft engines at the power settings of interest.

Table 5-2. Representative LTO cycle times for several aircraft categories (in minutes) (FAEED, 1995)

CATEGORY	IDLE TIME	TAKEOFF TIME	CLIMBOUT TIME	APPROACH TIME
JUMBO JET	26	0.7	2.2	4
LONG RANGE JET	26	0.7	2.2	4
MEDIUM RANGE JET	26	0.7	2.2	4
AIR CARRIER TURBOPROP	26	0.5	2.2	4.5
BUSINESS JET	13	0.4	0.5	1.6
GENERAL AVIATION TURBOPROP	26	0.5	2.5	4.5
GENERAL AVIATION PISTON	16	0.3	4.98	6
PISTON TRANSPORT	13	0.6	5	4.6
HELICOPTER	7	0	6.5	6.5
MILITARY TRANSPORT	26	0.5	2.5	4.5
MILITARY JET	13	0.4	0.5	1.6
MILITARY PISTON	13	0.6	5	4.6

During the LTO cycle, aircraft operate for different periods of time in various modes depending on their particular category, the local meteorological conditions, and operational considerations at a given airport. The "Time-In-Mode," or TIM, is typically used to categorize the time of

operation taking these factors into consideration. Table 5-2 shows representative LTO cycle times for several aircraft categories (FAEED, 1995).

*Aircraft Engine Types, Number of Engines and Emission Factors*

The emissions characteristics of aircraft vary by number and type of engine used. The engines used on each aircraft type must be determined to select the emission factors for emission calculation. The FAA Aircraft Engine Emission Database (FAEED) (FAEED, 1995) includes information on the engines mounted on specific aircraft with the operating mode-specific pollutant emission rates for those engines. Many aircraft use only a single engine model, while others have been certified to use engines from two or three different manufacturers. When a single engine is listed for an aircraft model, emissions data for that engine are used. For aircraft with engines from more than one manufacturer, defining the specific engine mix used on the fleet of aircraft operating at a specific airport may be extremely difficult. Individual airlines probably are the only source of detailed fleet data on specific engine models and they likely do not have it readily available. The market share information from the FAA Aircraft Engine Emission Database is used for selecting engine models if available. Some aircraft types are not included in the FAEED. In the majority of cases, these models were variations of aircraft that were included in FAEED. For missing models, the activity was assigned to its nearest equivalent. The number of engines mounted in an aircraft is also provided in the database. A special table was created for our modeling project to link the aircraft types in the LAX activity database to the aircraft type table with engine types.

The aircraft engine is the source of emissions of the key pollutants that result from fuel combustion. Emission rates vary depending on the fuel consumption rate and engine specific design factors. The operating parameters used in the standard for the LTO cycle can be used as default values in calculating emissions. The test data of exhaust emissions of those aircraft engines that have entered production are included in ICAO Aircraft Engine Emissions DataBank (ICAO, 2006).

The ICAO Aircraft Engine Emissions DataBank provides emission indices (i.e., emission factors) and average fuel consumption rates for aircraft engines. Generally, emission factors are listed in pounds of pollutant per 1000 pounds of fuel consumed and fuel flow is listed in pounds per minute. However, very few measurements have been made of particulate emissions from aircraft engines. Particulate emission rates were poorly correlated with smoke numbers measured in ICAO databank. An alternative method is used to estimate black carbon emissions.

*Aircraft Activities at LAX*

The LAX aircraft activity and fleet data, including time of activity, aircraft type, arrival or departure, runway used, and airline operators, were kindly provided by LAX sources. The activity data provides the modes of a specific aircraft's operations at any given time, which define the landing and take-off at specific runway. A sample of the aircraft activity data is shown in the Table 5-3.

*Climb-out:* Aircraft will continue to accelerate during climb-out. Assume aircraft climbs at an average angle  $\theta$  and ignore the acceleration factor, the distance of aircraft from take-off location should be  $91.5m / TIM_{climb} * \tan(\theta) * t$  and at height of  $91.5m / TIM_{climb} * t$ .

The wall time of activities is the landing and take-off time. Therefore,  $TIM_{appro}$  before landing, model start to calculate emissions for the aircraft until  $TIM_{reverse} + TIM_{idle\_in}$  passed landing. For take-off, the emission calculation starts  $TIM_{idle\_out}$  time before takeoff, and  $TIM_{takeoff} + TIM_{climb}$  after take off.

#### 5.4 Estimate and Calibrate Black Carbon Emissions

PM emissions result from the incomplete combustion of fuel. High power operations, such as takeoff and climbout, produce the highest PM emission rates due to the high fuel consumption under those conditions. PM emission test data for aircraft engines are sparse. For most turbine engines, EPA does limit the amount of smoke that may be emitted. This limit is specified as a smoke number. However, attempts to derive correlations between smoke number and particulates emission rates are not satisfactory.

Petzold et al. (1999) measured characteristic parameters of black carbon aerosol (BC) emitted from jet engine during ground tests and in-flight behind an aircraft. BC emitted from aircraft varies from 0.015 to 0.333 g BC/kg fuel, and depends on engine thrust levels (ETL) which range from 8% to 74% (Table 5-4). As shown in Figure 5-3, the BC emission factor (g/kg fuel) exhibits a linear relationship with ETL, as follows:  $BC (g/kg fuel) = 0.0042 * ETL (%)$ ,  $R^2 = 0.97$ .

Table 5-4. Aircraft engine thrust level and estimated BC emission factor of the operating modes in the ICAO standard LTO cycle

Operating Mode	Engine Thrust Level (ETL)	Estimated BC Emission Factor (g/kg fuel) <sup>a</sup>
Approach	30	0.126
Taxi/idle	7	0.029
Take-off/Reverse Thrust	100	0.420
Climb	85	0.357

<sup>a</sup> Estimated by  $EC = 0.0042 * ETL$

Table 5-3. Aircraft Activity Data Table from LAX.

AIRPORT	WALL TIME	ACID	ACTYPE	DAO	RUNWAY	AIRLINE CODE
LAX	9/20/05 12:00 AM	CFA088	B744	A	25L	GPA
LAX	9/20/05 12:02 AM	UAL991	A320	D	25R	UAL
LAX	9/20/05 12:03 AM	TDX2888	B742	D	25L	TDX
LAX	9/20/05 12:06 AM	AAL30	B762	D	25R	AAL
LAX	9/20/05 12:08 AM	DAL1475	B763	D	24L	DAL
LAX	9/20/05 12:10 AM	TH1101	A343	D	25R	TH1
LAX	9/20/05 12:12 AM	NKS709	A321	D	25R	NKS
LAX	9/20/05 12:14 AM	VFR5227	????	O		VFR
LAX	9/20/05 12:14 AM	OFA108	B744	D	07L	OFA

The runways from South to North in LAX are 07R/25L, 07L/25R, 06R/24L, and 06L/24R.

#### Aircraft Location Calculation

Aircraft emission locations for a specific TIM are complicated to calculate. Tables of each runway will be used for emission location calculation. Aircraft landing and takeoff speed varies from one to another. For median-sized civilian aircraft, the landing speed of 200 kph and take-off speed of 250 kph is reasonable.

*Approach:* Assuming aircraft is approaching along a straight line and landed at position X, the aircraft should be at landing speed \* approaching time when at 91.5m height. (~13 km for 200 kph, approaching time and 4 min  $TIM_{appro}$ ). The location of aircraft at time t is  $V_{appro} * (t_{land} - t)$  from the airport and at altitude  $91.5m / TIM_{appro} * (t_{land} - t)$ , where  $t < t_{land}$ .

*Reverse Thrust:* A 15-20 s reverse thrust is applied at this time to decelerate the aircraft in addition to wheel braking. Since the engine operation in reverse thrust mode is similar to take-off, the take-off engine parameters are used for reverse thrust. The deceleration distance is  $X = 0.5 * a * t^2 = 0.5 * (V_{appro} - V_{taxi}) / TIM_{reverse} * (t - t_{land})^2$ , where  $t_{rev} > t > t_{land}$  and 15 s for  $TIM_{reverse}$  is assumed.

*Taxi-In:* Distributed along the distance between runways to terminal building for  $TIM_{idle\_in}$  time.

*Taxi-Out:* Distributed along the distance between runways to terminal building for  $TIM_{idle\_out}$  time.

*Take-Off:* The aircraft accelerates to the take-off speed in Take-Off time. The location of the aircraft will be at  $X - X0 = 0.5 * a * t^2 = 0.5 * (V_{takeoff} / TIM_{takeoff}) * t^2$ .

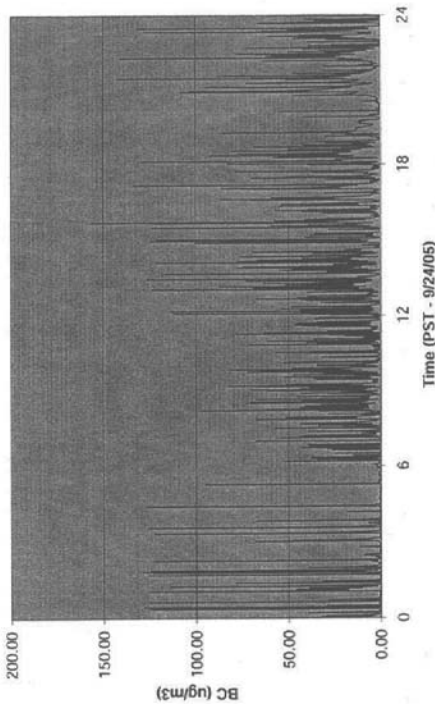


Figure 5-4. Model predicted aircraft signals at the blast fence location. The emission rates have been calibrated. The take-off and landing of aircraft near the blast fence location are shown as peaks in the figure.

Since the BC measurements at the blast fence location were averaged over every 5 minutes, a similar average has also been conducted on the model predicted values. The results are shown in Figure 5-5a and b. Since the model uses a single aircraft to account for all aircraft types and BC emission rates, the line-by-line match is imperfect. However, the main features of the measurements can be seen in the prediction, including the range of peak values.

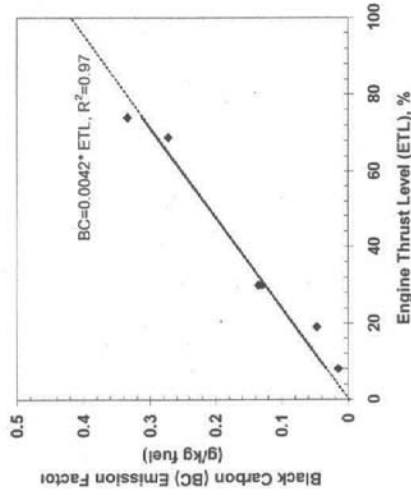


Figure 5-3. A linear relationship between black carbon emission factor and aircraft engine thrust level.

However, measurements from one aircraft cannot represent a range of aircraft with different engine types and capacities, from piston private aircraft to jumbo jets, in the LAX. In the project, near-source measurements of black-carbon have been used to calibrate BC emissions simulated in the model.

We first applied the relationship from Petzold et al. (1999) to LAX aircraft for each aircraft and each LTO cycle. Fuel consumption in each operating mode is a function of aircraft/engine types. The estimates are used to calculate aircraft emission and dispersion over the model domain. Since the model uses a time step of 0.9 seconds for domain 4, emission patterns at each location and time can be resolved in very details. The modeled values at the blast fence location are used to compare with measurements at the same location.

In the calibration step, we calculate the modeled averaged value at the blast fence location and compare it with the mean value measured at the blast fence location. The ratio of the measured mean to the modeled mean is then used to scale the emission rates in the Petzold et al.'s relationship. The final calibrated relationship is used in the LAX aircraft emissions for model prediction. An example of the calibrated predictions at the blast fence location is shown in Figure 5-4. Time-resolved, actual aircraft operations data were used to estimate BC production in the modeling runs. The take-off and landing of each individual aircraft from/to the blast fence can be identified as peaks in the figure.

### 5.5 Dispersion of Aircraft Emissions to Community Locations

The black carbon emissions from aircraft activities at LAX are predicted to have significant effects on the adjacent communities throughout out the day. In the morning before the onset of sea-breeze winds are usually calm and disorganized, and light winds in the boundary layer confine pollutants in a local area. Black carbon is drifting near the vicinity of the airport (Figure 5-6), leading to high concentrations in near the area.



Figure 5-6. Averaged black carbon concentrations from 09/24/2005 8:00 to 9:00 PST near LAX.

By the later morning and afternoon black carbon moves to the east across the downwind communities by the onshore sea-breeze (Figure 5-7). The heavy traffic in the airport during the daytime produces significant BC that not only affects the downwind community area but also the entire Los Angeles basin (not shown).

In the evening, the winds become disorganized again. Black carbon tends to drift near the airport (Figure 5-8). Land-breeze may build-up later in the early morning that may transport BC to the ocean surface.

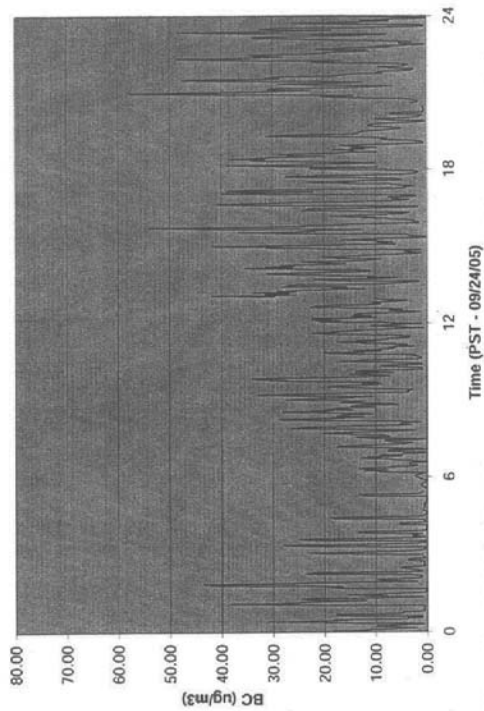


Figure 5-5a. Model predicted concentrations at blast fence with 5-minutes running average.

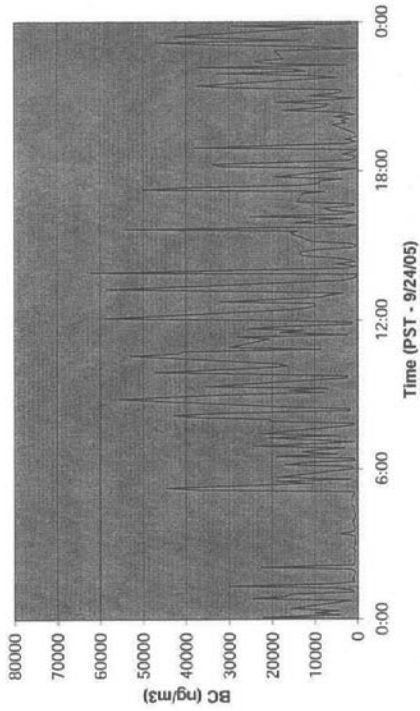


Figure 5-5b. BC measurements at the blast fence location (averaged every 5 minutes).

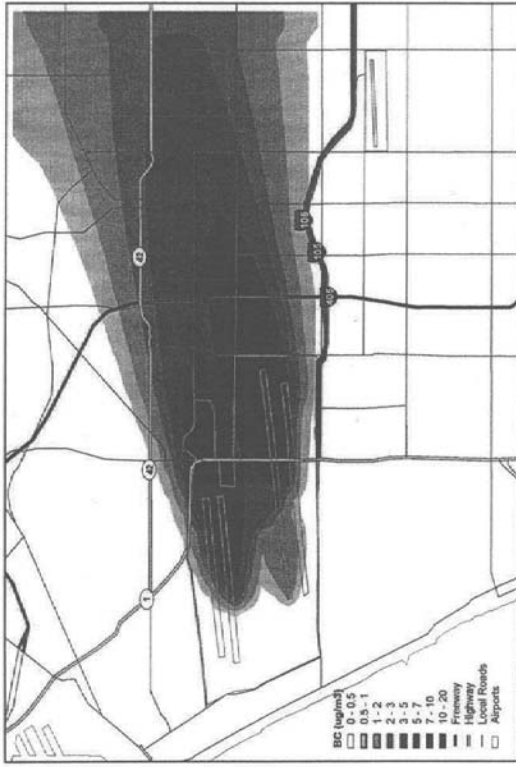


Figure 5-7. Averaged black carbon concentrations from 09/24/2005 13:00: to 14:00 PST from LAX. The sea breeze moves the black carbon to the east.



Figure 5-8. Averaged black carbon concentrations from 09/24/2005 23:00 to 24:00 PST.

**5.6 . Discussion**

A three-dimensional high-resolution version of the MM5/SMOG was used to quantify the impact of aircraft-emitted black carbon in the vicinity of LAX. Four two-way nested domains are used to cover the LAX with fine resolution, as well as the impacts of LAX aircraft emissions on the Los Angeles basin. The model has demonstrated the capabilities to simulate both near source emissions and emission plumes on the regional scale.

Aircraft emissions were calculated with standard LTO cycles for various aircraft and engine types. For each aircraft, the emission factors for the aircraft's specific engine at each power setting or mode of operation, as well as the time spend in each modes and the fuel flow rate at each mode, are used to compute the emission rates for various pollutants. For our study of instantaneous emissions, the time and location of aircraft emissions are identified for dispersion calculation.

The near-source measurements of black-carbon have been used to calibrate black carbon emissions simulated in the model. We first applied the relationship from Petzold et al. (1999) to LAX aircraft for each aircraft and each LTO cycle, and then calculate the modeled averaged value at the blast fence location and compare it with the mean value measured at the blaster fence location. The ratio of the measured mean to the modeled mean is then used to scale the

## 6. Overall Summary and Conclusions

A successful study of ultrafine particles and black carbon in the vicinity of the Los Angeles International Airport was performed using near continuous monitoring methods. Particular attention was focused on characterizing the size distribution of ultrafine particles associated with near source aircraft emissions. Previous aerosol monitoring at and near airports has generally applied time-integrated methods, which are not able to capture the time varying nature of aircraft emissions. Further,  $PM_{2.5}$  and other mass based metrics do not provide complete characterization of the combustion particles from aircraft, which are predominantly in the ultrafine range and thus do not necessarily contribute extensive  $PM_{2.5}$  mass concentration on a regional scale. The project was proposed to explore monitoring methods that could provide more useful characterization of airport impacts on local and regional air quality. The study has developed groundwork for in-depth future studies that could be used for emissions inventory development, community exposure estimates, toxicological characterization, and regulatory purposes.

The project comprised three field investigations and a modeling component. Field studies were first performed to capture near source emissions, immediately downwind of a runway. The second field study was designed to assess dispersion behavior of aircraft emissions plumes 200-600 m downwind of the point at which aircraft typically initiate take-off. The third field study was an exploratory study in a residential community downwind of the airport. The community study was designed to identify which pollutants are elevated relative to background, and to use spatial and temporal patterns in the data to discern likely sources, including aircraft, of those pollutants. The modeling project was focused on developing a tool for predicting the dispersion of black carbon emitted from aircraft to sampling sites and more broadly in the regional airshed.

The major finding from the near source study is the size distribution of ultrafine particle number concentration collected at a location as near as practicable to aircraft take offs. The distribution has a single dominant mode: the highest number concentration was found at a mobility diameter of 14-16 nm, and a gradual decrease in concentration with increasing size was observed under the sampling conditions of the study. The near source site was studied in the summer and in the winter; little difference was seen in the size distribution with season. The other key finding from the near source study resulted from one second SMPS scans at set particle sizes. These scans were able to capture the very high temporal variability in ultrafine particle concentrations that occurs at the runway location. By matching the temporal profile with the concurrent time series of aircraft activity data, peaks in the concentration vs. time profiles were matched with pulses of emissions associated with aircraft take offs. This confirmed that the elevated levels of ultrafine PM observed at the near source site relative to the background site are attributable to aircraft. Black carbon and  $PM_{2.5}$  were also elevated relative to background, but the time integrated nature of the instrumentation for these pollutant metrics renders conclusions as to source more difficult. PAH levels were not especially high at the blast fence, a perhaps unexpected finding from this study. The pattern of relative concentrations of individual PAH species appears to differ from the patterns observed in community studies conducted previously, in that semivolatile compounds were enriched relative to heavier PAH species. If confirmed in further analyses, it is possible that there is a profile of relative PAH concentrations specific to aircraft emissions that could be useful in source studies.

emission rates in the Petzold et al.'s relationship. The calibrated relationship is used in the LAX aircraft emissions for model prediction.

The averaged concentrations near community sites predicted by the model show distinct patterns. A daytime sea-breeze moves black carbon to the east, while weak nighttime flow distributes black carbon in the vicinity of the airport. The heavy traffic in the airport produces significant BC that not only affects the downwind community area but also the entire Los Angeles basin.

It will be of future interest to compare measurements of black carbon from community sites with modeled results and to compare the impacts of airport black carbon with other sources in the Los Angeles basin.

blast fence. The 90<sup>th</sup> percentile concentrations of 15 nm PM at the community sites and downwind study locations beneath the 25L landing path were less than at sites affected directly by aircraft take off plumes. Note that the percentile levels for 15 nm particle concentration are given as ranges for the downwind and community sites because there were 5 and 6 locations, respectively, in these studies

Table 6-1: Summary statistics from three field studies of 15 nm ultrafine particles (UFP), total number concentration of UFP in sizes between 10 to 100 nm (PMN<sub>10-100</sub>), black carbon (BC), and particulate matters in particles less than 2.5 µm

Location	15nm UFP #/cm <sup>3</sup>		PMN <sub>10-100</sub> #/cm <sup>3</sup>	BC µg/m <sup>3</sup>		PM <sub>2.5</sub> µg/m <sup>3</sup>	
	Median	90 <sup>th</sup> percentile		Mean ± Std	Mean ± Std	Mean ± Std	Mean ± Std
AQMD	-	-	7 ± 10	0.9 ± 1.2	14.3 ± 10.4	-	-
Blast Fence	247	2,655	532 ± 292	13.9 ± 13.9	23.7 ± 18.5	-	-
Downwind - 25R	56-115	152-390	442-1,640	4.6 ± 8.6	-	-	-
Downwind - 25L	61-169	128-281	229-419	1.0 ± 0.5	-	-	-
Community Sites	83-164	179-276	38 ± 25	1.3 ± 1.2	15.6 ± 12.0	-	-

The modeling project developed a model of dispersion of LAX aircraft emissions, represented by black carbon mass concentrations. Model development included a detailed treatment of black carbon emissions from various aircraft based upon currently available data. The model was calibrated with black carbon data measured at the near-source site. When the model was then used to calculate black carbon dispersion to community sampling sites, concentrations were predicted that were consistent with measured black carbon levels in the community.

In the downwind study, CPC counts of 15 nm particles were collected at five downwind locations, spaced at increasing distances from the blast fence. During monitoring at each location, simultaneous monitoring was conducted at the blast fence for comparison. Peaks of 15 nm particles that occurred at the blast fence associated with aircraft take offs were matched with peaks observed at distances up to 600 meters downwind, with time lags of less than one minute between the blast fence and downwind sites. Inspection of aircraft activity data provided confirmation that peaks in the temporal profiles of particle number concentrations at the downwind sites are due to aircraft emissions. There was not a spatial gradient in the average particle number concentrations of 15nm PM as distance increases from 200-600 meters downwind of the source but a spatial gradient was clearly evident in the upper quartile of 15 nm particle number concentrations, such that the greatest spikes in 15 nm particle concentration were observed nearer the runway and the magnitude of spikes decreased with distance from the source. The top quartile of black carbon mass concentrations also decreased with distance from the source of take-off emissions. 15nm PM and black carbon were higher downwind of the take off runway in comparison to the field sites that were located beneath a landing path, suggesting that the lower engine thrust of arriving aircraft results in lower particulate emissions than does take-off.

