

**Appendix H**  
Public Involvement





# Runway 6R-24L Runway Safety Area Improvements Project Final Environmental Assessment

## Appendix H

### **Public Involvement**

- H.1 Notice of Availability
- H.2 Local Publication
- H.3 Public Workshop and Hearing
- H.4 Response to Comments



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# Appendix H.1

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NOTICE OF AVAILABILITY



**U.S. Department of Transportation  
Federal Aviation Administration**

**Los Angeles World Airports  
Los Angeles International Airport**

**Draft Environmental Assessment  
Runway 6R-24L Runway Safety Area (RSA) Improvements Project**

**NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL ASSESSMENT,  
PUBLIC WORKSHOP AND PUBLIC HEARING**

Pursuant to Title 49, United States Code, Section (§) 47106(c)(1)(A), notice is hereby given that the City of Los Angeles, California, through its airport department – Los Angeles World Airports (LAWA), proposes to improve the Runway Safety Areas (RSA) for Runway 6R-24L at Los Angeles International Airport (LAX), Los Angeles, Los Angeles County, California (the Proposed Action). The purpose of the Proposed Action RSA improvements to Runway 6R-24L at LAX is to enhance the level of safety provided by RSAs at LAX to comply with airport design standards included in Federal Aviation Administration (FAA) Advisory Circular 150/5300-13A, *Airport Design*, as required by *The Transportation, Treasury, Housing and Urban Development, the Judiciary, The District of Columbia, and Independent Agencies Appropriations Act, 2006* (Public Law [P.L.] 109-115), November 30, 2005. P.L. 109-115 requires completion of RSA improvements by airport sponsors that hold a certificate under Title 14, Code of Federal Regulations (CFR), Part 139, to meet FAA airport design standards by December 31, 2015.

The Proposed Action RSA improvements involve relocation of the western physical end of Runway 6R approximately 200 feet to the east; displacement of the Runway 6R landing threshold approximately 550 feet to the east; construction of a retaining wall along Pershing Drive and jet blast pad; relocation of various navigational aids fixed by function to the runway landing threshold; relocation and replacement of the Runway 6R Medium Intensity Approach Light System with Runway Alignment Indicator Lights (MALSR), located partly in the California Coastal Zone west of Pershing Drive; shifting connector Taxiways E16 and E17 to the east; shifting the Runway 24L endpoint approximately 800 feet to the east by constructing new runway pavement; displacement of the Runway 24L arrivals threshold by approximately 800 feet; shifting of Taxiway E endpoint approximately 500 feet to the east; removal of existing Taxiway E7; construction of new connector Taxiways E7 and E6; implementation of declared distances; relocation of the existing Runway 6R Localizer Antenna to the east; demolition, closure, and/or relocation of airport service roads; relocation of a portion of the Air Operations Area (AOA) fence; demolition and relocation of existing Secure Area Access Post #3; and relocation of the taxicab holding/staging area and associated buildings. The Proposed Action also involves constructing new or rehabilitating existing runway and taxiway pavement near the existing east end of the runway, and modifying airfield signage, markings, and lighting, in the areas of these improvements. The Proposed Action will enhance the safety of the airfield consistent with the requirements of P.L. 109-115 at LAX.

A Draft Environmental Assessment (EA) of the economic, social, and environmental impacts of the Proposed Action and its alternatives (including the No Action Alternative) has been prepared.

The Draft EA evaluates the potential environmental effects of the Proposed Action described above and its alternatives, and has been prepared pursuant to the requirements of Section 102(2)(c) of the *National Environmental Policy Act of 1969* (NEPA), and Section 509(b)(5) of the *Airport and Airway Improvement Act of 1982*, as amended. The FAA is the lead federal agency to ensure compliance with NEPA for airport development actions. The Draft EA has also been prepared in accordance with FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. Pursuant to the federal Endangered Species Act, Clean Water Act, Clean Air Act, and National Historic Preservation Act, the Draft EA includes an analysis of prudent or feasible alternatives analysis, potential impacts, and mitigation measures, as appropriate.