The community study involved sampling at six locations in one neighborhood. Three locations were directly beneath the approach to runway 25L at LAX used by arriving aircraft. The major finding from the field work is that the size distribution of UFP included a dominant mode at 10-20 nm at all the community sites, clearly distinct from the size distribution of UFP that was observed at the background reference site and similar in shape to that observed at the LAX near-source site. Particle number concentrations of UFP were clearly elevated at all community sites relative to the background site. Indirect evidence led to the conclusion that the smallest UFP observed in the community study could be derived from approaching aircraft and were not likely to originate from I-405. This area is downwind of the 405 freeway (study sites range from 0.2 to 1.8 km east of the freeway), and sampling did not include a reference site that is downwind of the 405 but not LAX, so the conclusion is based on indirect evidence. In contrast to the findings on UFP, PM<sub>2.5</sub> and black carbon levels were not significantly elevated at the community sites studied. One exception for PM<sub>2.5</sub> was noted. The data overall suggest that residents of this community are exposed to high levels of very small particles. Depending upon the toxicological properties of these particles, the finding could have important health implications. Further work is needed to build upon the exploratory findings in the community study to more fully characterize community exposures, their sources, and potential risks to human health.

Table 6-1 presents summary statistics of selected data from the three field studies, to enable comparison across the studies. The AQMD background site had the lowest concentrations of all the measures of particulate pollution studied: number concentration of UFP, black carbon mass and PM<sub>2.5</sub> mass. The blast fence near source site had the highest concentrations. The community sites were intermediate between blast fence and background for UFP number concentrations, while the mass-based measures were not significantly elevated over background at these community sites. There is a clear difference between locations in the highest spikes of 15 nm particles, as summarized by the 90<sup>th</sup> percentile level of the values measured in the three studies. The largest peaks in number concentration were measured at and downwind of the 25R



## 7. Recommendations for Future Research

The results of this relatively limited study have provided important findings, but also fulfilled the exploratory goals of building a basis for future work to more fully characterize the contribution of aircraft and other airport activities to local and regional air quality. The studies provide the basis to conclude that aircraft emit substantial quantities of UFP and the impact of these emissions should be pursued. The study also highlights the utility of data that is highly resolved over time, and over the PM size range for describing PM source emissions. In general, more work is needed to characterize the composition, toxicological properties and contribution to local and regional pollution levels of aircraft derived PM. Specific recommendations that follow directly upon the current project findings follow:

1. A more detailed analysis of UFP concentration vs. time profiles collected in the one second SMPS scans at the blast fence should be undertaken, to determine whether we can identify aircraft characteristics such as model, engine type, wake size, or other metrics that could explain varying emissions levels observed at the blast fence. We have collected a substantial dataset that could be used for this purpose.
2. The size specific scan data should also be analyzed to determine mathematical properties of the decay behavior of aircraft take off plumes at the near source site. Such data is important for modeling the impact of emissions on surrounding air quality.
3. A complete set of CO and CO<sub>2</sub> data should be obtained along with total UFP concentrations at the blast fence to assist in development of emissions factors for in-use commercial aircraft at a field site. This would enable comparison to other field-derived PM emission factors. Because we did not observe a pronounced seasonal effect, this could be achieved with a relatively short sampling campaign.
4. A study of chemical characteristics of PM at the near source site would be valuable for several purposes, including toxicological implications and possible development of a source signature profile for use in source apportionment models. To focus on PM emitted by aircraft, chemical analysis of 15 nm particles would be of particular interest. Chemical composition of UFP collected at blast fence could also be compared to the composition of UFP collected in the community. It would be of interest to assess composition of the peak aircraft mode as well as a larger mode that may be more influenced by road traffic at the community locations. Composition data could be developed as an additional tool to the statistical analysis of temporal patterns used in this study to address the question of differential source impacts on the community.
5. Temporal analysis of particle number concentrations downwind of aircraft take-off should be extended to an analysis of study data collected beneath the approach to the LAX. Some data is available from this study for a preliminary analysis.
6. To better characterize the offsite plume movement of aircraft UFP, it would be very useful to have a complete size distribution for at least one of the sites described in our downwind study. Due to limited resources, only 15 nm PM were sampled, but a more complete characterization would provide the link needed for better inference about plume movement into community sites. Size distribution data would also enhance understanding of the fate of 15 nm PM as the aerosol disperses.

7. As a general recommendation, ultrafine particle number concentration, and especially particles in the 10-20nm range should be considered a relevant metric for estimating human exposure to aircraft emissions, recognizing that other combustion sources also contribute to this size range. The results of the current study suggest that using only mass based metrics as indicators of exposure would not be adequate to characterize exposure at the community sites.

8. A detailed analysis of PM concentration vs. time profiles should be undertaken to develop more complete conclusions from the data we have collected in communities adjacent to LAX. We have tentatively concluded that the high numbers of 10-20 nm PM measured in these communities is due to aircraft, but further analysis is needed to support the conclusion. It is also important to learn whether landing aircraft passing over the community or advection of plumes from departing aircraft which, although more distant, are operating at a much higher engine thrust level, are a greater source of UFP at the community sites that were studied.

9. The community study would have benefited from concurrent monitoring at reference sites to address the question of the relative contribution of road and freeway traffic to measured UFP, black carbon and PM<sub>2.5</sub> levels. A study that performed concurrent SMPS monitoring at one of the community sites and a reference site such as Lloyed school that is affected by local traffic and the 405 but is not typically downwind of LAX would be very informative. Other control sites such as a reference upwind of both the 405 and LAX may be important to create a complete picture.

10. Data collected in the community should be used to perform calibration of the black carbon model, as was done with the near source data.

11. Development of source tracers for jet aircraft emissions would be very useful, and would obviate the need for the complex inferential approach to source attribution that relies upon analysis of temporal patterns of PM concentration.

12. There is not a literature that addresses the toxicity of or health effects of exposure to aircraft derived PM. In the short run, a high volume sample collected at LAX could be used in established toxicological experiments, in association with complete speciation of the particulate samples. In the longer run, research is needed to determine the physical, chemical and toxicological properties of the 10-20 nm particles that make up the concentration peak of take-off emissions, and to compare the toxicity of aircraft emitted PM to PM from other sources. In addition, community health studies should be a long term research goal. Because of the implications for public health, it is essential to link exposure to toxicological outcomes.

- Xiong, C., Friedlander, S. K. (2001) Morphological properties of atmospheric aerosol aggregates. *Proc. Natl. Acad. Sci. USA*, **98**, 11851-11856.
- Zhu, Y. F., Hinds, W. C., Kim, S., and Sioutas, C. (2002) Concentration and Size Distribution of Ultrafine Particles Near a Major Highway. *Air Waste Manage. Assoc.* **52**, 1032.

## 8. References

- Blevins, L. G., Mulholland, G. W., Benner, Jr. B. A., and Steel, E. B. (2002) Morphology and chemistry of aircraft engine soot. *Proceedings of the 2002 Spring Technical Meeting of the Western States Section of the Combustion Institute*. The Combustion Institute, Pittsburgh, PA, MS014.
- Blevins, L. G. (2003) Particulate matter emitted from aircraft engines. AIAA/ICAS International Air and Space Symposium and Exposition: The Next 100 Years. 14-17 July, Dayton, Ohio, AIAA 2003-2764.
- Eiguren-Fernandez, A., Miguel AH (2003). "Determination of Semi-Volatile and Particulate Polycyclic Aromatic Hydrocarbons in SRM 1649a and PM2.5 Samples by HPLC-Fluorescence." *Polycyclic Aromatic Compounds* 23: 193-205.
- Eiguren-Fernandez, A., Miguel AH, Froines JR, Thurairatnam S, Avol E (2004). "Seasonal and Spatial Variations of Polycyclic Aromatic Hydrocarbons in Vapor-Phase and PM2.5 in Southern California Urban and Rural Communities." *Aerosol Science & Technology* 38: 447-455.
- EPA 1992, Procedures for Emission Inventory Preparation, Volume IV: Mobile Sources, EPA420-R-92-009.
- FAA 2005, Air Quality Procedures for Civilian Airports and Air Force Bases. Air Quality Handbook, Appendix D: Aircraft Emission Methodology, [http://www.faa.gov/regulations\\_policies/policy\\_guidance/envir\\_policy/airquality\\_handbook/](http://www.faa.gov/regulations_policies/policy_guidance/envir_policy/airquality_handbook/)
- FA/ED, FAA Aircraft Engine Emission User Guide and Database, U.S. Environmental Protection Agency Technology Transfer Network, Office of Mobile Sources (OMS) Bulletin Board System, 1995.
- Herring S. V., Flagan, R.C., & Friedlander, S. K. (1978) Design and evaluation of new low-pressure impactor. *Environ. Sci. Technol.* **12**, 667-673.
- ICAO 2006, ICAO Aircraft Engine Emissions DataBank (<http://www.icao.co.uk>)
- Kitleson, D. B. (1998) Engines and nanoparticles: A review. *J. Aerosol Sci.* **29**, 575.
- Lu R, Turco RP (1995) Air pollution transport in a coastal environment: Part II. Threedimensional simulations over the Los Angeles basin. *Atmospheric Environment*, Part A, **29**, 1499-1518.
- Lu R, Turco RP, Jacobson MZ (1997a) An integrated air pollution modeling system for urban and regional scales: Part I: Structure and performance. *J Geophys Res* 102:6063-6079.
- Lu R, Turco RP, Jacobson MZ (1997b) An integrated air pollution modeling system for urban and regional scales: Part II: Simulations for SCAQS 1987. *J Geophys Res* 102:6081-6098.
- Lu R, Turco RP, Stolzenbach K, Friedlander SK, Xiong C, Schiff K, Wang G (2003) Dry deposition of airborne trace metals on the Los Angeles Basin and adjacent coastal waters. *J Geophys Res* 108(D2):4074, doi:10.1029/2001JD001446.
- Lu, R., J. Wu, R. P. Turco, A. Winer, R. Atkinson, J. Arey, S. Paulson, F. Lurmann, A. H. Miguel and A. Eiguren-Fernandez, "Naphthalene distributions and human exposure in the South Coast Air Basin," *Atmos. Environ.*, **39**, 489-507, 2005.
- Singh, M, Phuleria HC, Bowers K, Sioutas C. (2006). Seasonal and spatial trends in particle number concentrations and size distributions at the children's health study sites in Southern California. *Journal of Exposure Science and Environmental Epidemiology* **16**, 3-18.

### Appendix A

Air toxics sampled at the LAX blast fence and the AQMD background reference site three days during the downwind study in May 2006.

LAX Blast Fence (Site 2)

Sampling Date LIMS ID Dilution Factor	5/2/2006 TX007317 2.15		5/3/2006 TX007332 1.977		5/4/2006 TX007315 2.16	
	Concentration (ppb)	Detection Limit (ppb)	Concentration (ppb)	Detection Limit (ppb)	Concentration (ppb)	Detection Limit (ppb)
1,1,1-Trichloroethane	<0.2	0.02	<0.2	0.02	<0.2	0.02
1,2-Dichloroethane	<0.4	0.04	<0.4	0.04	<0.4	0.04
1,3-Butadiene	0.245	0.09	<0.8	0.08	0.199	0.09
Acetone	4.1	0.6	3.5	0.6	3.5	0.6
Acetonitrile	<6	0.6	<6	0.6	<6	0.6
Acrolein	0.970	0.6	0.952	0.6	0.786	0.6
Acrylonitrile	<6	0.6	<6	0.6	<6	0.6
Benzene	0.312	0.1	0.263	0.1	0.238	0.1
Bromomethane	<0.6	0.06	<0.6	0.06	<0.6	0.06
Carbon disulfide	<2	0.2	<2	0.2	<2	0.2
Chlorobenzene	<2	0.2	<2	0.2	<2	0.2
Chloroform	<0.4	0.04	<0.4	0.04	<0.4	0.04
cis-1,3-Dichloropropene	<2	0.2	<2	0.2	<2	0.2
Dibromoethane	<0.4	0.04	<0.4	0.04	<0.4	0.04
Dichloromethane	<2	0.2	<2	0.2	<2	0.2
Ethanol	1.6	1.1	1.1	1	<1.1	1.1
Ethylbenzene	<4	0.4	<4	0.4	<4	0.4
Freon 11	0.24	0.02	0.25	0.02	0.24	0.02
Freon 113	0.052	0.04	0.071	0.04	0.06	0.04
Freon 12	0.54	0.04	0.54	0.04	0.54	0.04
m/p-Xylene	<4	0.4	<4	0.4	<4	0.4
m-Dichlorobenzene	<6	0.6	<6	0.6	<6	0.6
o-Dichlorobenzene	<6	0.6	<6	0.6	<6	0.6
o-Xylene	<2	0.2	<2	0.2	<2	0.2
p-Dichlorobenzene	<6	0.6	<6	0.6	<6	0.6
Perchloroethylene	0.043	0.02	0.022	0.02	<0.2	0.02
Styrene	<2	0.2	<2	0.2	<2	0.2
Toluene	1.7	0.4	1	0.4	0.48	0.4
trans-1,3-Dichloropropene	<2	0.2	<2	0.2	<2	0.2
Trichloroethylene	<0.4	0.04	<0.4	0.04	<0.4	0.04
Vinyl chloride	<0.4	0.04	<0.4	0.04	<0.4	0.04

AQMD West (Site 1)

Sampling Date LIMS ID Dilution Factor	5/2/2006 TX007314 2.08		5/3/2006 TX007316 2.17		5/4/2006 TX007318 2.25	
	Concentration (ppb)	Detection Limit (ppb)	Concentration (ppb)	Detection Limit (ppb)	Concentration (ppb)	Detection Limit (ppb)
1,1,1-Trichloroethane	<0.2	0.02	<0.2	0.02	<0.2	0.02
1,2-Dichloroethane	<0.4	0.04	<0.4	0.04	<0.5	0.05
1,3-Butadiene	<0.8	0.08	<0.9	0.09	<0.9	0.09
Acetone	7.9	0.7	5.4	0.7	3.4	0.7
Acetonitrile	<6	0.6	<7	0.7	<7	0.7
Acrolein	0.867	0.6	<7	0.7	<7	0.7
Acrylonitrile	<6	0.6	<7	0.7	<7	0.7
Benzene	0.108	0.1	0.102	0.1	<1	0.1
Bromomethane	<0.6	0.06	<0.7	0.07	<0.7	0.07
Carbon disulfide	<2	0.2	<2	0.2	<2	0.2
Chlorobenzene	<2	0.2	<2	0.2	<2	0.2
Chloroform	<0.4	0.04	<0.4	0.04	<0.5	0.05
cis-1,3-Dichloropropene	<2	0.2	<2	0.2	<2	0.2
Dibromoethane	<0.4	0.04	<0.4	0.04	<0.5	0.05
Dichloromethane	0.22	0.2	<2	0.2	<2	0.2
Ethanol	2	1	1.3	1.1	<1.1	1.1
Ethylbenzene	<4	0.4	<4	0.4	<5	0.5
Freon 11	0.24	0.02	0.24	0.02	0.25	0.02
Freon 113	0.062	0.04	0.069	0.04	0.069	0.05
Freon 12	0.54	0.04	0.53	0.04	0.52	0.05
m/p-Xylene	<4	0.4	<4	0.4	<5	0.5
m-Dichlorobenzene	<6	0.6	<7	0.7	<7	0.7
o-Dichlorobenzene	<6	0.6	<7	0.7	<7	0.7
o-Xylene	<2	0.2	<2	0.2	<2	0.2
p-Dichlorobenzene	<6	0.6	<6	0.6	<7	0.7
Perchloroethylene	0.04	0.02	0.026	0.02	<0.2	0.02
Styrene	<2	0.2	<2	0.2	<2	0.2
Toluene	1.2	0.4	1.2	0.4	<5	0.5
trans-1,3-Dichloropropene	<2	0.2	<2	0.2	<2	0.2
Trichloroethylene	<0.4	0.04	<0.4	0.04	<0.5	0.05
Vinyl chloride	<0.4	0.04	<0.4	0.04	<0.5	0.05



**ARSAC Alliance for a Regional Solution to Airport Congestion**  
322 Culver Blvd., #231 Playa Del Rey, CA 90293  
310 611-1199 info@regionalcoalition.org

July 12, 2010

Los Angeles World Airports, Planning  
Attn: Chief of Airport Planning, Mr. Herb Glasgow  
1 World Way, Room 218  
Los Angeles, CA 90045

Reference: Notice of Preparation of Draft EIR for the Proposed Interim Taxiways Safety Improvement Project (ITSIP) No. EIR-10-019-AD dtd June 4, 2010

ARSAC, the Alliance for a Regional Solution to Airport Congestion, understands that this project consists of several taxiway relocations between the north complex runways 24L and 24R which are to reduce the possibility of collision from an incursion.

LAWA has acknowledged that this was never studied in the Master Plan EIR, and that this is a fully stand-alone project and is being proposed in the interest of a more rapid path to runway safety improvement. In concept we support this effort but have identified the following issues which should be fully addressed in the draft project EIR.

1. Specify and evaluate the locations where processing of removed taxiway materials are collected, stored, and processed along with the environmental controls to prevent toxic fugitive dust.
2. Specify truck routes for construction purposes as well as parking locations for construction workers.
3. Noise impact evaluations should take topography into consideration. What traffic levels are assumed and what flight mix? NOP Attachment 1 from 2009 is a start, but what is projected when the airport is more fully utilized?
4. Ensure that the assessment will evaluate how (and/or whether) mid-runway takeoffs will impact noise and air quality issues as well as safety.
5. Ensure that the project is evaluated in the context of both what taxiways (and taxiways) will exist at the start of this project as well as projects currently proposed and those authorized by the Alternative D Master Plan. Examples include the taxiways between the new TBIT and Midfield Concourse, Midfield taxiway R (and S not yet authorized).
6. Please confirm that all construction mitigation and control systems used for the South Airfield Improvement Project are utilized for this project.

Specific comments to the CEQA Check List:

1. IID What additional lighting will be added for construction transportation north of 24R? Can this be significant?
2. IID What controls will stop the distribution of contaminated ground particles during construction?
3. IIE Are any sewer lines or other water system pipes impacted during construction? What smells and contamination is anticipated from this?
4. VIA Item iii is very general about aquifers and sand compactness. Is there a map of the ground water in this area near the north runway complex? Of special interest is the eastern half.
5. XIAA Include noise from construction vehicle traffic.

We look forward to continuing to work with you. We have attached an appendix of safety related information to aid in your understanding of this complex issue.

Sincerely,

Dennis J. Schneider  
President

**From:** Jennifer Scott [mailto:jbonistee@yahoo.com]

**Sent:** Wednesday, November 10, 2010 7:59 AM

**To:** LAX Specific Plan Amendment; mayor@lacity.org; Jim Bickhart@LACity.org; LAX Specific Plan Amendment; dtheikes@laweekly.com; jstewart@laweekly.com; Ron@tonkayela.com; art.marroquin@dailybreeze.com; kristin.agostoni@dailybreeze.com; martha.groves@latimes.com; vince@arglenews.com; readers.representative@latimes.com; letters@dailybreeze.com

**Subject:** LAX Expansion

I am a resident of Westchester and am currently raising my young children here. It is a close knit community of highly educated and environmentally thoughtful people.

I oppose the further expansion of LAX for the following reasons:

1. Worsened increased flow of heavy traffic through our city
2. Air noise and quality pollution
3. Destruction of small businesses in the local area because of forced relocation
4. Disruption of residential life in the affected areas because of forced relocation
5. Increased urbanization of our city has increased the level of violent robberies in our community
6. Significant cut backs to LAPD force to counter the increased level of crime
7. Poor maintenance of our city in general despite tax dollars that we pay
8. We have the funds but no impetus to fix or maintain the overgrown or dead landscaping, cracked/broken sidewalks

Please listen to the residents of Westchester and don't allow our community to become anything less than a safe/clean/healthy place to live & raise families!!

Respectfully,  
Jennifer Scott

---

**From:** Kate Shaw [kate.shaw@mmediamails.com]  
**Sent:** Monday, November 29, 2010 4:14 AM  
**To:** LAX Specific Plan Amendment  
**Subject:** It's time to review your media management solution

Hi ,

I wanted to reach out to you and introduce myself and MyMediaInfo.

MyMediaInfo is a media intelligence solutions company that offers the tools you need to do your job more efficiently. We have the most extensive database of editorial opportunities available, as well as an in-depth media contacts database, a social media outreach database, media monitoring solutions and professional services offerings. With the largest research team in the industry, our data has the details you need get your business the right coverage. Plus, we're constantly reviewing our research to ensure you have the freshest, most accurate information.

I'm eager for you to see our solutions suite as I know you'll love the user-friendly interface and simple searching. It's easy to register for a free trial. Just visit <http://www.mymediainfo.com/emailsno002.html> or call us at 888-901-3332.

Thanks for taking a look at MyMediaInfo!

Best regards,  
Kate Shaw

If you do not want to learn more about MyMediaInfo's media management solutions, you can unsubscribe from future emails from me by replying to this email and typing "UNSUBSCRIBE" in the subject line.

1

---

**From:** Elliot Silverstein [mailto:e-silverstein-7@alummi.uchicago.edu]  
**Sent:** Sunday, November 28, 2010 3:29 PM  
**To:** LAX Specific Plan Amendment  
**Cc:** councilman.rosendahi@lacity.org  
**Subject:** No on Airport Expansion

Mr. Herb Glasgow, Chief of Airport Planning

Airport expansion has done so much damage to Westchester. It has taken homes and businesses, causing people to move away, harmed our service organizations and our religious institutions. The community has suffered enough.

Irma Silverstein  
e-silverstein-7@alummi.uchicago.edu

1

**Native American Tribal Consultation List  
LOS ANGELES COUNTY**  
October 14, 2010

Gabrielino/Tongva San Gabriel Band of Mission  
Anthony Morales, Chairperson  
PO Box 693  
San Gabriel, CA 91778  
GTTribalCouncil@aol.com  
(626) 286-1632  
(626) 286-1758 - Home  
(626) 483-3564 cell  
Gabrielino Tongva Nation  
Sam Dunlap, Chairperson  
P.O. Box 86908  
Los Angeles, CA 90086  
**samdunlap@earthlink.net**  
(909) 262-9351 - cell

Gabrielino-Tongva Tribe  
Linda Candelaria, Chairwoman  
1875 Century Park East, Suite 1500  
Los Angeles, CA 90067  
lcandelaria1@gabrielinotribe.org  
310-428-5767 - cell  
(310) 587-2281

This list is current only as of the date of this document.  
Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.  
This list is applicable only for consultation with Native American tribes under Government Code Section 65352.3.

STATE OF CALIFORNIA  
**NATIVE AMERICAN HERITAGE COMMISSION**  
915 CAPITOL MALL, ROOM 384  
SACRAMENTO, CA 95814  
(916) 653-6251  
Fax (916) 657-5390  
http://www.nahc.ca.gov  
email: da\_nahc@pacbell.net



October 14, 2010

Mr. Herb Glasgow, Chief of Airport Planning I  
**CITY OF LOS ANGELES, LOS ANGELES WORLD AIRPORTS**  
1 World Way, Room 218  
Los Angeles, CA 90045

Re: Tribal Consultation Per Government Code §§ 65352.3, 65352.4 and 65560 (SB 18/Sacred Lands File Search) for Project- **LOS ANGELES INTERNATIONAL AIRPORT SPECIFIC PLAN AMENDMENT and draft Environmental Impact Report (SCH No. 1997061047)**; located in the City of Los Angeles, Los Angeles County, California.

Dear Mr. Glasgow:

Government Code §§65352.3, .4 and .5 requires local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of protecting, and/or mitigating impacts to cultural places that might be impacted by a General Plan or Specific or modifications thereof. Attached is a Native American Tribal Consultation list of tribes with traditional lands or cultural places located within the requested plan boundaries of the Los Angeles International Airport (LAX), the Area of Potential Effect (APE).

As a part of consultation, the NAHC recommends that local governments conduct record searches through the NAHC and California Historic Resources Information System (CHRIS) (Contact Eric Allison at (916) 653-7278 to find the nearest CHRIS Information Center) to determine if there are any recorded archaeological sites are located within the area(s) affected by the proposed action, in the California Historical Resources Information System (CHRIS) Inventory.

A NAHC Sacred Lands File search was conducted based on the project site information included in your request and **No Native American cultural resources** were identified within the APE. Early contact with Native American tribes on the attached list will yield additional information about the cultural sites. Local governments should be aware that records searches do not preclude the existence of sacred sites or a cultural place. And a tribe or tribal members may be the only source of information regarding the existence of a sacred site or a cultural place.

If you have any questions, please contact me at (916) 653-6251.

Sincerely,

Dave Singelstein  
Program Analyst

Attachment: Native American Tribal Government Contacts

10 NOV 4 PM '10

Ruth and Frank Smith

**From:** Ruth Smith [mailto:frsmith@pacbell.net]

**Sent:** Sunday, November 28, 2010 4:08 PM

**To:** LAX Specific Plan Amendment

**Subject:** LAX EXPANSION

I have lived in the area all of my 71 years and have seen and been involved with the airport most of my adult life. I presently live 2 blocks north of Manchester on Georgetown. We are in the path of emergency flights to go around.

I have worked with the airport staff and past Exec. Directors involving various issue's including the noise map area from LAX. It has been flawed since they have put it in. With this present action have you done a noise study and then guessed what the noise impact would be IF you move the runway to the north? There isn't anything the airport can do for my home as I have double pane windows, soundproofing, etc. and still hear the air plane noise. With the runway closer to my home the decibels will raise considerably. No one at LAX as ever studied the "NOISE POCKETS" in our community that has been begged for!

I respectfully request before considering moving the runway to the north that it be moved further south where there is much more of a buffer.

At one point we (the community and LAX) had a signed, sealed EIR that included a buffer zone on the north which was called the Northside. Having commercial and retail area along the north border of the airport was a big answer to the Westchester community as the buildings would have buffered the noise if properly placed to eliminate noise corridors.

I personally collected a 9,000+ petition from golfers that wanted the 2 championship golf courses on LAX but our Ruth Galanter screwed with the positioning of the courses and they never came to fruition. Many airports have golf courses on their airport property that gain profit for their airports. It is dumb that the old Northside plan was "screwed" with and now apparently is dead.

Someone ought to take the reins and really stop all this "expansion" stuff every few years! It drives us community people crazy and is a waste overall of our time and LAX money!

I am in favor of a brand new state of the art airport out into Santa Monica Bay. There are so many good reasons for this. I realize it is a ton of money but just how much these piece meal projects of expansion and upgrades have cost the taxpayers?

Thank you for taking into consideration my beliefs.

bring their fights, crime and dirt with them. We have Manhattan beach residents whizzing through our residential streets to get an alternative path to the 405 freeway, clogging our streets and endangering our kids and pets. We have to endure the road closures and computer interruptions when political dignitaries, like the President of the United States come into the airport and takes the back route through Pershing, and our neighborhood, as well as the loud, noisy war helicopters to protect him. We have to endure the throngs of people that swarm upon us every fourth of July to see the fireworks at the jetty in the Marina, because the visual vantage point is very good from our community. They dirty and damage our community then leave it. We have visiting boats docking themselves at our beach area because it is too expensive to dock in Marina del Rey. We have bikers, boaters, roller bladers, joggers and throngs of others who invade our community to make use of our beaches. We have the only beach left that allows barbeque pits, so we get large groups of partiers and rowdy drinkers. We have public exposure of all kinds of offensive behavior like people having sex in and on their cars because we are a beach community. We have gangs that congregate at our park at the end of Culver. I could go on and on about this community and what we have to tolerate to live here.

We are close knit and look after one another. In the year 2000 I was a census taker. I was privy to see just what a diverse, educated, committed community we actually have. We are voters who participate in our elective process. We will vote for those that represent our interests and protect our needs. Please remember your promise to us and do not expand the airport any more. We have had enough. We are small, but we are loud and active. Honor us the way you would anyone in your own family. Let us not have to take on anymore of the ills and responsibilities of Los Angeles. We want what you have, a safe, clean, healthy, nourishing environment. Make that happen. Keep your promise to us. Do not expand the airport anymore. Please do not expand the airport anymore. Please hear mine and my family's plea. We are all voters. We are watching your choices and actions.

Sincerely,  
 Aviva Spann  
 214 Barbour Street  
 Playa del Rey, CA 90293



**From:** Aviva Boxer [mailto:drboxera@yahoo.com]  
**Sent:** Thursday, November 04, 2010 11:22 PM  
**To:** Mayor@lacty.org  
**Cc:** Jim.Bickhart@LACTy.org; LAX Specific Plan Amendment; dheikes@laweekly.com; jstewart@laweekly.com; Ron@ronkayela.com; art.marroquin@dailybreeze.com; kristin.agostoni@dailybreeze.com; martha.groves@latimes.com; vince@argnews.com; readers.representative@latimes.com; letters@dailybreeze.com  
**Subject:** LAX Expansion a constituents voice



November 3, 2010

Dear Mayor Villagarosa,

I have been a resident of Playa del Rey for 30 years. I have seen many changes in my community in all those years, especially the changes having to do with the airport. I wanted to express to you that I do not want anymore encroachment into my community that has shrunken more and more over time as the airport has been expanding. I now have more black soot on my home from the airplanes that has gotten increasingly worse every year. I have had to close all my windows and doors even on hot days to hear my television, phone conversations and hearing my family at dinner time because of airplane noise on take off and landing.

My biggest worry is the land lock feeling I have if an earthquake or terrorist scare hits our area. On one side we have the ocean, one side we have liquifaction and Ballona Wetlands, and the other side we have the airport and all the people coming in and out of the airport during such an emergency, and lastly the side with the Hyperion water treatment plant. We are at the mercy of it all. There is no way out. This little community has taken on too many burdens for the good of the whole of Los Angeles: a marina, a sanctuary for the migrating birds, a sewage treatment plant, a beach with the only barbeque pits in the county, and the airport. The traffic, noise, safety, pollution and encroachment are more than any community should have to endure. We have given up most of our rights with airport soundproofing.

Our homes have been bought for the airport area, reducing our community and the people's voices that can be heard. We have the foul odors from the water treatment plant, the gangs that venture from Compton to the closest beach, our beach and



**From:** teressa.syta@gmail.com [mailto:teressa.syta@gmail.com] **On Behalf Of** Teresa Syta  
**Sent:** Sunday, November 28, 2010 9:49 PM  
**To:** LAX Specific Plan Amendment  
**Subject:** Reject LAX North Runway Proposal

Dear Mr. Glasgow,

I have been a resident of Westchester for 20 years and I am concerned about the discussions again to expand LAX on the North side and it impact on my family and my community.

Westchester is a true community and family neighborhood. We have active civic participation, dozens of schools and churches and a vibrant business district. As a community we are strongly opposed to any movement of the north runway at LAX that would result in the destruction of any part of our community. We already bear way beyond our share of the burden of transportation for Southern California. Please look elsewhere for expansion opportunities - like Ontario or Palmdale.

As to safety of airliners, it seems a weak argument that the best way to solve any apparent safety issues is to ruin our community as the conclusions of the NASA LAX Runway Study point out. There must be other options.

Thank you for considering our objections to something that is extremely important to our lives, families, jobs, schools and homes. I hope you will do the right thing and reject any proposals to move the LAX North runways into our backyards.

Teresa Syta

1

**From:** Ivey Van Allen [mailto:iveyv@ca.rr.com]  
**Sent:** Tuesday, November 16, 2010 1:00 PM  
**To:** mayor@lacity.org

**Cc:** jim.bickhart@lacity.org; LAX Specific Plan Amendment; dheikes@laweekly.com; jstewart@laweekly.com; ron@ronkayala.com; art.marroquin@dailybreeze.com; kristin.agostoni@dailybreeze.com; martha.groves@latimes.com; vince@argnews.com; readers.representative@latimes.com; letters@dailybreeze.com; bill.rosendahl@lacity.org; wishplaygroups@yahoo.com; Shawn@wishcharter.org; felicia@wishcharter.org; jemie@wishcharter.org; dennyschneider@wellvefree.com; dakoske@mac.com; dmdubx@hotmail.com  
**Subject:** LAX Expansion

Dear Mayor Villaraigosa,

As a resident of Westchester and a parent of a 2<sup>nd</sup> grader at our newly founded Elementary School called WISH Charter, I am very concerned about LAWA's renewed pursuit of a northward runway expansion into our community. After a lot of hard work, we proudly opened the doors to our school this September and have 120 new families excited about the future of their children's education.

Unfortunately, this will change if the expansion moves forward. Our school is located at 8820 Sepulveda Eastway, just across the street from Bed Bath & Beyond in Westchester. The jets already fly very close to the school on approach especially the playground, and a move of potentially 400 feet northward will put the jets overhead. Our children are already exposed to significant noise and air pollution as it is, but the runway move will change it so drastically that I'm afraid it will become impossible to keep our school open.

I attended a meeting last Saturday held by LAWA where they only accepted statements from the public. No questions allowed. It seems they have already made up their minds and the local residents have no say. This seems overwhelmingly unfair.

I know you campaigned on this issue and were very opposed to any expansion. In fact, it was the reason I voted for you. I am now expecting you to step up and stand with us, as promised, in fighting this expansion. I would also like to invite you to see our school so you can truly understand what we are fighting for.

Your leadership is necessary here, and it is your obligation as mayor to provide it. Please don't be a part of displacing all of these children that are doing so well in their new school.

Sincerely,

Ivey Steinberg  
310-409-5732

1

**From:** Debbie Tran [mailto:debbietran@insight-se.com]  
**Sent:** Tuesday, November 09, 2010 6:17 AM  
**To:** LAX Specific Plan Amendment; mayor@lacity.org; Jim.Bickhart@lacity.org; dheikes@laweekly.com; jstewart@laweekly.com; Ron@ronkayela.com; art.marroquin@dailybreeze.com; kristin.agostoni@dailybreeze.com; martha.groves@latimes.com; vince@arglenews.com; readers.representative@latimes.com; letters@dailybreeze.com  
**Subject:** STOP LAX EXPANSION  
**Importance:** High

Attention: [LAXSPAS@lawa.org](mailto:LAXSPAS@lawa.org); [mayor@lacity.org](mailto:mayor@lacity.org); [Jim.Bickhart@LACity.org](mailto:Jim.Bickhart@LACity.org); [LAXSPAS@lawa.org](mailto:LAXSPAS@lawa.org); [dheikes@laweekly.com](mailto:dheikes@laweekly.com); [jstewart@laweekly.com](mailto:jstewart@laweekly.com); [Ron@ronkayela.com](mailto:Ron@ronkayela.com); [art.marroquin@dailybreeze.com](mailto:art.marroquin@dailybreeze.com); [kristin.agostoni@dailybreeze.com](mailto:kristin.agostoni@dailybreeze.com); [martha.groves@latimes.com](mailto:martha.groves@latimes.com); [vince@arglenews.com](mailto:vince@arglenews.com); [readers.representative@latimes.com](mailto:readers.representative@latimes.com); [letters@dailybreeze.com](mailto:letters@dailybreeze.com)

I am a resident of Westchester for nearly a decade while raising my young children here. It is a close knit community of highly educated and environmentally thoughtful people.

I oppose the further expansion of LAX for the following reasons:

1. Worsened increased flow of heavy traffic through our city
2. Air noise and quality pollution
3. Destruction of small businesses in the local area because of forced relocation
4. Disruption of residential life in the affected areas because of forced relocation
5. Increased urbanization of our city has increased the level of violent robberies in our community
6. Significant cut backs to LAPD force to counter the increased level of crime
7. Poor maintenance of our city in general despite tax dollars that we pay
  - a. We have the funds but no impetus to fix or maintain the overgrown or dead landscaping, cracked/broken sidewalks

Debbie Tran

**From:** Arnold Tena [mailto:arnold\_tena@sbcglobal.net]  
**Sent:** Sunday, November 28, 2010 8:42 PM  
**To:** LAX Specific Plan Amendment  
**Subject:** LAX North runway expansion

I have lived in Westchester for the past 43 years. Over those years, I have witnessed a gradual incrementally intrusion of the airport into the surrounding communities of Westchester and El Segundo. Now in the latest foray that includes moving the North runway further into Westchester, the powers that be are really telling Westchester residents that their concerns are not valid, that safety concerns are more important. The safety concerns have been questioned in studies that indicate the movement of the runway is not needed and that the current status of that runway should not be changed. Moving the runway will negatively affect a number of Westchester businesses and at least one school. There is also the bringing airplane noise closer to Westchester when current noise levels are already too high. I would urge you to find some other solutions to the issues facing LAX. The proposals being circulated now are just not acceptable to us residents of Westchester. I recognize that the airport is not going to go away nor do I want it to go away. I would just like to see some ideas that would not upset the stability of a tranquil community that is Westchester. Thank you for your attention.

Arnold Tena

---

**From:** Lynette Varghese [lvarghese28@gmail.com]  
**Sent:** Monday, November 29, 2010 10:13 PM  
**To:** LAX Specific Plan Amendment  
**Cc:** councilman.rosendahl@lacity.org; dennyschneider@welivefree.com; damnacope@gmail.com  
**Subject:** Opposition to LAX north runway expansion into Westchester

To Whom It May Concern,

I am writing this letter on behalf of my family to express our opposition to the latest quest to expand LAX north runway into our Westchester community. My family has lived in Westchester since 1985 (my brother and I grew up here and we attended Westchester schools for elementary, junior and high school), so we have a vested interest in what happens in this community.

We do not want to see this project proceed. This expansion will result in worsening noise pollution and harmful health conditions (due to closer proximity to jet fuel/exhaust which can worsen asthma). Please don't destroy our community by allowing this expansion to go through!

Thank you for your time.

Lynette

---

**From:** Sophie Tritasavit [mailto:sophie310@sbcglobal.net]  
**Sent:** Sunday, November 28, 2010 8:55 PM  
**To:** LAX Specific Plan Amendment  
**Cc:** 'Councilman Bill Rosendahl'; 'Denny Schneider'; 'Danna Cope'  
**Subject:** request to stop movement of the north runway into Westchester

To whom it may concern:

I have been living in Westchester for over 10 years. I have 3 children who attend schools in the community. I am strongly opposed to the movement of the north runway into the Westchester/Playa del rey community. Please consider stopping this movement as it will be a huge detriment to this community of families and businesses.

Thank you for your consideration.

**Sincerely concerned Westchester resident,  
Sophie Tritasavit**

**From:** Sheri Weltz [sweltz7@gmail.com]  
**Sent:** Monday, November 29, 2010 7:46 PM  
**To:** LAX Specific Plan Amendment  
**Cc:** dennyschneider@welivefree.com; dannacape@gmail.com; councilman.rosendahl@lacity.org  
**Subject:** North LAX Runaway Proposal

Dear Mr. Glasgow,

I currently live in Westchester with my husband and two sons. One of my sons has asthma, and the doctors have said that his asthma is partially caused by airport fumes due to living so close to LAX airport. We love this community, but we can't let the airport damage our son's health and take away our quality of life-- not to mention businesses and schools-- even more than it already has.

Westchester is a wonderful community. We are a cohesive group that look out for one another and embody the traditional values that one associates with a neighborhood. Over the last twenty years I have seen the leaders of this community work hard to restore the vitality of Westchester which was seriously compromised by the last airport expansion project. As a community we are vehemently opposed to any movement of the north runway at LAX that would result in the destruction of Westchester/Playa del Rey businesses, homes and apartments. Movement of the north runway into the community will push jet fuel pollution and noise pollution further into the surrounding communities; home prices will drop and the way of life in Westchester and Playa del Rey will be permanently if not irreparable altered. Such a project, if implemented, will completely destroy the heart of our neighborhood and the way of life for this community. Westchester has suffered through multiple expansions at LAX many of which have caused beloved homes to be leveled and families to be relocated. One such family lives on my street, and quite frankly, they have never gotten over the loss of their original Westchester home that they loved and "lost to the airport".

My opposition to the movement of the north runway into our community is not solely based on my love of Westchester with a disregard for air travel safety. My opposition is based on everything I have read on the issue including the NASA LAX Runway Study. The study concluded that the North Airfield of LAX is extremely safe under the current configuration and the proposed changes would have a minuscule effect on air travel safety. The bottom line conclusion of the study was that safety was not a reason to argue for reconfiguring the north runway and moving it to the north. The study clearly concluded that there would be no meaningful safety gains by moving the runway further into the community. Thus, there is absolutely no reason to impose such an invasive project on our community - one that will have a real and significantly negative impact on the residents of Westchester and Playa del Rey with little to no safety benefits for LAX travelers. If safety is an issue there are other less invasive, less expensive and more effective measures that can be taken.

If the north runway relocation into the Westchester/Playa del Rey community is a covert effort to allow for increased capacity at LAX this too is unacceptable. Cramping more capacity into the small 3500 acre LAX facility is not necessary and it is an inconsiderate imposition on the surrounding communities. LAX is already operating at near maximum capacity. If passenger and cargo expansion is needed a regional plan needs to be implemented that takes advantage of the land and airspace available in Ontario and Palmdale.

**From:** amykashburn@gmail.com [mailto:amykashburn@gmail.com] **On Behalf Of** Amy  
**Sent:** Wednesday, November 10, 2010 10:07 AM  
**To:** LAX Specific Plan Amendment; mayor@lacity.org; Jim Bickhart@LACity.org  
**Cc:** dheikes@laweekly.com; jstewart@laweekly.com; Ron@ronkayela.com; art.marroquin@dailybreeze.com; kristin.agostoni@dailybreeze.com; martha.groves@latimes.com; vince@argenews.com;  
**Subject:** LAX Expansion

Dear Mayor Villaraigosa,

As a resident of Westchester and a parent of a kindergartner at our newly founded Elementary School called WISH Charter, I am very concerned about LAX's renewed pursuit of a northward runway expansion into our community. After a lot of hard work, we proudly opened the doors to our school this September and have 120 new families excited about the future of their children's education.

Unfortunately, this will change if the expansion moves forward. Our school is located at 8820 Sepulveda Eastway, just across the street from Bed Bath & Beyond in Westchester. The jets already fly very close to the school on approach, especially the playground, and a move of potentially 400 feet northward will put the jets overhead. Our children are already exposed to significant noise and air pollution as it is, but the runway move will change it so drastically that I'm afraid it will become impossible to keep our school open.

Parents from our school attended a meeting last Saturday held by LAWA where they only accepted statements from the public. No questions allowed. It seems they have already made up their minds and the local residents have no say. This seems overwhelmingly unfair.

I know you campaigned on this issue and were very opposed to any expansion. In fact, it was the reason I voted for you. I am now expecting you to step up and stand with us, as promised, in fighting this expansion. I would also like to invite you to see our school so you can truly understand what we are fighting for.

Your leadership is necessary here, and it is your obligation as mayor to provide it. Please don't be a part of displacing all of these children that are doing so well in their new school.

Sincerely,  
 Amy Washburn



**The Guided Cage**  
8917-B South Sepulveda Boulevard  
Westchester, CA 90045

10 NOV 29 PM 12:38

November 23, 2010

Mr. Herb Glasgow  
Chief of Airport Planning  
City of Los Angeles  
Los Angeles World Airports  
1 World Way, Room 218  
Los Angeles, CA 90045

Re: Revised Notice of Preparation of a Draft Environmental Impact Study for Los Angeles International Airport Specific Plan Amendment Study

Dear Mr. Glasgow:

The Guided Cage, a not-for-profit gift shop in Westchester operated by volunteers, submits this letter to itemize our serious concerns about the Revised Notice of Preparation of the Draft Environmental Impact Study ("DEIR") in connection with the various proposals to reconfigure the north runways at LAX.

Volunteers have operated the Guided Cage in Westchester for more than 35 years, as a branch of the Westchester Mental Health Guild, during which time the net proceeds from Guided Cage sales have supported the Airport Marina Counseling Service, which provides low-cost mental health counseling.

At the outset, we believe that LAWA cannot fulfill its mission of adequately evaluating the environmental impacts of the proposed runway movements without first addressing how each proposed change would affect the regionalization of air transportation in Southern California. Only a regional approach can mitigate the current serious impacts of air traffic on the community of Westchester. However, we are afraid that the proposals in the DEIR would tend to make those impacts worse because they would increase LAX air and ground traffic and diminish regionalization. Accordingly, the DEIR will be inadequate unless it includes an overall strategic look at the well-established need for regionalization of Southern California air traffic.

As people working near LAX in Westchester, we understand and appreciate that safety must be the airport's most important consideration. However, we also understand that an academic panel commissioned by the North Airfield Safety Advisory Committee concluded unanimously that the current north runway

Thank you for listening to the residents of Westchester and Playa del Rey. We hope you will do the right thing and reject any proposals to move the LAX North runways into our Westchester/Playa del Rey community.

Sheri Weitz :-)  
Sent from my Droid

all the residences, schools, businesses, and parks and recreational facilities impacted by increased noise levels and must quantify those noise levels. The DEIR must address whether this could be mitigated by soundproofing, and if so, what the costs of such mitigation would be.

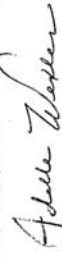
The DEIR also must discuss all potential health effects of the air pollution that would increase in Westchester from each of the proposed runway relocations. Such a discussion must include the incidence of cancer and asthma. Unless LAWA can completely mitigate any increased cancer risks from the proposed reconfigurations, it will be trading increased cancer levels in our community for increased airport capacity and efficiency. We in Westchester are not willing to accept that trade.

We also are very concerned about the impacts of the proposed runway configurations on the streets our volunteers and customers use every day, including Sepulveda, Lincoln, and Westchester Parkway, as well as all the other streets in our community. The DEIR must analyze such impacts with up-to-date traffic studies that take into account recently built projects such as Playa Vista, as well as all planned developments. Similarly, the traffic growth assumed for the 405 Freeway and LAX also must be addressed, particularly in connection with any new ground access roadways, and what their impact on traffic through our community would be. Aside from the significant issue of the costs for relocating and reinforcing major roadways, including the Sepulveda tunnel, the DEIR also must address how traffic impacts will be mitigated both during construction and in the long-term with each proposal. Given the traffic nightmare Westchester experienced when the 405 Freeway was shut down for most of one day due to a crane accident, we are skeptical that construction and long-term traffic impacts can be sufficiently mitigated.