Beginning on March 12, 2015, the Draft EA will be available for public review through LAWA's website at <http://www.ourlax.org> and in the following locations during normal business, through **April 24, 2015**:

- Federal Aviation Administration, Western-Pacific Region, Office of the Airports Division, 15000 Aviation Boulevard, Hawthorne, CA 90261
- LAWA Administrative Offices, One World Way, Room 218, Los Angeles, CA 90045
- City of Los Angeles Public Library, Westchester-Loyola Village Branch Library, 7114 W. Manchester Avenue, Los Angeles, CA 90045
- City of Los Angeles Public Library, Playa Vista Branch Library, 6400 Playa Vista Drive, Los Angeles, CA 90094
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- El Segundo Library, 111 W. Mariposa Avenue, El Segundo, CA 90245

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Environmental and Land Use Planning – Attention: Evelyn Y. Quintanilla  
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**Si desea esta información en español, visite [www.OurLAX.org](http://www.OurLAX.org) o llame a (424) 646-7690.**



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## Appendix H.2

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### PROOFS OF NEWSPAPER PUBLICATIONS

- L.A. Times
- Daily Breeze
- Argonaut News

### LIBRARY RECEIPTS



**PROOF OF PUBLICATION  
(2015.5 C.C.P.)**

**STATE OF ILLINOIS  
County of Cook**

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the action for which the attached notice was published.

I am a principal clerk of the Los Angeles Times, which was adjudged a newspaper of general circulation on May 21, 1952, Cases 598599 for the City of Los Angeles, County of Los Angeles, and State of California. Attached to this Affidavit is a true and complete copy as was printed and published on the following date(s):

Mar 12, 2015

**I certify (or declare) under penalty of perjury  
under the laws of the State of California that the foregoing is true and correct.**

Dated at Chicago, Illinois

on this 17 day of March, 2015.

  
[signature]

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Chicago, IL 60611

# Los Angeles Times

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Federal Aviation Administration**

**Los Angeles World Airports  
Los Angeles International Airport**

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18795 - Los Angeles Times

**Daily Breeze**

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**FILE NO. DB 3-29**

**PROOF OF PUBLICATION  
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**STATE OF CALIFORNIA  
County of Los Angeles**

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of THE DAILY BREEZE, a newspaper of general circulation, printed and published in the City of Torrance\*, County of Los Angeles, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of County of Los Angeles, State of California, under the date of June 10, 1974, Case Number SWC7146. The notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

**3/12/2015**

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Dated at Torrance, California  
On this 12th day of March, 2015.



Signature

\*The Daily Breeze circulation includes the following cities: Carson, Compton, Culver City, El Segundo, Gardena, Harbor City, Hawthorne, Hermosa Beach, Inglewood, Lawndale, Lomita, Long Beach, Manhattan Beach, Palos Verdes Peninsula, Palos Verdes, Rancho Palos Verdes, Rancho Palos Verdes Estates, Redondo Beach, San Pedro, Santa Monica, Torrance and Wilmington.

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**DB 3-29**

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Federal Aviation Administration**

**Los Angeles World Airports  
Los Angeles International Airport**

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Published: March 12, 2015



**PROOF OF PUBLICATION  
(2015.5 C.C.P.)**

STATE OF CALIFORNIA  
County of Los Angeles

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of The Argonaut, a newspaper of general circulation, printed and published weekly in the County of Los Angeles, State of California, under the date of March 7, 1973, modified October 5, 1976, Case Number C47170; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

\_\_\_\_\_

All in the year 2015

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at 25<sup>th</sup> Day of March

California, Los Angeles

Signature:

*Tiyana Dennis*

Tiyana Dennis

Proof of Publication of

See Attached.

**The Argonaut**  
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U.S. Department of Transportation  
Federal Aviation Administration

Los Angeles World Airports  
Los Angeles International Airport

Draft Environmental Assessment  
Runway 6R-24L Runway Safety Area (RSA) Improvements  
Project

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**LAX**  
*Los Angeles*  
*World Airports*

**Capital Programming, Planning & Engineering Division**  
**Entitlement and Land Use Planning Section**

**Receipt of Delivery**

**PROJECT: Los Angeles International Airport (LAX) Runway 6R-24L**  
**Runway Safety Area (RSA) Improvements Project**

**DOCUMENTS ATTACHED:**

- **Draft Environmental Assessment (EA)**

**DELIVER TO:**

**City of Los Angeles Public Library**  
**Playa Vista Branch Library**  
**Attention: Senior Librarian**  
**6400 Playa Vista Drive**  
**Los Angeles, CA, 90094**

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**Capital Programming, Planning & Engineering Division  
Entitlement and Land Use Planning Section**

**Receipt of Delivery**

**PROJECT: Los Angeles International Airport (LAX) Runway 6R-24L  
Runway Safety Area (RSA) Improvements Project**

**DOCUMENTS ATTACHED:**


- **Draft Environmental Assessment (EA)**

**DELIVER TO:**

**City of Los Angeles Public Library  
Westchester-Loyola Village Branch Library  
Attention: Senior Librarian  
7114 W. Manchester Avenue  
Los Angeles, CA, 90045**

Documents delivered on : 3/12/15

Received by: \_\_\_\_\_

 for KM



**LAX**  
*Los Angeles*  
*World Airports*

**Capital Programming, Planning & Engineering Division**  
**Entitlement and Land Use Planning Section**

**Receipt of Delivery**

**PROJECT: Los Angeles International Airport (LAX) Runway 6R-24L**  
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**DELIVER TO:**

**El Segundo Library**  
**Attention: Senior Librarian**  
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*Julie Todd*



**LAX**  
*Los Angeles*  
*World Airports*

**Capital Programming, Planning & Engineering Division**  
**Entitlement and Land Use Planning Section**

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**PROJECT: Los Angeles International Airport (LAX) Runway 6R-24L**  
**Runway Safety Area (RSA) Improvements Project**

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**DELIVER TO:**

**Inglewood Library**  
**Attention: Senior Librarian**  
**101 W. Manchester Boulevard**  
**Inglewood, CA, 90301**

Documents delivered on : 3/12/2015

Received by: Brenda Davis - Admin. Secretary

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## Appendix H.3

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### PUBLIC WORKSHOP AND HEARING

- Project Factsheet – English and Spanish versions
- Project Frequently Asked Questions (FAQ) – English and Spanish Versions
- Public Workshop Boards
- Sign-In Sheets
- Speaker Cards
- Public Hearing Presentation
- Public Hearing Transcript



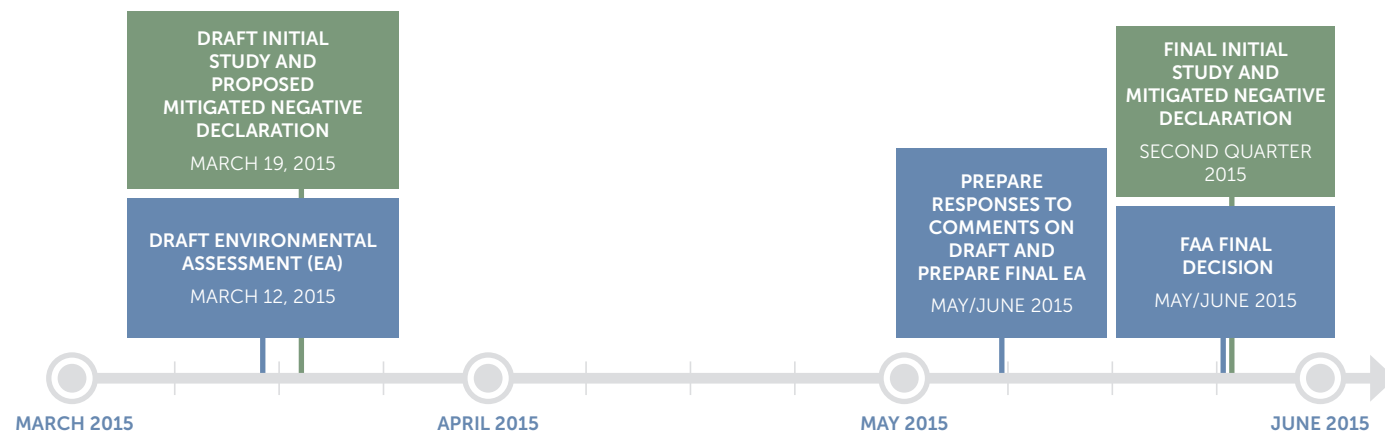


## PROJECT STATUS AND ESTIMATED SCHEDULE

All airfield projects require federal and local approval and environmental clearance as dictated by the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). In order to meet the federal RSA requirements and comply by December 31, 2015, both the CEQA and NEPA processes are underway simultaneously.

### ESTIMATED SCHEDULE

■ CEQA ■ NEPA



## PUBLIC COMMENTS

Written comments on the Draft Environmental Assessment, proposed Mitigated Negative Declaration, and Draft Initial Study will be accepted during the public workshop and public hearing, and can also be submitted by mail or online. Please indicate for which document you are providing comment(s).

For additional information, please contact the Stakeholder Liaison's office at (800) 919-3766.

Please send comments to the following address:

Los Angeles World Airports  
 Capital Programming and Planning  
 Environmental and Land Use Planning  
 Attention: Evelyn Y. Quintanilla  
 One World Way, Suite 218,  
 P.O. Box 92216  
 Los Angeles, CA 90045

Comments may also be submitted online on the project website, [www.OurLAX.org](http://www.OurLAX.org).