The DEIR also must discuss for each proposal what the impacts on air pollution, noise, dust and surface transportation would be from the construction. Any construction projects on the north runway would create significant noise and air pollution, as well as ground traffic, for Westchester residents that must adequately be mitigated during construction. In particular, we are concerned regarding the dangers of toxic dust as excavations would be in airport areas where toxic substances have been stored or handled. We also are concerned about whether the construction staging area would be close to residential areas. Nonetheless, no matter how serious our concerns about short-term construction impacts may be, they pale in comparison to what we expect would be the long-term impacts on Westchester of many of the proposed reconfigurations.

The Guilded Cage believes that the DEIR must address all of these concerns. Thank you for your consideration of our comments.

Very truly yours,



Adelle Wexler, Advisory Chairman

cc: Mayor Antonio Villaraigosa  
Councilman Bill Rosendahl

configuration is extremely safe, and also will be extremely safe for the traffic LAX is projected to see in the year 2020. Given the finding that the proposed reconfigurations of the north runways would have only insignificant effects on the miniscule overall risk that LAX travelers currently face, no one can continue legitimately to argue that safety requires that the Westchester community must suffer the adverse impacts of runway movement.

If an argument regarding safety continues to be raised despite these experts' findings, the DEIR must include a complete analysis of the severity of runway incursions, and must explore all other safety measures that could be taken to reduce incursions, such as fully staffing the air traffic control tower, improving communications between the tower and pilots, improving tower equipment, installing a GPS ground-tracking system, insisting upon more space between airplanes, and adhering to the to the LAX preferential runway noise abatement plan.

Given the expert panel's findings, we believe the DEIR must acknowledge that the reasons for moving the north runway are to increase airport capacity and efficiency, and thus conflict with Mayor Villaraigosa's promise to try to increase regionalization of Southern California air travel. The DEIR also must recognize that the proposed runway movements by as much as 400 feet north would be extremely destructive to Westchester.

Moving runways 300 or 400 feet north would be devastating to our long-suffering community. Inasmuch as the Federal Aviation Administration ("FAA") has said that it will require existing structures to be cleared from both the FAA runway protection danger zone, and from the safety buffer zone, we expect that LAWA will need to purchase many profitable properties at a significant cost. LAWA must be certain that the DEIR discusses the extent that each runway proposal would affect the Westchester Business District, specifically describing what businesses and residences would need to be relocated, and what buildings would require demolition. In particular, we are concerned that our shop would be required to relocate, and that we could not find another suitable Westchester location with the access and parking we currently have, at a comparable price. A rent increase, or a decrease in customer traffic to the store, may well mean that the Guilded Cage could no longer continue to operate, with subsequent detrimental impact to the Airport Marina Counseling Service and its clientele.

Thus, the DEIR must address the cost of such destruction and relocation, recognizing that the negotiations and likely litigation would be time-consuming and expensive. In addition, the DEIR must include a discussion of the loss to the City of Los Angeles of this tax base, not to mention the number of full-time employees in Westchester who would lose their jobs under each proposal due to destruction of the business district. We also expect that there will be additional transitional security costs incurred as homeowners and businesses are displaced, to protect those continuing to remain until they also are moved. We are concerned about security problems that have occurred in Manchester Square, where we understand that such transitional security has been inadequate.

At the Guilded Cage, we currently suffer from airplane noise and vibrations. If we are able to remain in our location under the proposed reconfigurations, we expect that these problems would get much worse. The DEIR must address the new noise contours that would result from each proposed movement of the runways, identifying

If the north runway relocation into the Westchester/Playa del Rey community is a covert effort to allow for increased capacity at LAX this too is unacceptable. Cramming more capacity into the small 3500 acre LAX facility is not necessary and it is an inconsiderate imposition on the surrounding communities. LAX is already operating at near maximum capacity. If passenger and cargo expansion is needed a regional plan needs to be implemented that takes advantage of the land and airspace available in Ontario and Palmdale.

Thank you for listening to the residents of Westchester and Playa del Rey. We hope you will do the right thing and reject any proposals to move the LAX North runways into our Westchester/Playa del Rey community.

Jennifer Wicksman

---

**From:** Gourmeljen@aol.com  
**Sent:** Monday, November 29, 2010 6:35 PM  
**To:** LAX Specific Plan Amendment  
councilman.rosendahl@lacity.org; dennyschneider@welivefree.com; damnacope@gmail.com  
**Subject:** Comments to NOP on Draft EIR for LAX

Dear Mr. Glasgow,

I have lived in Westchester for eleven years and I am raising my family in this community. My children attend the local schools, we participate in local soccer and little league and we are active in our community.

Westchester is a wonderful community. We are a cohesive group that look out for one another and embody the traditional values that one associates with a neighborhood. Over the last twenty years I have seen the leaders of this community work hard to restore the vitality of Westchester which was seriously compromised by the last airport expansion project. As a community we are vehemently opposed to any movement of the north runway at LAX that would result in the destruction of Westchester/Playa del Rey businesses, homes and apartments. Movement of the north runway into the community will push jet fuel pollution and noise pollution further into the surrounding communities; home prices will drop and the way of life in Westchester and Playa del Rey will be permanently if not irreparable altered. Such a project, if implemented, will completely destroy the heart of our neighborhood and the way of life for this community. Westchester has suffered through multiple expansions at LAX many of which have caused beloved homes to be leveled and families to be relocated. One such family lives on my street, and quite frankly, they have never gotten over the loss of their original Westchester home that they loved and "lost to the airport".

My opposition to the movement of the north runway into our community is not solely based on my love of Westchester with a disregard for air travel safety. My opposition is based on everything I have read on the issue including the NASA LAX Runway Study. The study concluded that the North Airfield of LAX is extremely safe under the current configuration and the proposed changes would have a minuscule effect on air travel safety. The bottom line conclusion of the study was that safety was not a reason to argue for reconfiguring the north runway and moving it to the north. The study clearly concluded that there would be no meaningful safety gains by moving the runway further into the community. Thus, there is absolutely no reason to impose such an invasive project on our community - one that will have a real and significantly negative impact on the residents of Westchester and Playa del Rey with little to no safety benefits for LAX travelers. If safety is an issue there are other less invasive, less inexpensive and more effective measures that can be taken.

**From:** Martha Williams[SMTP:MWILLIAMS@AHBE.COM]  
**Sent:** Monday, November 08, 2010 3:49:52 PM  
**To:** LAX Stakeholder Liaison  
**Subject:** Affect on PDR residents?  
**Auto forwarded by a Rule**

I live immediately north of LAX on Pershing Drive. I see the remote terminals out of my kitchen window. I cannot imagine that the north runway could be moved 340' further north without impacting us.

Does LAX plan to purchase and remove more residential properties when the runway is relocated?

Martha Williams RLA ASLA  
 Principal

AHBE Landscape Architects  
 8729 Washington Boulevard  
 Culver City, California 90232

T | 310.838.0448 x18  
 F | 310.204.2664

[www.ahbe.com](http://www.ahbe.com)

[Follow AHBE on Twitter](#)

**From:** The Wilsons [mailto:email@jeffandjenniferwilson.com]  
**Sent:** Thursday, November 11, 2010 9:07 AM  
**To:** LAX Specific Plan Amendment; mayor@lacity.org; Jim.Bickhart@lacity.org; LAX Specific Plan Amendment; dheikes@laweekly.com; jstewart@laweekly.com; Ron@nonkayela.com; art.marroquin@dailybreeze.com; kristin.agostoni@dailybreeze.com; martha.groves@latimes.com; vince@argnews.com; readers.representative@latimes.com; letters@dailybreeze.com  
**Cc:** Councilman.Rosendahl@lacity.org; councilmember.garcetti@lacity.org  
**Subject:** Opposition to LAX Expansion

My family and I have lived in Westchester for 6 years. In those 6 years, the community has made impressive improvements in the local schools, variety of businesses, and general curb appeal. I am opposed to LAX expansion for several reasons:

- 1) it would erase most of the forward progress that the community has fought for
- 2) LAX expansion is unnecessary (see <http://articles.latimes.com/2010/feb/20/local/la-me-lax-report20-2010feb20>)
- 3) in this fiscal crisis, funding for this project would be hard to justify
- 4) other area airports (John Wayne, Burbank and Ontario airports) can compensate for increased air travel if needed
- 5) there is no community support for this project

My neighbors and I are strongly opposed to any efforts made to expand LAX. I will do everything that I can to keep expansion from happening.

Sincerely,  
 Jennifer Wilson  
 6531 W 84th Street  
 Westchester, CA 90045



1 BEFORE THE LOS ANGELES WORLD AIRPORTS  
2 SPECIFIC PLAN AMENDMENT STUDY PROJECT TEAM  
3  
4

5 Public Hearing in the Matter of: }  
6 LOS ANGELES INTERNATIONAL AIRPORT }  
7 SPECIFIC PLAN AMENDMENT STUDY }  
8

9  
10  
11  
12  
13  
14  
15 TRANSCRIPT OF PROCEEDINGS  
16 Los Angeles, California  
17 Wednesday, November 3, 2010  
18  
19  
20  
21

22 Reported by:  
23 MARCENA M. MUNGUIA,  
24 CSR No. 10420  
25 Job No.:  
B5922NCO

---

**From:** capnahab2@dslextreme.com [mailto:capnahab2@dslextreme.com]  
**Sent:** Sunday, November 28, 2010 5:53 PM  
**To:** LAX Specific Plan Amendment  
**Subject:** Moving N.runway 400'N.

Since studies show safety is not an issue, a much more convincing argument should be put forth before considering such a drastic move that would destroy downtown Westchester. It would however be a real "make work" boon for contractors and other vested interests and lobbies.

1 APPEARANCES:

2 LAWA Panel Members: MICHAEL FELDMAN  
 3 Deputy Executive Director,  
 4 Facility Management  
 5 DIEGO ALVAREZ  
 6 Project Manager,  
 7 Specific Plan Amendment Study  
 8 CYNTHIA GUIDRY  
 9 Chief of Airport Planning II

10 Facilitator:  
 11 JULIE GERTLER  
 12 Consensus, Inc.  
 13  
 14  
 15  
 16  
 17  
 18  
 19  
 20  
 21  
 22  
 23  
 24  
 25

1 BEFORE THE LOS ANGELES WORLD AIRPORTS  
 2 SPECIFIC PLAN AMENDMENT STUDY PROJECT TEAM  
 3  
 4

5 Public Hearing in the Matter of: }  
 6 LOS ANGELES INTERNATIONAL AIRPORT }  
 7 SPECIFIC PLAN AMENDMENT STUDY }  
 8

9  
 10  
 11  
 12  
 13  
 14  
 15 TRANSCRIPT OF PROCEEDINGS, taken at  
 16 11022 Aviation Boulevard, Los Angeles,  
 17 California, commencing at 6:05 p.m.  
 18 on Wednesday, November 3, 2010, heard before  
 19 the LOS ANGELES WORLD AIRPORTS PROJECT TEAM,  
 20 reported by MARCENA M. MUNGUIA, CSR No. 10420,  
 21 a Certified Shorthand Reporter in and for the  
 22 State of California.  
 23  
 24  
 25

1 Los Angeles, California, wednesday, November 3, 2010  
 2 6:05 p.m.

3  
 4  
 5 MR. FELDMAN: Good evening, everybody. Thank you so  
 6 much. We are very happy to see you all tonight. Thanks  
 7 for giving us some of your evening.

18:06:27 8 My name is Michael Feldman. I'm the Deputy  
 9 Executive Director over Facility Management at  
 10 Los Angeles World Airports.

11 with me tonight on the stage is Cynthia Guidry,  
 12 the Chief of Airport Planning, and Diego Alvarez, who is  
 13 the Project Manager for the Specific Plan Amendment  
 14 Study.

15 We are here tonight actually to save most of the  
 16 time to listen to you, which that means you won't have to  
 18:06:57 17 listen to me for very long, and we're really here to  
 18 listen to you about your comments on the Notice of  
 19 Preparation for the Environmental Impact Report that  
 20 would assess the impacts of the Specific Plan Amendment  
 21 Study options.

22 Diego is going to provide you with an overview  
 23 of those options in just a few minutes and then our hope  
 24 is to really spend the rest of the evening listening to  
 25 your comments on the Notice of Preparation, and we do

0

I N D E X

1						
2						PAGE
3	LAWA Presentation					5
4	Public Speakers:					
5	Howard Bennett					22
6	Denny Schneider					23
7	Craig Eggers					25
8	Martin Rubin					28
9	Chris Martin					29
10	Richard Austin					31
11	Nan Schneider					33
12	Robert Rodine					34
13	Graciela Huth					36
14	Joel Covarrubias					38
15	David Voss					40
16	Diane Wallace					42
17	Dama Cope					43
18	Art Garcia					45
19	David Bischoff					47
20	Jacqueline Hamilton					49
21	Bonnie Mischelevich					51
22	Karen Kanter					53
23	Edgar Saenz					54
24	Mike Stevens					55
25						

0

1 EIR. We won't be responding to those comments or to  
 2 questions today, but really the focus is to listen to  
 3 your opinions about the Environmental -- the EIR scope  
 4 and to address those. We will address those comments in  
 5 the EIR formally. The comments will actually be included  
 6 in an appendix to the EIR itself.

7 Following the presentation, we will open the  
 8 meeting for oral comments. There are speaker cards in  
 9 the back. If you would like to speak, they'll be brought  
 10 up to Julie Gertler here with Consensus, who will be  
 11 helping to make sure that everybody gets a turn to speak.  
 12 Written comments can also be submitted. There  
 13 are cards in the back that can be filled out, and there  
 14 is a drop box. You can also e-mail or mail those to  
 15 LAW, and that is -- the details of that is in the Notice  
 16 of Preparation. There is a copy in the back. It looks  
 17 like this (indicating). In case you do want to e-mail  
 18 it, the e-mail address is LAXSPAS at lawa.org. So  
 19 LAXSPAS at lawa.org.

20 I just want to remind everybody, please, this  
 21 presentation in the pamphlet, that also is available on  
 22 the back and the boards are intended to be summaries of  
 23 the Notice of Preparation only. The NOP itself should be  
 24 your main source for information and what you address the  
 25 subject of your comments.

□

1 have a court reporter here so we will not miss one word.  
 2 Is that right?

3 THE REPORTER: Right.

4 MR. FELDMAN: So with that, thank you again for being  
 5 here. I'm going to turn this over to Diego so we can get  
 6 the evening started. And once again, I appreciate all of  
 7 you taking the time to be here tonight. Thank you.

8 MR. ALVAREZ: Good evening, everybody. Can you hear  
 9 me? Does that work? Great.

10 Let me go through our agenda for tonight. I  
 11 first want to talk a little bit about the purpose of the  
 12 meeting tonight and how it fits into the Environmental  
 13 Impact Report process and then talk a little bit about  
 14 the SPAS part of the Specific Plan Amendment Study

18:08:27 15 project itself, remind us what the Yellow Light Projects  
 16 are for those people that are unfamiliar with it, and  
 17 then spend the majority of the time actually showing you,  
 18 describing what the project options that we'd like to  
 19 present are, and then go through some next steps in the  
 20 time line for the rest of the EIR and the SPAS process.

21 So the purpose of tonight's meeting is to  
 22 reinstate the EIR process for the Specific Plan  
 18:09:00 23 Amendment Study. Specifically, as Mike just stated, we  
 24 are looking to receive your comments and input regarding  
 25 the environmental issues that will be addressed in the

□

1 Center. And they are here (indicating), just to revise  
 2 again, the North Airfield improvements, which included a  
 3 move of the inbound runway which is 24 Left; our primary  
 4 departure runway, 340 feet south; the resulting  
 5 demolition of Terminals 1, 2, and 3; the Ground  
 6 Transportation Center, which would process a lot of the  
 7 passengers that would be -- the vehicles that would not  
 8 be allowed to come into the CTA; and the People Mover  
 9 that would connect people from the Ground Transportation  
 10 center through the Central Terminal Area; and the roadway  
 11 improvements that would help people get to the Ground  
 12 Transportation Center.

13 I know it's a mouthful, but I appreciate you  
 14 going through that.

15 So the purpose of SPAS itself, or the Specific  
 16 Plan Amendment study, is to restudy those elements of the  
 17 Master Plan. And per the stipulated settlement, LAWA is  
 18 proceeding with that study, the restudy, and what we are  
 19 focused on is the study of potential alternative designs,  
 20 technologies and configurations that would provide  
 21 solutions to the problems that the Yellow Light Projects  
 22 were designed to address, consistent with a practical  
 23 capacity of LAX of the 78.9 million annual passengers;  
 24 security, traffic and aviation implications of those  
 25 alternatives; and the potential environmental impacts and

□

1 So quickly I want to explain how we got here,  
 2 how the planning process started, how it fits into the  
 3 other planning process and the other things going on at  
 4 the Airport and how it will shape the process going  
 5 forward.

6 The LAX Master Plan was approved and its  
 7 Specific Plan was adopted in December 2004, but the local  
 8 approvals were actually conditional. The condition was  
 9 that there was a special procedure that was -- or a study  
 10 that was required on the Yellow Light Projects, called  
 11 quote, unquote, the "Yellow Light Projects" and those  
 12 include the Ground Transportation Center, the Automated  
 13 People Mover 2 from the Central Terminal Area to where  
 14 the terminal areas are located at.

15 All right. Here we go. Sorry for the technical  
 16 difficulties.

17 Is that better? No? How about that? Have you  
 18 got the level? Better.

19 Great. Thank you. Okay.

20 So the Yellow Light Projects include the Ground  
 21 Transportation Center, the Automated People Mover 2 from  
 22 the Ground Transportation to the Central Terminal Area,  
 23 the demolition of Terminals 1, 2, and 3, the  
 24 reconfiguration of the North Airfield, and the roadway  
 25 improvements associated with the Ground Transportation

□

1 alternative to replace those alternative -- to replace  
2 the Yellow Light Projects.

3 Following the scoping process, of which you are  
4 a part of, being here today, the EIR alternatives will be  
5 formulated combining those into an end-to-end system and  
6 then processed according -- in accordance with CEQA, the  
7 California Environmental Quality Act, through an EIR.

8 So getting now to the actual options themselves,  
9 we have a number of airfield options.

10 we have the approved Master Plan, which is

11 Alternative D, which would move the airfield 340 south.

12 we have an option to move that same inboard runway 100

13 feet south, with a couple of design options, and then

14 four options that would move the airfield -- the outboard  
15 runway of various increments to the north.

16 So going through the Master Plan, adopted

17 plan -- and let me just say these -- this illustration is  
18 a little bit different than what you may have seen from  
19 us in the past. It's for illustration purposes only.

20 On these slides, there are some -- there are  
21 lines that are showing the approximate center line of the  
22 runways and taxiways that are being changed. That's the  
23 line in light blue (indicating). The versions that show  
24 what the actual pavement would look like are in the back  
25 and you can take a look at them. They are included in

□

1 mitigation measures associated with the replacement of  
2 the Yellow Light Projects -- with the Yellow Light  
3 Projects or with their alternatives.

4 As many of you know, this is not the beginning  
5 of this Specific Plan Amendment study. We actually  
6 released a Notice of Preparation in March of 2008.

7 However, some important events occurred after that date  
8 and we learned some new things. And, you know, those  
9 include the completion of the North Airfield Safety Study  
10 by the academic panel; also, the FAA's responses to that  
11 study, as well as the City's response to that study's  
12 release; updates to the long-range plan from Metro which  
13 occurred in 2009; additional analysis that we've done on  
14 how ground transportation works at LAX; and the  
15 acquisition of Park One at just east of Terminal 1 near  
16 the Central Terminal Area.

17 As a result, we are expanding, refining the  
18 options that could be used to replace the Yellow Light  
19 Projects.

20 Different than in previous efforts, we have not  
21 developed an alternative, an end-to-end comprehensive  
22 alternative that would replace those Yellow Light  
23 Projects. What we have today, we're about to show you,  
24 are options for the airfield, options for the terminals,  
25 options for the ground that could be used to construct an

□

1 departure here (indicating). I apologize again if I'm  
 2 getting too technical. The second design option would --  
 3 because this affects -- you know, these two taxiways here  
 4 would have an impact on the gating and the terminals on  
 5 the north side. Another option which would have a  
 6 different impact would be to merge the two taxi lanes on  
 7 the south side, D and E. That would have a different  
 8 impact on the north terminals and presumably have a  
 9 different performance aspect, but that would be something  
 10 to be analyzed deeper in the process.

11 The next set of options would instead move our  
 12 primary arriving airfields to the north and leave the ---  
 13 build the center-line taxiway, leave the primary  
 14 departure airfield in place where it is now, but extend  
 15 it to the east. It would also have us building two  
 16 full-length taxiways, some of which are there now. So  
 17 that's why you don't see the line there. We would be  
 18 taking advantage of taxiway that exists already and this  
 19 would also have an impact on the terminals, which I will  
 20 go through in a moment.

21 Now, let me just say this. This is the 100-foot  
 22 north movement (indicating). That's what the red  
 23 represents, the center line on that airfield. I know  
 24 there was some discussion in the media about the  
 25 subsequent Runway Protection Zone and what the

□

1 the NOP.  
 2 The first thing that you'll notice here is,  
 3 again, the relocation of the inbound runway 340 feet to  
 4 the south, the addition of a center field taxiway -- I'm  
 5 sorry. And I did skip one thing. The inbound runway  
 6 would be extended to help accommodate the larger aircraft  
 7 that cannot take off from that runway today. There would  
 8 be a center field taxiway added that would improve safety  
 9 and operational efficiency or intends to improve those.  
 10 We would lengthen -- we would keep the outbound runway  
 11 that's used for arrivals in the same place but extend it  
 12 to the west by 1495 feet and then build two taxiways, E  
 13 and D, full length from the end of the runway to a point  
 14 east of Terminal 1 on the airfield.

15 One of the new options is to look at moving that  
 16 inbound runway, instead of 340 feet south, 100 feet  
 17 south. So the implications are that the outbound runway  
 18 or the outbound runway would be the same as it is today,  
 19 but we would build two taxi lanes so that planes can get  
 20 to and from the runways from the terminals.

21 We have two design options here because there is  
 22 a limitation on space between the southern runway and the  
 23 terminals for those taxiways. So we've taken two design  
 24 options, one of which has the tax -- both taxiways  
 25 continuing all the way to connect up to the end of the

□

1 north.  
 2 This (indicating) is what 200 looks like, as you  
 3 can see. It's essentially the same. All of these are  
 4 the same except that the runway moves a little bit  
 5 further to the north. This is 300 and this is 400, and  
 6 this line drawing just essentially shows them all on one  
 7 place.

8 This is in the back, available for you to look  
 9 at a little bit more closely. As I mentioned before, all  
 10 of these design options, again, are here. We're here to  
 11 listen to your input, get your feelings about what  
 12 environmental issues we should study in the EIR. They  
 13 also all have some implications for the terminals and how  
 14 the terminals would be laid out, so I'm going to go  
 15 through those now.