COMMENTS ON THE DOCUMENT MUST BE RECEIVED BY  
**5:00 p.m. on April 24, 2015**



## LOS ANGELES INTERNATIONAL AIRPORT Runway 6R-24L Runway Safety Area (RSA) Improvements Project



The proposed Project is an integral part of the infrastructure and modernization program at LAX. As part of the proposed Runway 6R-24L Runway Safety Area (RSA) Improvements Project, Runway 6R-24L will be improved to enhance safety and maintain efficient operations.

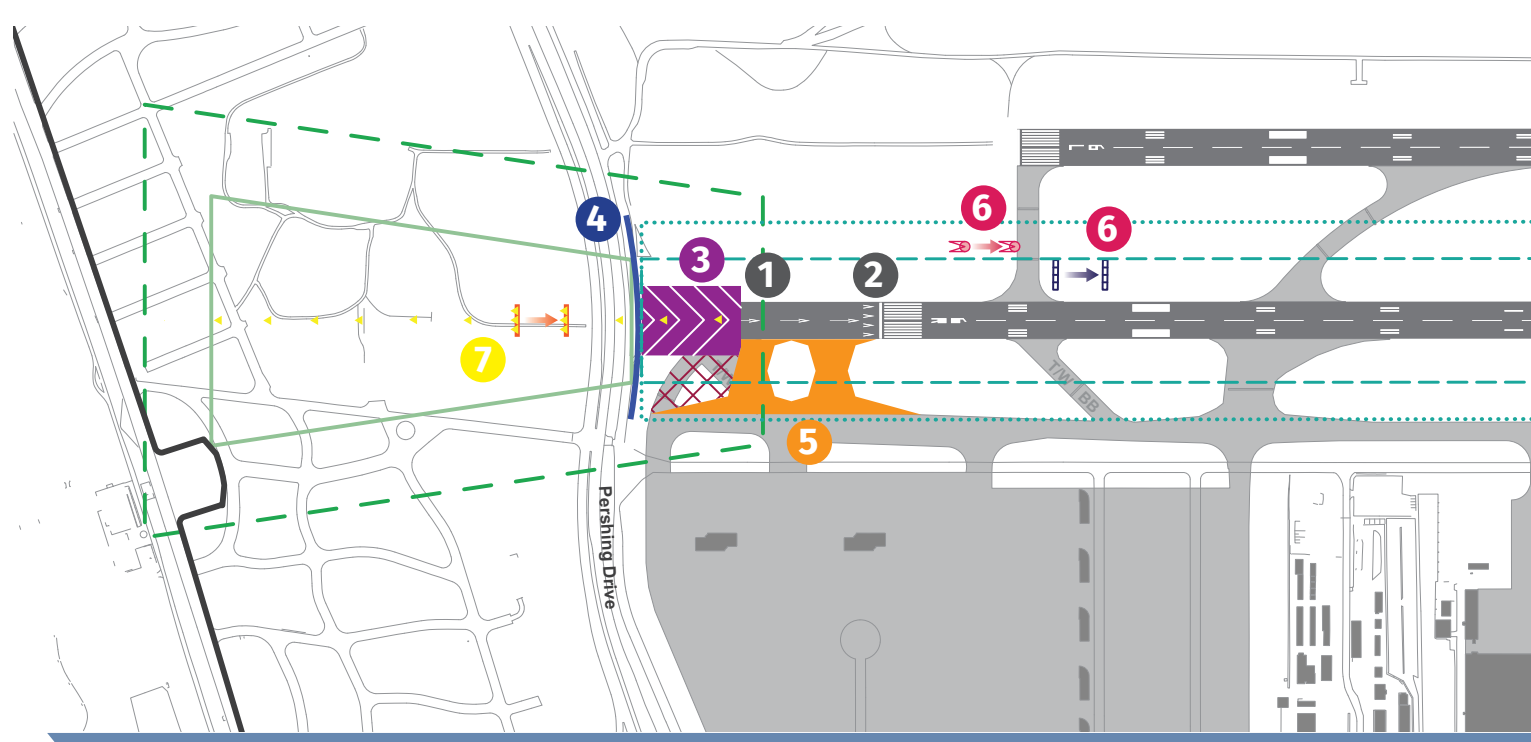
### WHAT IS A RUNWAY SAFETY AREA (RSA)?

A Runway Safety Area is an area surrounding the runway which is generally clear of obstacles, whose purpose is to reduce the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway. Design standards for RSAs are mandated by the Federal Aviation Administration. The standard RSA dimensions for runways that accommodate aircraft that operate at LAX are 500 feet wide along the entire length of the runway, extending 1,000 feet beyond each runway end.