16 This first option is the one that relates to the  
 17 approved Master Plan. I'm sorry. This is -- I skipped  
 18 ahead once and in this case, because of the change in the  
 19 inbound runway and the resulting move of the taxiways, we  
 20 would be demolishing the terminal piers for Terminals 1,  
 21 2, 3, and 4 on the north part of Bradley and rebuilding  
 22 concourse space to help process those passengers, get  
 23 people ready for their gates in this area in a linear  
 24 fashion. The passenger processing, the ticketing, the  
 25 baggage, would be handled in the Central Terminal Area

□

1 implications are. Today's airfield has a Runway  
 2 Protection Zone which is a trapezoidal shape that's a  
 3 shape that's determined through FAA regulation that  
 4 signals some incompatibility with the Airport's use, and  
 5 that current RPZ overlays current businesses in  
 6 westchester and some residences northeast of the Airport.  
 7 FAA has not asked us to do anything with that. It is  
 8 less than the 500 number that I've seen reported. This  
 9 is something that will be part of the EIR process,  
 10 analysis, and our disclosure as we move forward.

11 One of the things that we are looking to do is  
 12 extend the pavement when we move -- if we are to -- you  
 13 know, we're looking at this option. The option includes  
 14 the pavement being extended to the west. That would  
 15 allow us to displace the threshold here (indicating),  
 16 which would move the arrivals theoretically closer to the  
 17 center of the airfield and higher in elevation from the  
 18 community. That's something we would continue to look  
 19 at. It would also have the effect of moving the Runway  
 20 Protection Zone to the west and it would have a different

21 profile on the businesses and homes that would -- would  
 22 change. It would be a different set of -- hopefully no  
 23 resident -- residences, but a different set of  
 24 businesses, and the change would also be affected by the  
 25 amount of distance that the airfield would move to the

□



1 which also appears on the other 100 south options.  
 2 I'm sorry. I didn't capture that before.  
 3 On the ground transportation side, we have,  
 4 again, the approved Master Plan in two new options for  
 5 your consideration and feedback, Concept A and Concept B.  
 6 And the approved Master Plan itself, the heart of it is  
 7 the closure of the Central Terminal Area to nonLAWA  
 8 traffic and the movement of the vehicular needs out to  
 9 other facilities, including the Ground Transportation  
 10 centers which would take up the bulk -- would have taken  
 11 up the bulk of those uses, but also at the Intermodal  
 12 Transportation Center where we had a connection to what  
 13 is the existing -- not the future plan, but the existing  
 14 green line terminus.  
 15 we also have two People Mover systems that would  
 16 help connect people from those facilities where they  
 17 would be dropped off and picked up into the CTA for  
 18 passenger processing, and we have roadways that help get  
 19 people to those facilities. In addition, we had  
 20 expansion employee parking here just to the north of  
 21 where we are today and a parking structure for employees  
 22 on the westside of the Airport.

18:27:57 The two options that we've developed and would  
 24 like to walk you through today are mostly similar, but  
 25 there are some key differences which I'll highlight, and

□

1 rather than in this area where they are done today.  
 2 This option goes along with one of the 100 south  
 3 options. So in this case, the inbound runway moves 100  
 4 foot south. The taxiways merge -- I'm sorry. The  
 5 taxiways merge, so you get a little bit less of an impact  
 6 here. We end up retaining most of the existing terminal  
 7 and the structures themselves, but there is impacts to  
 8 the gates. It would be approximately eight gates as a  
 9 result. We are looking at adding a new concourse to the  
 10 east of where Terminal 1 is. That would provide some  
 11 gates to mitigate the gates lost as a result of the  
 12 change in the runway.

13 For the option on 100 south where we're moving  
 14 and we keep both taxiways, there is also an impact. Now,  
 15 the impact is actually less on the terminal structures  
 16 themselves; but there are, in fact, 14 gates that would  
 17 be impacted by this move. Again, in this case, we would  
 18 be looking at building a Concourse 0 and that would carry  
 19 some additional gates to make up for that mitigation.

20 For all of the moves where the outboard runway  
 18:26:23 moves further north and the inbound runway is -- remains  
 22 in place, we would still have some gate impacts. So  
 23 that, again, affords us some thought to bringing in a  
 24 concourse to provide some gate space, and we would have  
 25 some additional room here on this side (indicating),

□

18:30:26 1 something that's more of a fixed highway, so something  
 2 that looks a little bit like rail that would connect all  
 3 of these facilities, the rent-a-car folks, the people who  
 4 came in using mass transit on the light-rail system, the  
 5 Green Line, or the Crenshaw Lines, and our parkers and  
 6 then they would be dropped off in the Central Terminal  
 7 Area at a number of Automated People Mover stops or  
 8 stations.

9 So, again, the purpose of this process is to  
 10 provide you folks with an opportunity to comment on the  
 11 options that we've presented. We won't be answering all  
 12 of the comments today; however, we will consider all of  
 13 the comments received. Following the completion of this  
 14 scoping process, we will be formulating an alternative  
 15 that will be carried into the EIR and we will circulate  
 16 the Draft EIR for review and comment. We expect the EIR  
 17 to be available for review in late 2011.

18:31:29 18 This (indicating) just goes through where we've  
 19 been today. We've been planning. There was a North  
 20 Airfield study. We've been in this process of  
 21 formulating these options. Today we are in scoping and  
 22 trying to decide the scope of the EIR itself, write the  
 23 EIR for most of next year, and then we have the formal  
 18:31:58 24 comment period and the Final EIR to be adopted late 2011,  
 25 early 2012.

□

1 Let me go through them.  
 2 First of all, the assumption would be that under  
 3 this option, the CTA would remain open to commercial and  
 4 private vehicles. We would -- to improve, we would make  
 18:28:59 5 some improvements just to the east of Terminal 1,  
 6 redesign the entryway with the purpose of improving flow.  
 7 We would take the area known as Manchester Square, which  
 8 is northeast of Century and Aviation Boulevard, and use a  
 9 portion of it to be determined for employee parking. We  
 10 would keep the existing long-term parkers in Lot C where  
 18:29:27 11 they are today, develop a new facility that would bridge  
 12 Lot C to 98th Street, and then tie it all together with a  
 13 grade-separated transportation system that would also  
 14 serve the new Metro Crenshaw to LAX Corridor and the  
 15 Green Line, and this would be grade separated so that  
 16 people who were using that system would not be stuck at  
 17 lights. It would be above grade.

18:29:58 18 The second option is very similar in its concept  
 19 in that we are trying to locate facilities along  
 20 98th Street; but in this case, we have the consolidated  
 21 rent-a-car facility, which was in Lot C in the Master  
 22 Plan, and it would be in the Manchester Square area and  
 23 we would move the employee parkers next to Lot C where  
 24 Lot C is today.

25 Additionally, we would probably look at

□

1 is the time to hear from you about environmental issues.  
 2 And I see a number of familiar faces. There's  
 3 people here who will tell you that it's also my job to  
 4 enforce these ground rules and that I will do so, and I  
 5 think this is a nice crowd and we won't have any problem  
 6 and everybody's going to follow the rules.

7 I want to begin by introducing two officials.  
 8 One is a member of the L.A. World Airports Board of  
 9 Airport Commissioners, Val Velasco.

10 MS. VELASCO: I just want to thank you all for  
 11 being here tonight and I'm really looking forward to  
 12 hearing your comments. It's very important that the  
 13 community comes out and gives LAWA comments and feedback.  
 14 We don't want to keep going through this ten years from  
 15 now, so thank you. Thanks for being here.

16 MS. GERTLER: Thank you.

17 And then Chad Molnar, who's representing  
 18 Councilman Bill Rosendahl. There you are. You can wave  
 19 so people can see you.

20 Let me remind you -- I'm on a short leash, so I  
 21 can't even move, so let me remind you that the microphone  
 22 is facing this way because you're addressing the LAWA  
 23 team so that they can gather the information, so that's  
 24 part of it.

25 The first person to speak, we're going to give a

□

1 So that's what we have for you today.

2 I want to turn this over for Julie, who's going  
 3 to help us facilitate your comments to us. Again, you're  
 4 available -- we are more than happy to accommodate you to  
 5 write comments and drop them off. If you have a speaker  
 6 card, give it to someone. I'm sure it will get into  
 7 Julie's hands. And we're here to listen to you. Thanks.

8 MS. GERTLER: Thank you. My job is to help LAWA  
 9 accomplish the purpose of this meeting, which is to  
 10 gather from you comments on the environmental issues that  
 11 you believe should be studied through the next phase of  
 12 the project which will take a year of study.

13 To accomplish that, there are a few ground  
 14 rules. One is every speaker needs to fill out one of  
 15 these (indicating). They're at the front desk and there  
 16 is a runner who will bring them up to me and I'll call  
 17 them in order.

18 Another thing is that there's a three-minute  
 19 time limit and everybody will be held to the three  
 20 minutes. You can finish your sentence. I won't cut you  
 21 off; but, you know, try to finish your thought. That's a  
 22 way to keep it fair so that everybody has the same amount  
 23 of time.

24 Diego already said this isn't the time for  
 25 questions because they don't have the answers yet. This

□

b5922nco.txt

23

18:36:58 1 today is that they need to expand the north runway for  
 2 safety again, further north. Bill Rosendahl, our good  
 3 Councilman, quotes in his letter the fact that  
 4 "Commission of Safety Experts has recently finished  
 5 another study with the conclusion that the north runway  
 6 area is safe and that there is no further need for its  
 7 expansion north." Thank you for your time.  
 8 MS. GERTLER: Thank you very much.  
 9 Denny?  
 10 The next speaker after Denny will be  
 11 Craig Eggers, so if you want to get ready.  
 12 MR. SCHNEIDER: Hi. I'm Denny Schneider, president  
 13 of ARSAC.  
 14 We are very concerned about this NOP because,  
 15 quite frankly, the idea of putting in 100 south came from  
 16 us. The two options that you have in here are totally  
 17 unacceptable. We have provided you with alternatives to  
 18 that and we will be providing you with extensive details  
 19 before the deadline in writing. In addition to that,  
 20 however, we have some problems with the process itself.  
 21 Tiering of this document is unacceptable. We  
 22 don't know how you can use the very old data that was  
 23 flawed in the first place as any basis for anything other  
 18:38:29 24 than to protect the airport by piling it up very high in  
 25 front of the terminals.

□

Page 23

b5922nco.txt

22

1 courtesy to Howard Bennett, who is the first person, and  
 18:34:57 2 I will call the second person who can then be ready to  
 3 come up so we're not waiting a long time.  
 4 Oh, okay. As Mr. Bennett's coming up, I also  
 5 want to introduce an old friend -- Jim Bickart, where are  
 18:35:15 6 you -- from Mayor Villaraigosa's office.  
 7 MR. BENNETT: My name is Howard Bennett. My wife and  
 8 I have lived in Playa del Rey for more than 50 years.  
 9 Because of the Airport's expansion plans, we have seen  
 18:35:55 10 over the years the approximately half a thousand homes  
 11 have been destroyed in our area alone.  
 12 Now, over the years, my wife and I have tried  
 13 our best to make this world a better place. As an ocean  
 14 swimmer, I started an organization called Heal the Bay to  
 15 try and stop more sewage dumping into the Santa Monica  
 16 Bay.  
 17 Over the years, our area has suffered from  
 18:36:28 18 terrible noise from the planes at the Airport. I then  
 19 started an organization called ARSAC, the Alliance to  
 20 Stop Airport Expansion.  
 21 Today, in a very short speech, I'll begin by  
 22 quoting an evil master of propaganda, Joseph Goebbels.  
 23 He was Adolf Hitler's mouthpiece. He said, "The bigger  
 24 the lie, the more often you repeat it, the quicker people  
 25 believe it." The lie we are hearing from the Airport

□

Page 22

1 And last but not least, we don't know what the  
 2 criteria is by which you're going to evaluate these  
 3 items, and unfortunately you're going to do a  
 4 quick-and-dirty on some of these and a more extensive  
 5 review on others and we don't know what those are going  
 6 to be, which makes us extremely uncomfortable.  
 7 Thank you.

8 MS. GERTLER: Thanks, Denny. Craig, and then Martin  
 9 Ruben is next.

10 MR. EGGERS: My name is Craig Eggers. I'm here on  
 11 behalf of the Neighborhood Council from Westchester Playa  
 12 and I've been asked to speak, though we do have a fair  
 13 amount of overlap, needless to say, between Denny's ARSAC  
 14 organization and the position the Neighborhood Council  
 15 has in conjunction with these changes.

16 I would like to read some excerpts from a letter  
 17 that was submitted and unanimously approved by our  
 18 Neighborhood Council in the September 7th meeting.

19 "The runways are already safe. The  
 20 northernmost runway should be unchanged. We  
 21 agree with the Mayor and the other officials  
 22 representing the areas around LAX that  
 23 changes to the northside airfield would be  
 24 necessary only if the runways were unsafe.  
 25 For several years there was a push by LAWA

□

1 We are in favor of fixing this airport. We want  
 2 a safe, secure and convenient airport and we're a little  
 3 bit disappointed with the ground access as well. The  
 4 only real application you have here is you have it with  
 5 and without a rental car facility, consolidated rental  
 6 car facility, which we agreed to in the settlement. We  
 7 think it's important, because you want to get as many of  
 8 those buses out of the Central Terminal as possible,  
 9 because we're tired of dodging them when we try to drop  
 10 people off.

11 In terms of the airfield itself, it's no secret  
 12 that we are very much opposed to moving north. There has  
 13 been enough safety issues raised to try to justify it.

14 We've debunked them. If you want efficiency, we have  
 15 told you that you need to fix the taxiways. There's not  
 16 a single one of those, I believe, that meets current  
 17 standards. We've encouraged you to fix those taxiways.  
 18 Moving north will not do that.

19 Moving north, in addition to that, will be very  
 20 expensive. You have tunnels. You have aquifers. You  
 21 have sewer lines, major sewer lines. You have every kind  
 22 of impediment to a quick and dirty job, and moving the  
 23 Lincoln Boulevard will be a nightmare for all of us and  
 24 it's going to suck up the traffic money for everybody in  
 25 this region. So I encourage you to take a closer look.

□

1       approvals, identify specific Plan amendments  
2       that the plan would modernize -- that plan  
3       for the modernization and improvement of LAX  
4       in a manner that is designated by the  
5       practical capacity of 78.9 million annual  
6       passengers while enhancing the safety and  
7       security, minimizing environmental impacts  
8       on the surrounding communities, and creating  
9       conditions that encourage airlines to go to  
10      other airports in the region, particularly  
11      those owned and operated by LAVA."  
12      Further in our letter, we noted specifically  
13      that:  
14      "LAWA is moving ahead with the Interim  
15      Runway Safety Improvement Program for the  
16      North Airfield. We believe that addressing  
17      these taxiway issues along with any other  
18      taxiway changes is appropriate as long as  
19      the introduction of new technology" --  
20      "along with the new" -- "introduction of new  
21      technologies and improvements."  
22      "so we're encouraging LAWA to continue  
23      moving forward within the SPAS process and  
24      to accelerate those portions of the approved  
25      Master Plan that would" -- "which were given

□

18:41:29 1       to expand the north runway complex,  
2       justified by the need to improve safety.  
3       This has been shown to be an inaccurate  
4       characterization by the  
5       multimillion-dollar-plus LAWA-funded  
6       BOAC-approved Northside Runway Safety  
7       Committee study review of the north runway  
8       conditions that was conducted by recognized  
9       academic experts in the field of aviation  
10      safety and NASA.  
11      "Specifically, the report stated  
12      directly that the only justification for  
13      runway movement would be an expansion, not  
14      any safety condition, and given the high  
15      degree of existing safety, only a minimal  
16      safety improvement would be afforded by the  
17      runway changes to the north side. The  
18      report went on to state that the operational  
19      efficiency inadequate -- is an inadequate  
20      justification for the runway movement  
21      compared to the costs involved.  
22      "The Specific Plan Amendment Study  
23      process in the referenced stipulated  
24      settlement states in Section V, C, "will,  
25      consistent with previous local and federal

□

1 dangerous ultra-fine particles, which there is no  
 2 regulations on this. However, using the precautionary  
 3 principle, I would think that Los Angeles  
 18:45:29 4 International -- I know that there was supposed to have  
 5 been a state-of-the-art study -- I don't know what you're  
 6 doing with that -- but Logan Airport I believe is showing  
 7 dangerous levels of health effects from their airport.  
 8 It's not the same situation as LAX, but when you  
 9 grow an airport or when you have an airport in the  
 10 community, you really need to look at how it's affecting  
 11 the community. And business interests are fine, but not  
 12 at such huge expense of quality of life and health  
 13 impacts on the community.  
 14 So I would agree with all the comments that came  
 15 before me, and particularly the details that  
 16 Denny Schneider laid out. I think that I would feel more  
 17 comfortable if he were sitting up there with you and  
 18:46:29 18 giving you direct input because he's got a tremendous  
 19 amount of knowledge on this and -- he and his wife Nan.  
 20 And I think the community for coming out. Thank  
 21 you.

22 MS. GERTLER: Thank you, Martin.

23 Chris Martin, followed by Richard Austin.

24 MR. MARTIN: Thank you. Chris Martin, CEO of A.C.  
 25 Martin Partners. We're architects, and also chairman of

□

1 expeditious treatment in the LAX specific  
 2 Plan along with those found to be  
 3 uncontroversial and encouraged in the  
 4 Settlement Agreement."  
 5 MS. GERTLER: Thank you. And I appreciate Craig was  
 6 watching the clock.  
 18:43:59 7 And as Marty is coming up here, I'd like to  
 8 acknowledge the presence of Jennifer Badger from  
 9 Mayor Villaraigosa's office right in front of me. Thank  
 10 you.  
 11 Martin Ruben and then Chris Martin.  
 12 MR. RUBIN: Yes. Martin Ruben, director of Concerned  
 13 Residents Against Airport Pollution, and it's appropriate  
 14 in following now that we've heard about the noise  
 15 pollution and water pollution.  
 18:44:28 16 while certainly airports in this Environmental  
 17 comment period would look at the air pollution generated  
 18 from the operations, I got involved because of a  
 19 different airport, a smaller airport, Santa Monica  
 20 Airport, which happens to tie in with LAX in the sense  
 21 that they cannot take off their instrument flights to the  
 18:45:00 22 west until they get the cue from LAX, and that causes  
 23 delays of idling, and they're very close to homes when  
 24 they idle and there have been recent studies that have  
 25 showed up to a thousand times normal levels of the new

□

1 to the north.

2 The third point is improving the community

3 surface transportation by relocating or building a

4 consolidated rent-a-car at the Manchester Square site.

5 That's a wonderful enhancement to the community and to

6 the passengers. It just takes a tremendous amount of

7 traffic off of the streets and takes it right to the

8 freeways. It's an enhancement for community, for the

9 passengers, and for the rental car people and a reduction

10 in air quality, significantly.

11 Thank you.

12 MS. GERTLER: Thank you.

13 And I'd like to acknowledge the presence of

14 Carl Jacobson, who's a City Council member from the City

15 of El Segundo.

16 Carl, where are you? Hiding in the back.

17 Okay.

18 Richard -- and then let me just see who's

19 following you. It will be Nan Schneider.

20 MR. AUSTIN: Hello. I'm a long-time resident -- can

21 you hear me?

22 THE REPORTER: Could you speak up, please.

23 MR. AUSTIN: I'm a long-time resident of

24 Playa del Rey. I've lived there for the bulk of 20

25 years. I'm a long-time resident of Playa del Rey.

□

18:46:58 1 the Aviation Committee for the L.A. Chamber of Commerce

2 and a licensed IFR pilot.

3 And there's three things to addressed today.

4 First of all, let's start with the overall goal, the most

5 efficient, beautiful, well-run airport that doesn't

6 exceed our cap of -- I forget the number, 79.9.

7 UNIDENTIFIED SPEAKER: That's the problem. You

8 forget the number.

9 MR. MARTIN: Without exceeding the caps. That's all

10 of our goal and we embrace that.

11 18:47:28 The first issue is we want to have the

12 accommodation for the new modern Group 6 aircraft which

13 are quieter and more fuel efficient. In order to do

14 that, we need runway separations. So separation of

15 runways with a mid-field taxiway is imperative to do that

16 in order to break the cycle of high-speed departures from

17 a landing runway. That's obvious in the FAA letter from

18 Administrator Babbitt. He feels the same way.

19 18:47:57 Also, the Safety Advisory Committee identified a

20 55 percent safety increase by separating the runways 360

21 feet.

22 The second question is should it be by moving it

23 to the north or moving it to the south? It's

24 economically unviable to destroy the terminals on the

25 north in order to accommodate that move. It has to move

□



1 resoundproof our neighborhood since noise levels will  
 2 increase due to runway expansion; or by some remote  
 3 stroke of fate, noise-level acceptance will miraculously  
 4 change yet again to support the new runway proposals.  
 5 Thank you.

6 MS. GERTLER: Thank you very much.

7 Nan Schneider, followed by Robert Rodine.

8 MS. SCHNEIDER: Hi. It's good to see you. I will  
 9 keep this very, very short. We are not in favor of -- I  
 10 represent Westchester Neighborhood Association and I'm on  
 11 the ARSAC board and we're not in favor of moving north,  
 12 nor west, which doesn't seem to have come up very much.  
 13 Even though it would get some of the business community  
 14 out of the safety zone, you are moving the noise over  
 15 unprotected areas and practically have your safety zone  
 16 in a school parking lot, a high school parking lot that  
 17 we cannot replace.

18 It's very, very expensive to move north  
 19 because -- I don't hear too much about the tunnels. You  
 20 have an unknown water source that's affecting these  
 21 tunnels and they are 740 feet long, I believe, and  
 22 there's two of them. So, you know, by cutting off 14  
 23 gates and building a brand-new terminal, I think you end  
 24 up saving money because no matter what you fill these  
 25 tunnels with, unless you use that very highly expensive

□

1 THE REPORTER: I'm sorry. I can't hear.  
 2 MR. AUSTIN: I'm totally against the proposed  
 3 movement north of the runway. Walking around our local  
 4 neighborhoods, our ears are constantly assaulted by  
 5 aircraft noise. An increase in airport noise will  
 6 directly impact the values of our properties. Do we  
 7 really need another property devaluation in the area?  
 8 Increase in toxic air pollution, thousands of  
 9 tons of spent aircraft fuel in the air. A change in wind  
 10 will bring fuel-polluted air closer and closer to our  
 11 neighborhoods, an absolute health hazard waiting to  
 12 happen.

13 Based on the current runway configurations and  
 14 the recognized noise to the neighborhoods, LAX embarked  
 15 on what was labeled a soundproofing program. I waited  
 16 ten years for my home to be soundproofed. Still, in my  
 17 view, I experience unacceptable noise penetrations to my  
 18 home. I contacted the folks at LAX, and guess what?  
 19 Noise levels have dramatically changed. There's a  
 20 different noise level now than originally they worked  
 21 with.

22 I have regularly contacted LAX Noise Complaint  
 23 Department regarding aircraft noise and never have  
 24 received an acknowledgment back. If the money is  
 25 allocated to go back to the community, we need to

□

1 can't afford that. I personally would encourage you to  
 2 eliminate that from consideration and move to a standard  
 3 of the 300 to 400 feet north for Runway 24 Right.

4 MS. HUTH: Boo.

5 MS. GERTLER: I was about to commend this group for  
 6 its courtesy, so let's keep that going.

7 MR. RODINE: Additionally, there's a proposal of the  
 8 demolition of Terminals 1, 2, and 3. LAX currently has  
 9 143 gates, compared with the 153 prescribed in the  
 10 Settlement Agreement. We're below the Settlement  
 11 Agreement now. The proposals to demolish Terminals 1, 2,

12 and 3 will further eliminate 14 gates. That's just  
 13 ridiculous because we will pay some 5 billion dollars in  
 14 order to accomplish that demolition and this airport will  
 15 surely in the future require that kind of capacity for  
 16 handling passengers.

17 I ask you to also eliminate the consideration of  
 18 the demolition of Terminals 1, 2, and 3 from your  
 19 consideration.

20 Thank you very much.

21 MS. GERTLER: Thank you.

22 Graciela, followed by Joel Covarrubias.

23 MS. HUTH: Boo.

24 MS. GERTLER: Graciela, we know each other. I'm  
 25 going to keep you to the courtesy. Come on.

□

18:52:58 1 foam which costs a thousand bucks a cubic inch, you're  
 2 looking for sinkhole hell. You put a fully loaded A380  
 3 on a runway over a sinkhole. Plus, you move it very  
 4 close to the neighbors.

5 Thank you.

6 MS. GERTLER: Thank you, Nan.

7 Robert Rodine, followed by Graciela Huth.

8 MR. RODINE: I'm Robert Rodine. My firm is the  
 9 Polaris Group. I do management consulting and financing  
 10 economics.

11 About two years ago at this time, Commissioner  
 12 Torres-Gill told us what we're here to do and that is to  
 13 make this place safer, period, safer. The academicians  
 14 came in with a study that said relative to a baseline,  
 15 LAX is not as safe as it could be, notwithstanding their  
 16 observations about time forecasts which are ludicrous.

17 In April of -- in April of this year, FAA  
 18 Administrator Babbitt told us that this Airport is not  
 19 safe, notwithstanding the observations that nothing's  
 20 ever going to happen for the next 200 years based upon  
 21 the academicians. That's ludicrous.

18:54:24 22 In the proposals that we saw, there is one that  
 23 will move 24 Left 100 feet to the south. That will  
 24 contribute approximately a 16.2 percent improvement in  
 25 safety. That's nonsense. That's an absurdity and we

□

1 from here (indicating).  
 2 we shouldn't be discussing. Even if they are  
 3 not mentally retarded or mentally challenged, we  
 4 shouldn't be discussing moving the north runway towards  
 5 the north because we have told them in person and  
 6 testified to it. I did it, 1,000 times. It's short.  
 7 NASA told them they don't need to do it, but NASA said  
 8 it's for safety reasons, who sends its spaceships into  
 9 the space. They don't know. Forget it. They are  
 10 stupid, like all of us, but we have to pay 1 million and  
 11 a half for them to do this study. Okay? And in a way,  
 12 believe it or not, indirectly it's our money.  
 13 There was a gentleman who was talking about the  
 14 buses. Take them -- take the buses out of the -- out of  
 15 the buildings. It bothers them at the airport. Do you  
 16 know where they go? To our houses, in front of our  
 17 houses, at the back of our houses where the engine runs  
 18 for 24 hours. Ask the director of LAX what she can do  
 19 about it. There is nobody to enforce it.  
 20 MS. GERTLER: Time.  
 21 MS. HUTH: I have to do it. My neighbors have to do  
 22 it. Boo. So --  
 23 MS. GERTLER: Thank you, Graciela.  
 24 MS. HUTH: -- we need -- we need to keep on fighting.  
 25 MS. GERTLER: Joel --

□

1 MS. HUTH: what does he know? I'm listening to the  
 2 speech, to the gentleman talking about our homes.  
 3 MS. GERTLER: Excuse me. Your three minutes will  
 4 start now.  
 5 MS. HUTH: I want to know -- well, I don't know how  
 6 many hours I have spent of my life --  
 7 MS. GERTLER: Remember, you're talking --  
 8 MS. HUTH: -- coming to these meetings.  
 9 MS. GERTLER: Graciela, remember you're talking to  
 10 the LAVA team.  
 11 MS. HUTH: And the people, too. I respect them more  
 12 than them about this. And believe me, nothing has  
 13 changed. They want our land and they are going to come  
 14 with whatever to get us out.  
 15 It's okay. I keep on fighting until I live.  
 16 When I started, my hair was brown. I was straight. I  
 17 was in very good condition. Now I have a hump, my hair  
 18 is black, and I have lost half of it; but I still keep on  
 19 fighting for my community, for my home. We were there  
 20 before these people and these people come talk to us,  
 21 tells us a lot of words. Then they go to some other job  
 22 and forget it. Nobody remembers what they said.  
 18:56:29 23 we have said the same thing for ages. Since  
 24 1968 I'm fighting, since -- and I'm being politically  
 25 incorrect because I tell the truth and the truth comes

□

1 going to have the Crenshaw Line and the Green Line both  
 2 serving it. I would hope that this is going to be served  
 3 by a People Mover which is going to be electric, which is  
 4 going to take away some pollution from the surrounding  
 5 neighborhoods rather than having buses driving on a bus  
 6 way, which is what I've been hearing about Concept A.  
 7 Concept B would go directly into the Airport.  
 8 I've seen this work very well with the garages  
 9 and the consolidated rental car situation in  
 10 San Francisco and I would hope that something like this  
 11 is going to be done.

19:01:27 12 Obviously there are a lot of things that need to  
 13 be resolved before the specifics of this can be handled,  
 14 but I certainly hope that Metro's being consulted about  
 15 this. I understand they had to take a grant recently  
 16 because LAMA wasn't ready to take it from the federal  
 17 government. I'm talking about Metro had to take the  
 18 grant. Otherwise, it would have disappeared.

19:01:55 19 Again, seriously, there needs to be better  
 20 coordination with Metro to get people to the Airport.  
 21 Not everybody needs to be driving -- I'm taking longer  
 22 than I was intending to take, but not everybody needs to  
 23 be driving through Century Boulevard clogging up all the  
 24 traffic.

25 You know, the other thing about transit is, you

□

1 MS. HUTH: These people doesn't hear. It's deaf.  
 2 MS. GERTLER: Joel, come on up.  
 3 MS. HUTH: Okay? We need to --  
 4 MR. FELDMAN: Please sit down.  
 5 MS. GERTLER: It's been fair to everybody. It's  
 6 going to be --  
 7 MS. HUTH: It's going to take us out of our homes.  
 8 MS. GERTLER: Other people want their turns.  
 9 MS. HUTH: Thank you, madam.  
 10 MS. GERTLER: Joel, followed by David Voss.  
 11 MR. COVARRUBIAS: I'm a transit advocate, so my focus  
 12 is primarily about transit. I don't know all the issues  
 18:59:59 13 and I'm not going to pretend to, and it sounds like the  
 14 other people here are adamantly opposed to the north  
 15 runway and so be it. I'm not going to get into the  
 16 middle of this. I am very concerned about the transit  
 17 planning, which seems to be an afterthought here. I  
 18 certainly hope that the LAMA is working with Metro on  
 19 Metro's plans which are speeding along. It's very  
 19:00:30 20 concerning to hear Mr. Alvarez say that Aviation and  
 21 Imperial is the terminus of the Green Line. That shows  
 22 somebody wasn't doing their homework today. That's what  
 23 he said a couple of minutes ago.  
 24 The closest station is going to be at Century  
 25 and LAX -- I'm sorry -- Century and Aviation, which is

□

19:03:26 1 the settlement and exposes LAWA and the City to future  
 2 suit and, as such, proposing it as if it was a completely  
 3 de novo review that you can move this thing 400 feet  
 4 north exceeds the scope of what was expected by that  
 5 Settlement Agreement and, again, I believe exposes you to  
 6 suit.

7 Number two, it's what this side of the gate that  
 8 counts. I've said this many times publicly. The J.D.  
 9 Powers survey that we heard about when I was at LAWA  
 10 saying we had problems with the Airport and needed to fix  
 11 them addresses things that the passengers see in the  
 12 terminal. Moving runways doesn't solve any of the  
 13 problems that are seen by that J.D. Powers survey.

14 Number three, the South Airfield Improvement Project,  
 15 at the time that we approved it when I was on the Board,  
 16 we were told by the FAA that it met the needs for Group 6  
 17 aircraft. The fact of the matter is these standards that  
 18 they had then set out, it did meet those needs. They  
 19 simply changed the standards. That's why it doesn't meet  
 20 it today, and they could change it again tomorrow. That

19:04:26 21 doesn't mean, however, that when they told us the South  
 22 Airfield could handle the A380s safely that anything has  
 23 changed, nor does it mean if you go out there and watch  
 24 A380s land on the North Airfield right now there's  
 25 anything unsafe about that either. The fact of the

□

1 know, if the high-speed rail gets built, hopefully it  
 2 will take some pressure off the Airport as well. So if  
 3 anybody's got any opinions on that, they might want to  
 4 think about supporting a high-speed rail.  
 5 Thank you.

19:02:27 6 MS. GERTLER: Thank you.

7 David Voss, followed by Diane Wallace.

8 MR. VOSS: Good evening. I think I've probably seen  
 9 this issue from more different perspectives than almost  
 10 anybody you're going to hear from. I'm a resident. I'm  
 11 an attorney. I'm the former chairman of the Neighborhood  
 12 Council Airport Relations Committee. I've chaired the  
 13 LAX Coastal Chambers Ad Hoc Committee on A, B, C, and D.  
 14 I was general counsel to TWA's commuter carrier transport  
 15 express for a number of years, so I've looked at it from  
 16 the airline perspective, and I was the Airport  
 17 Commissioner for Mayor James Hahn serving for LAWA.

18 with these perspectives in mind, I have four key  
 19 things that I would like to point out to you this  
 20 evening.

21 The first of these is that as an attorney  
 22 looking at the Settlement documents, it is my perspective  
 23 that anything that exceeds the scope of what was  
 24 potentially going to impact the neighborhoods that was on  
 25 the table at the time of that Settlement is violative of

□

1 On your website and also on your PowerPoint and  
 2 on the first vertical poster back there, the third  
 3 photograph at the bottom, it shows that the northernmost  
 4 runway is starting in the middle of Lincoln Boulevard and  
 5 I just wanted to make sure that someone noticed that,  
 6 since I drive that way all the time and I'd prefer not to  
 7 have a plane land on me.  
 8 And I also would like to say that I support all  
 9 of the comments tonight about air quality, water quality,  
 10 and the environment, based on my experience living in  
 11 Playa del Rey.  
 12 MS. GERTLER: Thank you, Diane.  
 13 Danna Cope, followed by Art Garcia.  
 14 MS. COPE: I didn't know I was that short.  
 15 I really appreciate David Voss's comments about  
 16 the 55 percent safer statistic that was thrown out  
 17 incorrectly and David made that very clear that the study  
 18 came out and unequivocally said that the Airport is safe  
 19 as configured now.  
 20 We do not have to move anything for safety.  
 21 However, if you do start moving runways around, it is  
 22 strictly for capacity enhancement. If you continue to  
 23 make LAX "the Airport" in the region, we are going to  
 24 continue to strangle our communities and the coastal  
 25 area. It is time to really look and really take charge

□

1 matter is that the Group 6 aircraft can be handled with  
 2 what we have.  
 3 Finally, I am chagrined by the comments of one  
 4 of my fellow panelists. I spent two years on that NASA  
 5 academic panel painstakingly working to try and make sure  
 6 we had consensus and when the results of that came out,  
 7 there was a letter that went out from the Chamber of  
 8 Commerce that you had a previous speaker here saying he  
 9 spoke for saying we all need to live by whatever comes  
 10 out from that study, whatever it might be, and that study  
 11 concluded unambiguously that there was no need to move  
 12 runways for safety. It was as absolutely unambiguous as  
 13 possible.  
 14 What you heard here saying it made 55 percent  
 15 safer was 55 percent of a statistically insignificant  
 16 improvement. So to take it out of context and tell you  
 17 that it makes it 55 percent safer is to miss the entire  
 18 point that the academic panel made.  
 19 Our runways are safe and we do not need to move  
 20 them for safety. The scope of the NOP should not include  
 21 those proposals.  
 22 MS. GERTLER: Thank you.  
 23 Diane Wallace, followed by Danna Cope.  
 19:05:59 24 MS. WALLACE: Hi. I'm Diane Wallace. I used to live  
 25 in Playa del Rey and someone sent me this proposal.

□

1 is going to cost.  
 2 Thank you.  
 3 MS. GERTLER: Thank you.  
 4 Art, followed by David Bischoff.  
 5 MR. GARCIA: I'm Art Garcia. I'm retired Vice  
 6 President of Real Estate for Ralphs Grocery Company, and  
 7 which has the store in the westchester Town Square, and  
 8 I'm also a member of the International Council of  
 9 Shopping Centers in the Urban Land Institute.  
 10 When -- I was also a very close friend with  
 11 Cliff Moore and, in fact, a neighbor of him. I attended  
 12 his funeral and still keep in contact with his wife Betty  
 13 who still lives in Orange County, but my question is --  
 14 and I've asked this question when it first -- when these  
 15 hearings first started, the taking of all of the  
 16 commercial, the In-N-Out, the parking spot, the office  
 17 airport -- the office buildings, the old office building  
 18 plus the west 6000, the responsible taking with all the  
 19 buildings up to La Tijera on the westerly side of  
 20 Sepulveda plus the buildings on the easterly side of  
 21 Sepulveda and then as these hearings continued and now  
 22 it's just moving the runway 100 feet to the north now --  
 23 as these hearings have continued, the proposal now is to  
 19:11:21 24 move the north runway further north 350 feet or 340 feet,  
 25 but the latest taking of it and the A.P. Hydraulics

□

19:07:57 1 of going for regionalism. Develop Ontario or help  
 2 Ontario, the City of Ontario, develop Ontario. Palmdale,  
 3 same thing. Help them more. Even Gina Marie Lindsey  
 4 said, "Yes, there's a high-speed train that's going to  
 5 come through 40 miles from LAX." It's going to go near  
 6 Ontario and it's going to go right to Palmdale. Why not  
 7 start building on that?  
 19:08:27 8 I also want to address the item of cost.  
 9 Filling the tunnels, as Nan Schneider said, is going to  
 10 be very costly and probably ought to be done no matter  
 11 what happens. We have some aquifers out there that are  
 12 causing sinkholes and potentially causing sinkholes.  
 13 That should be addressed. The upper roadway needs to be  
 19:08:58 14 redone, not just cosmetically fixed. We need to protect  
 15 and/or relocate utilities, and that includes sewer lines.  
 16 I don't think anybody really knows where they are right  
 17 now since they were breached twice when the CUP was being  
 18 done.  
 19 The cost for everything that needs to be done,  
 20 moving runways, everything, we need to have a better  
 19:09:26 21 estimate of costs. In the past, halfway through the  
 22 project, we find out the cost is doubled. By the end of  
 23 the project, it's quadrupled. It's not fair to the  
 24 traveling public or to the airlines to be constantly  
 25 upping the amount. Be up-front with how much it really

□

b5922nco.txt

47

1 further west even on past Pershing Drive?  
 2 MS. GERTLER: Your time is up.  
 3 MR. GARCIA: That's my question. Thank you very  
 4 much.  
 5 MS. GERTLER: Thank you.  
 19:13:29 6 David Bischoff, followed by Jacqueline Hamilton.  
 7 MR. BISCHOFF: Good evening, everyone. I'm glad to  
 8 see really a good turnout here. I would like to bring up  
 9 a few items, and a lot of it is history.  
 10 I am a LWA employee. I've worked at  
 11 Los Angeles World Airport since about late 1989. My  
 19:13:57 12 first experience with LAX came in 1969 when I signed for  
 13 one of my friends at West Imperial Terminal when he came  
 14 back in a coffin from Vietnam. I had been in Vietnam  
 15 earlier. I became fascinated then, and I still am.  
 16 The Airport is a very important place, but it's  
 17 also something else. It's a political football and there  
 18 are a lot of interests that have gotten involved over  
 19 time that have influenced it.  
 20 we're talking about transportation to the  
 19:14:28 21 Airport and from. Why is the Green Line a mile and a  
 22 half away from the CTA? Politics. Unions.  
 23 why -- just a lot of things have not occurred,  
 24 as a result of politicians and executive management  
 25 succumbing to the immediate influence and not thinking

□

Page 47

b5922nco.txt

46

1 Company, the fee owner of the In-N-Out, the parking spot,  
 2 the office building, and the Ralphs shopping center of  
 3 westchester, you're talking westchester Town Square  
 4 building shopping center all the way up to La Tijera,  
 5 plus the buildings on the easterly side of Sepulveda.  
 6 Now there's a need on these, based on the FAA's  
 19:11:59 7 requirements, the latest taking is the In-N-Out, the  
 8 parking spot, and then a diagonal portion of the office  
 9 building. Well, you might as well take the entire office  
 10 building. That's for safety reasons of course. That's  
 11 assuming that the point of beginning of the landing  
 12 remains the same.  
 13 And I've asked this question. I've even asked  
 19:12:26 14 Gina Marie Lindsey the question, "why not move the point  
 15 of beginning of the runway further west and extend the  
 16 runway, the end of the runway further west on over  
 17 Pershing Drive?" Well, she told me, and I understand --  
 18 I've heard it from other sources also -- that that land  
 19 area, that undeveloped land area west of Pershing Drive  
 20 is in the Coastal Commission.  
 21 Well, you know, as a developer, I've gone before  
 19:12:56 22 the Coastal Commission and gotten approval on certain  
 23 projects. My question is, again, why can't the point of  
 24 runway be extended further west, the beginning of the  
 25 runway, and then extend the runway -- into the runway

□

Page 46



1 must be considered for our next expansion and  
2 modernization of the Airport.

3 Thank you.

4 MS. GERTLER: Thank you.

5 Jacqueline Hamilton, followed by Bonnie

6 Mishelevich.

7 MS. HAMILTON: Good evening. I'm Jacqueline Hamilton  
8 of the Tuskegee Airmen organization.

9 I was a resident in the Manchester Square area,  
10 which is included in the expansion area of the Airport  
11 and one thing that I do not hear about when I'm coming to  
12 several of these meetings is what we experience as being  
13 residents and the crime victimization that we experience  
14 in being residents of the Manchester Square area.

15 A lot of the changes and information about the  
16 redesign of the Airport seems to be very good. One of  
17 the things we're looking out for is public safety. In  
18 being with the Tuskegee Airmen organization, my father  
19 was one of the Tuskegee Airmen. His information is all  
20 around the Airport. There have been murals with his  
21 pictures in them and one of the things that was happening  
19:17:59 22 to me is that I was being stalked and robbed. I was  
23 victimized and assaulted verbally, also harassed. I was  
24 a victim of mail fraud, identity theft, several things,  
25 and I was told by a politician, Maxine Walters, that I

□

1 about the next 50 years.

19:14:57 2 why are the pipes from the current CUP all  
3 buried in the ground today and not in pipe tunnels?

4 Because in the mid '50s when the CUP and the theme

5 building and the old tower were being built, there were  
6 cost overruns from the theme buildings, so they decided,  
7 well, instead of building those tunnels, we'll just take  
8 the money away and bury the pipes. They're still buried.

19:15:30 9 And then in the next CUP, they'll be buried again.

10 Mines Field was the name of the original airport  
11 that is currently LAX. There were a variety of airports.  
12 They got to the aerospace or the aviation industry:

13 Hawthorne Airport, Cloverfield no longer exists, but

14 there is the big blue hangar where the Spruce Goose was  
19:15:56 15 built. The same with Hollywood/Burbank was Lockheed.

16 The other southern airports were all aircraft industries  
17 that were created as a result of aviation.

18 Today, the airport is now totally involved with  
19 politics. A lot of people will say Nimbysism but those  
20 houses were built after Mines Field; not before, but  
21 after. They knew what was there. We have to remember  
22 what's coming up, nanotechnologies.

19:16:27 23 I have friends that are engineers at Boeing. In

24 the next 20 years, we are going to have aircraft that is  
25 going to be unbelievable. Thank you. All these items

□

b5922nco.txt

51

1 People Mover Project seems to be very good.  
 2 we are looking at some of the transit systems  
 3 that are going into the Airport, including the Metro  
 4 system, which really needs changes. A lot of us have  
 5 experience in actually riding it, so that's one of the  
 6 things that we're looking at.  
 7 Thank you.  
 8 MS. GERTLER: Thank you, Jacqueline.  
 9 Bonnie is next, followed by Karen Kanter.  
 10 MS. MISHELEVICH: Hello. My name is Bonnie  
 11 Mishelevich. I am a member of the ARSAC board, but --  
 12 and I agree with everything that everybody from ARSAC has  
 13 gotten up and said.  
 14 I want -- I know that there's a global view. I  
 15 know that there's a LAWA view. I realize that -- and  
 16 there's a very personal view, and I'd like to offer a  
 17 very personal view.  
 18 I'm a resident of Playa del Rey, my daughter is  
 19 a resident of Westchester, and I have a five-year-old  
 20 granddaughter who last May we found out had a birth  
 21 defect that meant that she had to have brain surgery, a  
 22 craniotomy, which she did, and she's fine, thank God.  
 19:20:58 23 My daughter is extremely involved in everything  
 24 that has to do with children in Westchester. Any school  
 25 that my granddaughter goes to, she's very involved not

□

Page 51

b5922nco.txt

50

1 should move from the area. This forfeited my Relocation  
 2 Award.  
 3 One of the things we're concerned with is how  
 4 is -- or how are those of us who are residents of the  
 19:18:29 5 area, former residents, future residents, because I moved  
 6 into the area due to my profession, which is with the  
 7 information technology industry -- how are we going to be  
 8 protected? Several of us work in relation to the  
 9 Airport. We work for companies that are surrounded by  
 10 the Airport. We are not receiving any information as far  
 11 as how we're going to be protected, how the security  
 19:18:59 12 plays a role in that.  
 13 There is information about security in this  
 14 pamphlet and we've received information about security  
 15 previously, but we're not receiving specific information  
 16 and we're continuing to be stalked and robbed. So one of  
 17 the things that we're looking for is information on that.  
 18 Also, our Relocation Awards that we are due to  
 19 receive that we're telling -- we're being told that we  
 20 are disqualified from it because we had to move from the  
 19:19:28 21 area, and we were advised and told to move by Maxine  
 22 Waters and several others. So we need information on  
 23 that.  
 24 Other than that, a lot of the information about  
 25 demolishing some of the terminals is questionable. The

□

Page 50

1 MS. GERTLER: Karen Kanter, followed by Edgar Saenz.  
 2 MS. KANTER: Hi there. I think it's ironic that  
 3 you're having -- can you hear me now?  
 4 I think it's ironic that you're having this  
 5 meeting after yesterday's result, because as a resident,  
 6 I think the thing that I find so discouraging is that it  
 7 feels that government simply is not listening to us.  
 8 This entire -- there's an entire sense of people  
 9 in the neighborhood, we have been fighting this over and  
 10 over and over and over again. We have rolled the dice  
 11 with you. We have said, we can stand by something that  
 12 there's -- if there's a safety issue. That has shown not  
 13 to be true and regardless of that, what happens is two  
 14 and three months later, it is regurgitated in another way  
 15 saying why you need to move the runways 400 feet into our  
 16 neighborhoods.  
 17 It just is the thing as a citizen that makes me  
 18 so angry and it makes me feel so much that we're not  
 19 being listened to. It feels as if -- it feels as if the  
 20 bureaucrats want to move in a direction and the sense  
 19:23:57 21 that we have is that what you're doing is you're handling  
 22 us and we are not being treated with respect. We have  
 23 not been told the truth here, 'cause you guys keep  
 24 changing the -- you guys keep changing the rules of the  
 25 game as we go, and it's not right.

□

1 only with the school but the whole district, many, many  
 2 moms. I would venture to say she knows every mom in  
 3 Westchester.  
 4 And you know what? We started taking a look  
 5 during this last few months of terror for us around and  
 6 we saw so many birth defects in Westchester and  
 19:21:30 7 Playa del Rey in the last few years that I want to tell  
 8 you that I, my husband, and others that we know are  
 9 qualified to actually do a study. And this is related  
 10 to, I believe, air quality. At least it could be. I  
 11 would be very interested in a study. I would be willing  
 12 to initiate such a study and, you know, in ARSAC, we  
 13 always heard that there was some kind of an air quality  
 19:21:59 14 study going on and it never happened. It just never  
 15 happened. It was supposed to be initiated by LAWA, I  
 16 believe. We just never heard any results, but that's  
 17 most like anything we never hear the results of.  
 18 Anyway, I'd be interested to know -- I think the  
 19 public deserves to have the air quality tested and the  
 20 results published publicly so that everybody can see  
 21 what's going on in the air. I mean, you can see it on  
 19:22:29 22 the ground. You can see it in your windows. You can see  
 23 it on the side of your doors. That's what's going into  
 24 us and our kids, even our unborn kids.  
 25 Thank you.

□

19:25:59 1 know that very often when government and business make  
 2 decisions, they don't measure the true costs of the  
 3 consequences, and we know there are going to be some  
 4 significant environmental consequences to thousands of  
 5 neighbors in westchester and Playa del Rey -- air  
 6 pollution, noise pollution -- and if one begins to look  
 7 at the numbers, if this were a true free-market  
 19:26:29 8 environment and you take conservatively 5,000 households  
 9 that would be affected and start to attach a number to  
 10 the impacts to those households, let's say \$10,000 per  
 11 year per household -- and I'm not saying that's the right  
 12 number, but attach a number the way an economist would --  
 13 and we begin to see that maybe moving the runway south is  
 14 actually less costly to society than moving the runways  
 15 north.

16 Thank you for your time.

17 MS. GERTLER: Thank you.

19:26:55 18 Mike Stevens.

19 MR. STEVENS: Hi. How are you? My name is  
 20 Mike Stevens. I see a few familiar friends. I see some  
 21 familiar people. It's good to see that they're still in  
 22 the fight, but I have a question for you.

23 Number one, you're moving -- I understand this.  
 24 I've been away from the fight for a while, but you're  
 25 moving the northern runway 400 feet?

□

1 Thank you.  
 2 MS. GERTLER: Thank you.  
 3 Edgar, followed by Mike Stevens.  
 4 MR. SAENZ: Good evening. My name is Edgar Saenz.  
 5 I'm a westchester resident.  
 19:24:29 6 I want to raise two issues for study. They have  
 7 to do with cost. The first is a thorough analysis of the  
 8 infrastructure that exists in the north complex and  
 9 especially what's known as LAX North Side. It's been  
 10 alluded to already. We believe there are sewer lines,  
 11 major sewer lines, utility lines, gas lines, petroleum  
 19:24:56 12 lines. Tunnels have been mentioned and it's going to be  
 13 a lot of due diligence, looking at the records of various  
 14 city agencies that probably go back 50 or more years.  
 15 But if you're going to do a thorough job of examining the  
 16 costs of potentially relocating runways, you know, you  
 17 have to be responsible and you have to do that.  
 19:25:25 18 And the second is related to this: A couple of  
 19 speakers made reference to how expensive it would be to  
 20 move the north runway 100 feet south because of the  
 21 destruction or at least the remodeling to Terminals 1, 2,  
 22 and 3, possibly 4 as well, but what hasn't been mentioned  
 23 and what I would request be studied are the  
 24 externalities.  
 25 I'm not a genius, I'm not an economist, but I do

□

1 feet to the north, number 1.  
 2 Also, I would like this body to show the public  
 3 to the east how much larger that noise contour is going  
 4 to become.

5 I would also like for you to explain in detail  
 6 as to with simultaneous landings whether or not this is  
 7 going to be able to be accomplished where you'll be able  
 8 to land planes simultaneously on the inboard and outboard  
 9 runway, because if that's the case, then there's  
 10 definitely going to be a negative impact on the residents  
 11 of the people who live to the east, because, see, 400  
 12 feet, that's greater than what it was back in the day  
 13 when I used to be in the fight.

14 I can't believe that. 400 feet? Wow. What  
 15 happened? Did we go to sleep? I guess I went to sleep  
 16 out here.

17 Anyway, I'm not going to tie up the microphone  
 18 but 400 feet, that's unacceptable and that's very unfair  
 19 to the people who live to the east as well as the people  
 20 who live in the surrounding borderline of LAX.

21 So thank you.

22 MS. GERTLER: Thank you. And that was our last  
 23 speaker, and for all the LAWA team and for myself, I just  
 24 want to thank you for your courtesy and your attention  
 25 and your interest, and the things you raised will be

□

19:27:30 1 MS. GERTLER: It's in the presentation.  
 2 MR. STEVENS: Okay. That's fine. I arrived late.  
 3 That's my fault.

4 If you're moving the runway 400 feet, how come  
 5 you're not in the city of Inglewood? Because that noise  
 6 contour is going to widen on the eastern end. Why have  
 7 you not come there to present this, your case, to those  
 8 people, to my people, to the people where I live at in  
 9 Inglewood? Why are you only over here? And I'd like to  
 10 have an answer for that.

19:27:59 11 MS. GERTLER: Did you say you came in late, because  
 12 we're not taking questions. This is what you want  
 13 studied. So you want to be sure that Inglewood is  
 14 engaged in this process.

15 MR. STEVENS: Well, I think it's only fair, seeing as  
 16 if you move a runway 400 feet to the north, there's more  
 17 people. That noise contour is going to be shifted, as  
 18 well as you can enlarge it.

19 MS. GERTLER: I don't want to speak for you, so just  
 20 be sure that you tell them what it is you want.

21 MR. STEVENS: I'm sorry. I forgot protocol.

22 MS. GERTLER: Just tell them you want Inglewood.

23 MR. STEVENS: Thank you.

19:28:28 24 I would like to see this body have a meeting in  
 25 detail in reference to the movement of the runway 400

□

1 BEFORE THE LOS ANGELES WORLD AIRPORTS  
2 SPECIFIC PLAN AMENDMENT STUDY PROJECT TEAM

3  
4  
5 Public Hearing in the Matter of: }  
6 LOS ANGELES INTERNATIONAL AIRPORT }  
7 SPECIFIC PLAN AMENDMENT STUDY }  
8

9  
10  
11  
12  
13  
14  
15 TRANSCRIPT OF PROCEEDINGS  
16 Los angeles, California  
17 Saturday, November 6, 2010  
18  
19  
20  
21

22 Reported by:  
23 RUBEN GARCIA  
24 CSR No. 11305  
25 Job No.:  
B5939NCO

19:29:56 1 included in the study, and I think we'll put back the --  
2 if we can, we'll try to find the slide with the time line  
3 so that you can see what happens next again, which now is  
4 the study of many of the things that you've mentioned.

5 So thank you for coming.  
6 (Proceedings concluded at 7:30 p.m.)  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

1 APPEARANCES:

2  
3 Michael Feldman,  
4 Deputy Executive Director  
5 Cynthia Guidry,  
6 Chief of Airport Planning II  
7 Diego Alvarez,  
8 Program Manager  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

0

1 BEFORE THE LOS ANGELES WORLD AIRPORTS  
2 SPECIFIC PLAN AMENDMENT STUDY PROJECT TEAM  
3  
4

5 Public Hearing in the Matter of: }  
6 LOS ANGELES INTERNATIONAL AIRPORT }  
7 SPECIFIC PLAN AMENDMENT STUDY }  
8  
9  
10  
11  
12  
13  
14

15 TRANSCRIPT OF PROCEEDINGS, taken at  
16 11022 Aviation Boulevard, Los Angeles,  
17 California, commencing at 9:06 a.m.  
18 on Saturday, November 6, 2010, heard before  
19 the LOS ANGELES WORLD AIRPORTS PROJECT TEAM,  
20 reported by RUBEN GARCIA, CSR No. 11305,  
21 a Certified Shorthand Reporter in and for the  
22 State of California.  
23  
24  
25

0

1 Los Angeles, California, Saturday, November 6, 2010  
2 9:06 a.m.

3  
4  
5 MR. FELDMAN: Okay. Good morning everybody. My  
6 name is Mike Feldman. I'm the Deputy Executive Director  
7 over facility management at Los Angeles World Airports.  
8 With me this morning is Cynthia Guidry to my left. She  
9 is the Chief Airport Planner, and Diego Alvarez on my  
10 right is the Program Manager for the Specific Plan  
11 Amendment Study process.

12 We are pleased you took the time of your day  
13 to come this morning to provide comment on the Specific  
14 Plan Amendment Study Notice of Preparation. This is in  
15 essence your meeting. We are hear to listen and record  
16 your comments about information that is included in the  
17 notice of preparation, and your input is very important  
18 us to as we finalize the scoping of the upcoming  
19 Environmental Impact Report.

20 So our intent this morning is to have a brief  
21 presentation by Diego to really explain the options that  
22 we're looking at carrying forward into the Environmental  
23 Impact Report. And after he finishes that presentation  
24 we would like to -- there's the opportunity to provide  
25 verbal comments to us. And there also are several

0

I N D E X

1		PAGE
2		
3	Opening by Michael Feldman	5
4	Presentation by Diego Alvarez	6
5	Public Comments	19
6	Adjournment	37
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		
17		
18		
19		
20		
21		
22		
23		
24		
25		

0



1 systems at LAX. And then go through very quickly the  
2 timeline in the next steps of what you can expect in the  
3 coming months.

4 So again, the purpose of today's meeting is to  
5 reinstate the EIR process for the Specific Plan  
6 Amendment Study, which we'll call it "SPAS" for the rest  
7 of the presentation. Today's meeting is to receive your  
8 comments and input regarding the environmental issues to  
9 be addressed in the EIR.

10 So we will not be responding to those comments  
11 or questions today. This is an opportunity for us to  
12 hear from you, and we will be reviewing your comments in  
13 the Environmental Impact Report. All of the comments  
14 will be included in an appendix to the draft EIR when it  
15 is published.

16 Again, the purpose of today's meeting is to  
17 hear your comments. So we'll do a short presentation,  
18 and then open the meeting to oral comments. Written  
19 comments could be submitted as well.

20 If you are here, there are public speaker  
21 cards in the back if you'd like to speak. Or you can  
22 fill out a comment form and leave it in the drop-box.  
23 You are of course allowed to mail in via regular mail to  
24 the address provided in the Notice of Preparation, which  
25 I believe most of you have seen. Or you can e-mail us

0

1 opportunities to submit written comments to us through  
2 the extended comment period which would end at the end  
3 of this month, November 29th.

4 obviously we're very interested in hearing  
5 from you. We would encourage this to be a respectful  
6 meeting. You can expect that from us and from airport  
7 staff.

8 So thank you again for attending. I will turn  
9 the meeting over to Diego Alvarez for the opening  
10 presentation, and then we'll get to your comments as  
11 soon as we can after that. Thank you.

12 MR. ALVAREZ: Thanks, Mike. Thank you all for  
13 being here. Can you hear me all right? Great.

14 Appreciate you guys all for coming out on an  
15 early chilly Saturday morning and for your time. And in  
16 addition I want to welcome the people who are -- the  
17 millions of people who are watching us over the internet  
18 via Ustream. It's good to get out there and show the  
19 world what we're looking at doing.

20 Let me go through the agenda very quickly. We  
21 will provide an overview of why we are here today and  
22 how we got here. Go through the scope of the project,  
23 which is focused on the Yellow Light projects. We'll  
24 review those quickly. Spend the bulk of our time  
25 outlining the options for the air terminal and ground

0

1 Amendment Study on potential alternative designs,  
 2 technologies and configurations that would provide  
 3 solutions to the problems that the Yellow Light projects  
 4 were designed to address, consistent with the practical  
 5 capacity of LAX at 78.9 million annual passengers. Also  
 6 the security, traffic and aviation implications of these  
 7 alternatives and potential environmental impacts and  
 8 mitigation measures associated with the replacement of  
 9 the Yellow Light projects with alternative projects.

10 We originally released a Notice of Preparation  
 11 or initiated the environmental process back in March of  
 12 2008, but are revising that notice of preparation due to  
 13 events that have occurred and new information that has  
 14 come to light, including the completion of the North  
 15 Airfield Safety Study in 2010, along with the responses  
 16 by the FAA and city officials; the update to the  
 17 long-range transportation plan by Metro, further  
 18 analysis of the ground transportation systems by LAWA,  
 19 and the acquisition of park 1.

20 So the revised Notice of Preparation  
 21 identifies various air, field, terminal and ground  
 22 transportation options that are new. Those options are  
 23 new. Unlike past efforts where we've taken those  
 24 systems and integrated them into a complete alternative  
 25 end-to-end airport system, we are instead, again,

□

1 at "laxspas.org."  
 2 Please remember that this presentation and the  
 3 pamphlet that we're also circulating today are intended  
 4 to be a brief summary of the notice of preparation.  
 5 Your comments and detailed information can more  
 6 appropriately be found in the notice of preparation,  
 7 which is, again, available here and on the web if you  
 8 have not already received it. So let me quickly review  
 9 how we got here.

10 The LAX Master Plan was approved and the LAX  
 11 Specific Plan adopted in December of 2004. However,  
 12 local approvals placed additional conditions on us that  
 13 included conducting a Specific Plan Amendment Study, or  
 14 a re-study deemed Yellow Light Projects. And those  
 15 Yellow Light Projects include the ground transportation  
 16 center, the automated people-mover system that connects  
 17 the ground transportation center to the central terminal  
 18 area, the demolition of terminals 1, 2 and 3, the  
 19 reconfiguration of the north runway and roadway  
 20 improvements associated with the people-mover system and  
 21 the ground transportation center.

22 In addition to the conditions placed on us  
 23 through the Master Plan Process, a legal settlement that  
 24 LAWA entered into with plaintiffs on a lawsuit on the  
 25 Master Plan required us to focus the Specific Plan

□

1 the pavement changes on the side here, or in the Notice  
 2 of Preparation itself graphically they're rendered.

3 Also, just for simplicity's sake, because  
 4 there's a lot of terminology that's used, I will be  
 5 referring to our primary arrival runway or  
 6 24 right/6 left as our outboard runway for today, and  
 7 the inboard runway refers to our primary departure  
 8 runway, or 24 left/6 right.

9 So very briefly, the adopted plan has the  
 10 installation of a centerline taxiway here in the space  
 11 that would be available with the movement of our inboard  
 12 runway 340 feet to the south, along with an extension of  
 13 1280 feet to the east. Our existing outboard runway  
 14 would be extended to the west 1495 feet.

15 In addition, we would be reconfiguring two  
 16 existing taxiways that are in different locations, full  
 17 length, from just south of those and near the terminal  
 18 structures. These would have an impact on our terminals  
 19 which I'll describe in the terminal section of the  
 20 presentation.

21 One of the new set of options that we wanted  
 22 to present for you today is taking that same inboard  
 23 runway, and instead of moving it 340 feet south, moving  
 24 it a hundred feet south. It's depicted here. This  
 25 would also provide the space to install a centerline

□

1 providing three sets of alternatives: air, terminal and  
 2 ground, which we will review and we're seeking comment  
 3 on.

4 Following the scoping process we will take  
 5 those options, integrate them into an end-to-end  
 6 alternative and proceed through the environmental impact  
 7 analysis.

8 So let's get right to the bulk of what we'd  
 9 like to discuss, which are presenting the options to you  
 10 in summary form. We have a number of airfield options,  
 11 which include the adopted plan, which is moving the  
 12 in-board runway 340 feet to the south. We also have  
 13 design options, two of them for moving that same runway  
 14 100 feet to the south. And then four options, move the  
 15 outboard runway to the north in hundred-foot increments  
 16 from 100 to 400. And let me illustrate those for you.

17 This is the adopted plan. And let me just  
 18 note very quickly for those who are watching on the web  
 19 and for those who don't have access to all of the boards  
 20 that are here today, or have not seen the NOP.

21 These particular renderings are for  
 22 illustration purposes. They show the approximate  
 23 location via centerline where the new runway or taxiway  
 24 system would be. But they do not show the width. You  
 25 can see the full version here with the approximation of

□

b5939nco.txt

13

1 number actually came from.

2 The FAA has not required us to purchase or

3 relocate these parcels at this time. Options that move

4 any of the runways will have the result of moving the

5 RPZ either to the north, to the west or to the south,

6 and that would have an impact as far as changing the

7 properties that would be in the runway protection zones.

8 That is definitely something that we'll be studying

9 through the rest of the EIR and the SPAS process. And

10 we are looking forward to hearing comment from you on

11 that.

12 Just to go into this here, in these options,

13 there are four of them. I'm showing you the 100 north

14 here. We would be relocating the outboard runway a

15 hundred feet from the north, from where it is today, and

16 extending the pavement 604 feet to the west and

17 displacing the threshold for arrivals by that same

18 amount to the east on that outboard runway.

19 We would also add a centerline taxiway and

20 extend the inboard runway 1250 feet to the east, in

21 effect lengthening the inboard runway. And then we

22 would reconfigure our existing taxiway system. And the

23 blue lines here show you where there would be a change

24 in pavement to create two full-length taxiways from one

25 end of the runway to the other.

□

Page 13

b5939nco.txt

12

1 taxiway or center-field taxiway.

2 The location of taxi ways E and D, which we

3 would also reconfigure, would also change because the

4 distance on the inboard runway change is less than

5 340 feet obviously.

6 Now we have two design options we'd like to

7 share with you and receive comment on. The first of

8 them would be to have the full dual length taxiways as

9 we have in the other options, taxiways E and D. That

10 would have one set of impacts on the terminals, which

11 we'll go over shortly.

12 The second option would be to merge the taxi

13 lanes near terminals 2 and 3, which would produce

14 another set of impacts on terminals 1, 2 and 3, and TBIT

15 as well.

16 The next set of options would move our

17 outboard runway. And before I go through all of these,

18 I did want to say that there have been some media

19 reports that there would be 500 businesses that would be

20 forcibly relocated as a result of any of these

21 proposals, or a number of these proposals. And I just

22 want to acknowledge that, yes, there is what the FAA

23 designates as a runway protection zone now, but the

24 number of included residences and businesses is much

25 lower than the 500. I'm not exactly sure what that

□

Page 12

1 a result of that southward move. There would also be  
 2 additional gate impacts, which are not pictured here. I  
 3 apologize.  
 4 We expect there would be eight gates that  
 5 would need to be removed or impacted by the change in  
 6 the airfield. One of the other things that we are  
 7 looking at is the construction of a new concourse to the  
 8 east of where Terminal 1 is in the current Park 1 area.  
 9 That would give us the flexibility to address some of  
 10 the gate issues that arise as a result of the changes in  
 11 the airfields.

12 This is the version of the terminal that goes  
 13 along with the dual taxiway version of the 100 foot  
 14 south option. And here you see only one structure  
 15 likely to be impacted, or fixed structure that's likely  
 16 to be impacted at Tom Bradley. However, there would be  
 17 approximately 14 gates that would be impacted by the 100  
 18 foot south move here. And those gate impacts would be  
 19 spread across Terminal 1, 2, 3 and Tom Bradley.

20 For those airfield options where the outboard  
 21 runway is moved to the north, you would have, just  
 22 again, that one structure on Tom Bradley impacted, and  
 23 you would have less gate impacts but still a number of  
 24 gates that would need to be down-gauged or resized. So  
 25 again, we are looking here at that concourse to the east

□

1 This is what the second northward option looks  
 2 like. This is 200 feet north, 300 feet north, and  
 3 400 feet north. And here they all are together.

4 So all of those airfield options have myriad  
 5 terminal options as well that we would like to get your  
 6 comments on, and that includes the adopted master plan,  
 7 which is the 340 south, as well as the new terminal  
 8 options that reflect the new airfield options we just  
 9 reviewed.

10 So the first one of course is 340 south,  
 11 because that inboard runway comes 340 feet to the south,  
 12 and the taxiway system is also moved southward. We  
 13 expect to need to replace and demolish the piers on the  
 14 north terminal system. That includes terminal 1, 2, 3  
 15 and Tom Bradley. And they would be replaced with a  
 16 single concourse design that would go east to west,  
 17 where people would be waiting at the gates for planes  
 18 which would be lining up in sort of a vertical  
 19 alignment. And passenger processing in this case would  
 20 occur in the CTA where the parking garages are today.  
 21 This is the adopted plan.

22 In the 100 foot south option, where we have a  
 23 taxi lane that's merged, there would be a different set  
 24 of changes, so that what's shown here in red are the  
 25 structures that we expect would need to be demolished as

□

1           Additionally there would be a roadway system  
 2 that would be built that would help get people from the  
 3 freeways or from one facility to another to allow ease  
 4 of access.  
 5           Lastly, there were some parking lot changes  
 6 that were envisioned in Alternative D, including the  
 7 movement of all employee parking out to the west side of  
 8 the airport.

9           So both of our new ground transportation  
 10 concepts have similar principals. They both try to take  
 11 our existing facilities and align them along the 98th  
 12 Street corridor and then tie them together using a  
 13 dedicated transportation system.

14           In Concept A we would have the employees  
 15 relocated from where they are today, which is actually  
 16 here near the Proud Bird Restaurant, just north on  
 17 Aviation Boulevard, up to the area known as Manchester  
 18 Square, which is bordered by La Cienega Boulevard,  
 19 Century Boulevard and Aviation.

20           We would keep the long-term parkers in the Lot  
 21 C area, adding a new transportation center for linkage,  
 22 and perhaps some additional parking on 98th Street. And  
 23 those people would be helped into the CTA by taking a  
 24 grade separated mode of transportation, mass  
 25 transportation, into the CTA.

0

1 of Terminal 1.  
 2           On ground access we are looking at the  
 3 approved master plan ground system, and then two new  
 4 options called the Concept A and Concept B, which are  
 5 interchangeable with any of the air and terminal options  
 6 that we just showed you.

7           So the approved master plan has quite a number  
 8 of features, the heart of which is the assumption that  
 9 the central terminal area would be closed to non-LAWA  
 10 vehicular traffic, that's private and commercial.

11           All of those vehicles would be served by  
 12 either the Ground Transportation Center at Manchester  
 13 square, which would be the main source of curb space for  
 14 pick-up and drop-off, or the Intermodal Transportation  
 15 Center, which was also to provide a link to the existing  
 16 green line station at Imperial and Aviation. It would  
 17 also include a consolidated rent-a-car facility at the  
 18 location where Lot C is or our long-term parkers park  
 19 today.

20           And people at those three facilities would  
 21 arrive to the CTA via two people-mover systems that  
 22 would follow Aviation Boulevard and then 98th or 96th  
 23 Street or Century Boulevard to come into the CTA where  
 24 they would be ticketed and processed, go through  
 25 security.

0

1 get your comments on these options and the environmental  
 2 issues that you would like LAMA to examine as it  
 3 proceeds in the EIR process. we will consider your  
 4 comments, and we will be formulating all of the options  
 5 in alternative or alternatives to be studied in the  
 6 Draft EIR. we will circulate that EIR for public  
 7 review, we expect in the fall or winter of next year.  
 8 Here we are currently in the scoping process.  
 9 we expect after we formulate those alternatives to be  
 10 drafting the EIR, circulate again in the fall or winter  
 11 of next year, and then begin the final approvals process  
 12 late next year into 2012.

13 And now we'd like to hear from you. Lilian De  
 14 Loza is here from Consensus Inc. who will help us  
 15 facilitate the speaking cue. I'm gonna turn it over to  
 16 Lilian.

17 MS. DE LOZA: Thank you for being here so early  
 18 today. I do want to recognize a couple of very  
 19 important people that are here today. Vice President of  
 20 the Board of Airport Commissioners Val Velasco.

21 MS. VELASCO: Thank you for being here. Your  
 22 participation and comments, and participation throughout  
 23 the process is very, very important and it's critical to  
 24 this process. So I appreciate you giving up part of  
 25 your Saturday morning, and please let other people know

0

1 Now this would also service the future  
 2 Crenshaw light rail line that's coming from the north  
 3 and the green line that will be extended from Imperial  
 4 all the way to this location on the corner of Century  
 5 and Aviation Boulevard. Again, also in this system we  
 6 would presume that the central terminal area would  
 7 remain open to vehicular traffic.

8 Concept B is quite similar. However, we have  
 9 a consolidated rent-a-car facility in the location where  
 10 Manchester Square is today, and we would have the  
 11 employee parkers move near the Lot C area, or adjacent  
 12 to it, or even perhaps integrated into it. And we  
 13 would, again, have a dedicated transportation system  
 14 into the central terminal area.

15 we would expect that to need actual physical  
 16 stations in this system because of the additional  
 17 capacity, although we need to do some more analysis in  
 18 the EIR process to reflect that.

19 One last thing I did miss on the last slide, I  
 20 apologize, is to address some of the congestion in the  
 21 central terminal area we are examining the option and  
 22 would like your feedback on the redesign of the entryway  
 23 into the central terminal area there near Terminal 1 and  
 24 what is currently the Park 1 property.

25 So again, the purpose of this meeting is to

0

b5939nco.txt

21

1 Denise Gustafson.  
 2 MS. HUTH: I'm sorry guys. I don't care for them.  
 3 I care for you.  
 4 I have a problem. I'm 71 years old. I don't  
 5 know if this is going to be my last presentation.  
 6 Consequently, I need you to etch my words in your mind,  
 7 particularly the young people.  
 8 I have been fighting these people for the last  
 9 50 years. We are given only three meetings. I love it.  
 10 It's our meeting. Okay. First.  
 11 Second, how could we have time even to read  
 12 the list of 175 -- very conservative -- promises they  
 13 have done to our community and have never been  
 14 fulfilled.  
 15 What happened with the one regarding the  
 16 construction hotline for your projects? Los Angeles  
 17 International. You never talked about it again. What  
 18 about the air pollution study? What about the noise  
 19 pollution study?  
 20 I have been to all the meetings. I have  
 21 offered my home -- I live in Westchester -- for a  
 22 presentation ground. They have my card. Have you heard  
 23 from them? I think the last time it was, I don't know,  
 24 six years ago.  
 25 On the noise, what happened with the noise

□

Page 21

b5939nco.txt

20

1 in the community what's going on so they can also  
 2 participate in the process. Thank you for being here.  
 3 MS. DE LOZA: Also Chad Molnar from the office of  
 4 Councilman Bill Rosendahl is here this morning.  
 5 We're gonna get started. Just some really  
 6 quick basics on how this is gonna work.  
 7 Speakers will have three minutes to make their  
 8 statement. As Diego mentioned earlier, questions will  
 9 not be answered. And I will ask you, if you do have a  
 10 question, to rephrase those questions into statements.  
 11 Additionally, I encourage you to focus your  
 12 comments on the scope of what types of environmental  
 13 impacts should be looked at as the Environmental Impact  
 14 report is prepared and not really so much on the merits  
 15 of the product. So that is going to be very helpful so  
 16 you can get really good, quality answers in that EIR.  
 17 I will be calling out two names at a time so  
 18 that the next speaker is ready to come up to the  
 19 microphone. I encourage you to speak loudly. We are  
 20 live webcasting this morning's meetings, so we want to  
 21 make sure our audience online can hear you very well. I  
 22 think we're pretty good. But just wanted to let you  
 23 know that many people are watching you online.  
 24 So we're gonna get started. I'm gonna call  
 25 the first speaker, and I have Graciela Huth, followed by

□

Page 20



1 to the fountain. I go to the agency that is taking care  
2 of it. That's the way I found out about all those  
3 things.

4 MS. DE LOZA: You're time is up. There's more  
5 speakers.

6 MS. HUTH: I'm five people. I'm older than you.  
7 Do you know what one example of the way  
8 Los Angeles International used to avoid whatever is  
9 against them? They did it today. They mentioned all  
10 the studies but the NASA study; the one that said that  
11 they don't need an intrusion, farther intrusion in our  
12 community. Did you hear that? And I asked them, and he  
13 said, "I said it. I said it." I feel sorry for these  
14 guys.

15 They build the airport in the flight path for  
16 the birds. Do you know how they solve the problem? I  
17 lived through it. with guns. with rifles. That's the  
18 way they tried to stop the birds from using the flight  
19 path. killing them.

20 when we finally, after two years and some more  
21 time of fighting back, they couldn't do it anymore, they  
22 started by destroying the trees. How did they destroy  
23 the trees? with herbicides. Two rabbits died on my  
24 property on different occasions because of the  
25 pollutants the herbicides produced. They attacked their

□

1 complaint line? Have you tried to make a noise  
2 complaint with the noise complaint line? It doesn't  
3 exist. Or the monthly reports on noise that they  
4 promised to keep --

5 MS. DE LOZA: You have 30 seconds.

6 THE WITNESS: -- that they promised to keep. I was  
7 a teacher with 53 students, okay? So I know how to make  
8 my voice -- modulate my voice.

9 Los Angeles International, it starts every  
10 time they want to get something from us that they start  
11 programs with enthusiasm. They are going to build.  
12 They are going to give. They are going to pay attention  
13 to us. They have never done it.

14 MS. DE LOZA: Thank you.

15 MS. HUTH: Call the police if you want to.

16 MS. DE LOZA: Ma'am, you have three minutes.

17 THE WITNESS: The only noise sensor we have on the  
18 north side, do you know where it's positioned? Very  
19 well protected on the north side -- the airport is  
20 here -- of the north wall. So it has a wall.  
21 Consequently by now it's an antique.

22 What is going on with our air pollution  
23 sensor? Do you know where it is located, the only one  
24 we have? In one of the towers in Century City.

25 Yes, because they mention something, and I go

□

b5939nco.txt

25

1 community, not now. There are very few left. But we  
 2 have many Italians, because we are relative to the holy  
 3 church. And they said, "Please be careful. We have  
 4 experience of the mafia. They are going to shoot you."  
 5 MS. DE LOZA: Thank you, Ms. Huth. Denise  
 6 Gustafson.  
 7 MS. HUTH: One more thing, please.  
 8 MS. DE LOZA: Denise Gustafson, followed by Denny  
 9 Schneider.  
 10 MS. HUTH: I share in the memory of another  
 11 fighter, Frida Levine. Used to come to all the meetings  
 12 with me until she died.  
 13 MS. DE LOZA: Please make this your last statement.  
 14 MS. HUTH: In a meeting in Inglewood she devised a  
 15 slogan. She said we need a slogan. And she created  
 16 "LAX is lax." It was in a meeting of more than 150  
 17 people. And it was very successful.  
 18 I'm suggesting now, because they immediately  
 19 changed LAX to LAWA, "LAWA way, go," or "LAWA lax." And  
 20 if they have any decency, they are going to make the  
 21 next meeting to give us a good, good plan without  
 22 encroaching one inch more in our community. For they  
 23 want to impose the law on everybody. But they disregard  
 24 the decision that that land between the airport, the  
 25 current location --

□

Page 25

b5939nco.txt

24

1 lungs.  
 2 It's unbelievable the things we have  
 3 experienced from Los Angeles International. They came  
 4 to our community, to the community, to Inglewood, to  
 5 El Segundo. They affected all of us one way or another.  
 6 They said their plan was to be good neighbors and try  
 7 not to destroy us. Because they couldn't shoot us, they  
 8 used all other kinds of procedures.  
 9 I don't know how many more things I could tell  
 10 you, but I worry I can die. Until now I have fought  
 11 them with all I have, okay? But now I'm afraid that  
 12 after Wednesday, I tried to leave something in writing,  
 13 and I look at what I wrote, and my writing told me,  
 14 "Grace, you are going to have a heart attack." So it  
 15 takes a lot of energy to be here for me. It takes a  
 16 lot.  
 17 Please, the young people, I am willing to give  
 18 you my telephone number. I have documentation. I have  
 19 gone to the Health Department. I have gone to the City,  
 20 requested a list of all the pollutants, all the  
 21 herbicides, the insecticide, all the things they were  
 22 using.  
 23 Don't even get near me. Do me a favor. If  
 24 you need any of that documentation, come to me. I have  
 25 it very well located, away from my home. In my

□

Page 24

1 this airport, their reading comprehension improved once  
 2 the airport was removed, and then where they relocated  
 3 the airport, the children's reading comprehension and  
 4 memory actually became affected.

5 And so I'm here today to speak on behalf of  
 6 the children and the families that are at this school,  
 7 and also the residents and our families that live here  
 8 in westchester, and I want to point out my children  
 9 helped me today to put together this sign that says "we  
 10 are here." And that's basically our message today, to  
 11 say we are here.

12 And we relate it to -- if you're familiar with  
 13 Dr. Seuss' "Horton Hears a Who," and this is our little  
 14 dust speck, and this is the people in our school that  
 15 live on this little dust speck. And we have our mayor  
 16 who we stand behind, Bill Rosendahl, and we are just  
 17 shouting out to you, please, listen to us. We are  
 18 people, and we are here, and it's our health. It's our  
 19 children's development. It means a lot to us. Our  
 20 town, our community.

21 So when you do your studies, please consider  
 22 us. We are people. We're humans, and we're trying to  
 23 teach our kids to be good citizens. And this is a big  
 24 lesson for them. So please hear us. Thank you.

25 MR. SCHNEIDER: I am Denny Schneider, president of

□

1 MS. DE LOZA: You need to wrap it up now.  
 2 MS. HUTH: Be strong. Get together.  
 3 MS. DE LOZA: Thank you.  
 4 MS. GUSTAFSON: Good morning. Hi Diego, Michael  
 5 Cynthia. My name is Denise. And I'm here with my  
 6 family, my husband Brian, Olivia, who is five years old,  
 7 and Trey, who is three. And my neighbors Helen and her  
 8 family. And then also my neighbors Sherry and her  
 9 family.

10 I'm a resident of westchester. I'm speaking  
 11 specifically to your potential expansion north, in  
 12 regards to the environmental studies. I'm not sure if  
 13 you're aware, but there's a new school, a charter school  
 14 that is located directly behind the business district  
 15 there on Sepulveda called WISH, west side Innovative  
 16 School House.

17 My daughter and her friend Zoi there are in  
 18 kindergarten, and I'm really concerned from the studies  
 19 that I've read that speak specifically to the noise  
 20 pollution and how it affects children and their reading  
 21 comprehension and memory.

22 And specifically -- and I'm sure you might be  
 23 aware, if not I could send it to you -- a study I read,  
 24 it was actually in London, where they had removed an  
 25 airport, and they noticed the children that lived near

□

1 lasted far longer than we expected it to. The  
 2 settlement was almost five years ago. We were supposed  
 3 to have something moving in months, not years. We want  
 4 it fixed. We want LAX fixed, but it isn't getting there  
 5 yet.

6 The plans that we've seen here for the 100  
 7 South were flat-out unacceptable, either one of the two  
 8 that you put together. We have found sources of concern  
 9 with those. They didn't meet the intent of what we  
 10 asked for.

11 We looked at those as an example, and you show  
 12 a runway -- taxiway D that is impinging upon part of  
 13 TBIT. When I read the ERI and the plans for TBIT and  
 14 the west midfield concourse it was supposed to have been  
 15 able to accommodate the 340 South option. So I don't  
 16 understand how 100 South is gonna do that.

17 We have all kinds of issues with the  
 18 development. I just need to know what your chart even  
 19 says when it says "SPAS report coming out" along with  
 20 this. How much involvement are you really intending to  
 21 have us give?

22 We are concerned about this very much. And we  
 23 are very concerned about not only the movement north,  
 24 but the traffic patterns, the consolidated rental car  
 25 facility and its possible removal. That was one of the

0

1 ARSAC. We have problems with not only the process, but  
 2 the content of your plans.

3 We are going to provide you in nauseating  
 4 detail all of those things, because the devil is in the  
 5 details. And quite frankly, the stuff that you provided  
 6 so far is not sufficient to even know all of the  
 7 details.

8 I am a member of the SPAS committee because we  
 9 were one of the people that stopped the last expansion.  
 10 And I can tell you that we're still waiting for the  
 11 detail requirements that you are trying to accommodate  
 12 with this plan.

13 When you made a statement that the FAA has not  
 14 instructed you to remove any businesses at this point,  
 15 that is absolutely correct. I could also be correct  
 16 when I said people who eat green apples die, because  
 17 they wouldn't have asked you for that yet until you  
 18 submit the plan to them as approved by the City.

19 So based upon the fact that congress, the GAO,  
 20 and several other activities have identified that they  
 21 are going to try to force the FAA to start enforcing the  
 22 runway protection zones, we don't accept a promise from  
 23 you that it isn't going to happen.

24 The criteria for evaluation of what was fixed  
 25 in Alt D, we still haven't seen. This process has

0

1 can actually see what the plane is, the people in the  
2 plane just about. KLM, Virgin, all of these foreign  
3 airplanes are flying really close to our homes. We're  
4 wondering what's happening with the temporary runway?  
5 What's happening with keeping all the noise and the  
6 planes away from the homeowners as much as possible.  
7 I don't understand how we can have a public  
8 meeting without being able to ask questions, okay? So  
9 it seems like you all are going to do what you want to  
10 do. This is just a token meeting, and that it's an  
11 eminent domain issue.

12 We also would like to know if our homes are in  
13 jeopardy, as far as you moving and expanding the  
14 airport. I have no answers to that. I looked at your  
15 map. I can't tell what you all are proposing. So I  
16 think people like Danny Schneider who just spoke, I  
17 think we should all get together and see what we can do  
18 to get some answers. Thank you.

19 MS. DE LOZA: Jack Topal, followed by Dr. Frank  
20 Velaso.

21 MR. TOPAL: I'm Jack Topal. I'm on the Board of  
22 the Westchester/Playa del Rey Neighborhood Council.

23 My concerns were for Falmouth Avenue  
24 specifically, because I noticed that trucks come from  
25 the airport onto Westchester Parkway from Falmouth.

□

1 things we approved in the settlement. And we are  
2 looking forward to moving forward on those things that  
3 we approved over five years ago. Thank you.

4 MS. DE LOZA: Thank you very much. Richard Austin,  
5 followed by Lynn Hunt.

6 THE WITNESS: Good morning. Thank you for  
7 listening to us. I'm a long-time residence of Playa del  
8 Rey/Westchester. And hopefully when the particular plan  
9 is evaluated, I hope the plan will also include an air  
10 pollution evaluation that will be made public, a noise  
11 pollution evaluation that's made public, and I hope the  
12 noise evaluation levels will not change to accommodate  
13 the master plan.

14 And also, if it's possible to include the  
15 possible devaluation of local properties if the runway  
16 is removed 400 feet north. And additionally, I'd like  
17 to know on all the options what the cost evaluation is  
18 on each option that's being presented today.

19 Thank you very much.

20 MS. DE LOZA: Thank you. Lynn Hunt, followed by  
21 Jack Topal.

22 MS. HUNT: Lynn Hunt. I'm a resident of Playa del  
23 Rey. When we bought our house this year, we were told  
24 that there was a temporary runway that was running  
25 along -- we face the ocean, and we can see planes -- we

□

1 both his elections has said it's a dead issue, and yet  
 2 here we are talking about it. I really want that  
 3 addressed. How is it that the Ames study said it's  
 4 safe. The mayor said it's a dead issue, he doesn't want  
 5 to talk about it anymore, and we're talking about it  
 6 again. I don't understand. Please explain.

7 MS. DE LOZA: Stan Sharpe, followed by Robert  
 8 Acuemman.

9 MR. SHARPE: Good morning. I have some questions  
 10 that are perhaps a little bit different here. Pardon my  
 11 reading from my notes, but because of my age I forget  
 12 everything.

13 But the first point, this airport always seems  
 14 to be on continuous growth. Constantly getting a little  
 15 larger, the amount of freight going out, the amount of  
 16 passengers, the amount of flights, bigger and bigger and  
 17 bigger. When does it stop?

18 It is like a giant balloon that instead of  
 19 having a leak or a hole in it, it has a feeder tube that  
 20 continues to put a little more pressure, a little more  
 21 pressure every year. How far does it go?

22 The increased numbers of flights. It's way  
 23 beyond its capacity that it was originally built for.  
 24 I'm sure as you know, I think I heard statistics like it  
 25 was double its capacity, the way it was originally

1 I'm hoping that you're not planning to extend  
 2 Falmouth Avenue, because it only goes to the wetlands,  
 3 which is not a place where you want to be having heavy  
 4 traffic.

5 Also, it's a neighborhood on Falmouth Avenue.  
 6 It's not some place where heavy traffic or commercial  
 7 traffic should be going. So that's my concern about it.

8 Also, I wonder what the criteria would have  
 9 been for you on the NASA study to evaluate it and to  
 10 find out that you really didn't want it; after all the  
 11 time you spent and all the money you spent, all of a  
 12 sudden finding out, "well, we don't want it." What was  
 13 your criteria for that. That's another thing I want to  
 14 find out.

15 This lady asked about a buffer on Westchester  
 16 Parkway. Is Westchester Parkway hopefully gonna stay?  
 17 And is it gonna be utilized in its proper current  
 18 method? Thank you.

19 MS. DE LOZA: Thank you. Dr. Frank Velaso,  
 20 followed by Stan Sharpe.

21 MR. VELASO: Good morning. I'm flummoxed because I  
 22 don't understand how the NASA study said that the  
 23 airport, the way it's configured, is now safe and  
 24 nothing needs to be done, and the mayor who has  
 25 consistently supported non-expansion of the airport in

1 If you would like to still speak, please give your  
 2 speaker cards out. Mr. Robert Acuerman.  
 3 MR. ACUERMAN: Thank you, and good morning. My  
 4 name is Robert Acuerman. I have lived in Westchester  
 5 for 37 years.  
 6 There are many problems with the concepts to  
 7 be studied in this master plan, especially the runways.  
 8 Three minutes is not a lot of time, so I'll submit  
 9 additional comments in writing.  
 10 First, the proposal of runway north are  
 11 unacceptable and they violate previous commitments on  
 12 the part of the City.  
 13 You all know Roy Hefner, god rest his soul,  
 14 and he's repeatedly told the story when runway 25 right  
 15 was built in the late 1960s. And at that time LAX  
 16 officials promised, "If you allow us to build this  
 17 runway, we'll do future expansion in Palmdale." We're  
 18 still waiting on Palmdale, which LAMA has abandoned.  
 19 We lost over a quarter of our residents and  
 20 thousands of homes when runway 24 right was built. It  
 21 was a devastating blow to our community, and it took  
 22 until 1995 for the Westchester business district to  
 23 recover from that expansion. And ironically that was  
 24 the same year when this current master plan was started.  
 25 Now a new runway proposal will again decimate

□

1 built. It's beyond that. At what point do we stop  
 2 kicking the can down the road?  
 3 I may not live to see it. Maybe my kids won't  
 4 live to see it. But the little ones here should be  
 5 able -- but the little ones here should be able to go to  
 6 the airport and be able to take a passenger flight out  
 7 without any difficulty.  
 8 Sometimes when I come back up Imperial to  
 9 Playa del Rey where I live, and I see the freight  
 10 planes, and I see all of the other accoutrements that  
 11 are taking up airport space, and I wonder to myself, how  
 12 do the other countries handle this? Why do we handle  
 13 this the way we do? Isn't it about time -- and I think  
 14 they did this a few years ago -- you consider another  
 15 alleviating airport that can take some of the pressure  
 16 off of here.  
 17 Last thing I have is someone mentioned the  
 18 pollution device. And I started laughing about where  
 19 it's been placed. You want a pollution device? I have  
 20 a free one for you. Come to my house, take a paper  
 21 towel, wipe it on my patio. Every single afternoon it  
 22 turns black. Where is it coming from? It's coming from  
 23 the planes. Believe me, it's not coming from the pollen  
 24 off the trees. Thank you for hearing me.  
 25 MS. DE LOZA: Thank you. I have the last speaker.

□

1 more than that.

2 Secondly, there's some serious perils that the

3 EIR needs to address considering the north airfield.

4 There's two tunnels on the north runway complex;

5 Manchester Tunnel, running north/south from Lincoln

6 Boulevard to the Bradley Terminal, and the Lincoln

7 Tunnel running diagonally.

8 There are several sewer, water and pipelines

9 running underneath the north runway complex. Some of

10 those go back to the 1920s. There's also a drainage

11 ditch on the north side of runway 24 right that is used

12 for methane gas dispersion. The EIR should study

13 drainage of existing water courses and methane gas

14 control.

15 And finally, before proceeding on this EIR

16 LAWA still needs to make good on previous master plan

17 commitments such as gate electrification and the human

18 health assessment. The health assessment should

19 consider pollution studies of .1 particulate matter.

20 Thank you.

21 MS. DE LOZA: Thank you very much for being here

22 this morning, and we will be here a few more minutes in

23 case you want to speak with any of the team that's gonna

24 be working on SPAS. Thank you for the online

25 participants as well. Have a wonderful weekend.

0

1 the westchester Business District and take more homes.

2 At a time when the City of Los Angeles is struggling

3 financially, the last thing LAX needs to do is destroy

4 housing, jobs and tax revenue generating businesses.

5 Moving the runways north will also move

6 aircraft and their associated noise, pollution, safety

7 hazards closer to populated areas. Moving runways north

8 also does not meet the requirements of Section 5,

9 Paragraph C of the Stipulated Settlement Agreement.

10 The Agreement provides that the LAX Specific

11 Plan Amendment Study will identify specific planned

12 amendments that will plan for -- and I jump to this

13 point -- "minimizing environmental impacts on

14 surrounding communities and creating conditions that

15 encourage airlines to go to other airports in the

16 region, particularly those owned and operated by LAWA."

17 Moving runways north does not minimize impacts

18 on the community. It will probably maximize them. And

19 it also does not encourage airlines to go to other

20 airports, because what it will do is it will enhance the

21 capacity of the airport. Although in our previous

22 master plan in 1978 the airport was configured for

23 48 million, we handled almost 68 million passengers in

24 the year 2000. So you say you're gonna do 78.9 million

25 annual passengers. But we know it will be able to take

0



(Proceedings concluded at 10:03 a.m.)

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13
- 14
- 15
- 16
- 17
- 18
- 19
- 20
- 21
- 22
- 23

□