### PROJECT OBJECTIVE

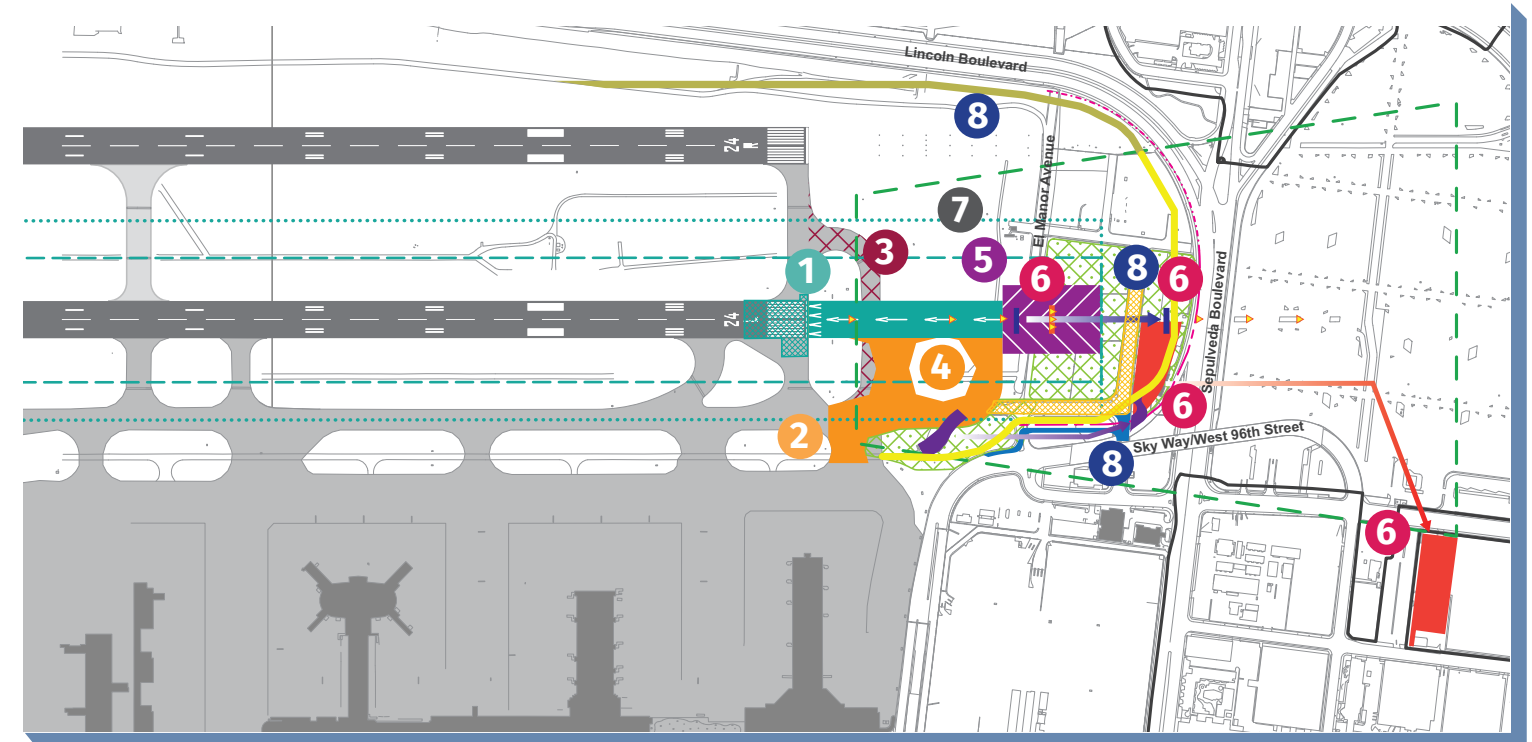
To comply with the *Transportation, Treasury, Housing and Urban Development, the Judiciary, The District of Columbia, and Independent Agencies Appropriations Act* (Public Law 109-115). This law requires completion of RSA improvements by airport sponsors that hold a certificate under Title 14, Code of Federal Regulations (CFR), *Part 139, Certification and Operations: Land Airports Serving Certain Air Carriers*, such as LAX, to meet FAA airport design standards for RSAs by December 31, 2015.

## Project Components – Runway 6R (West End)



- 1 Shift the end of Runway 6R 200 feet east
- 2 Shift existing Runway 6R displaced threshold an additional 420 feet
- 3 Construct jet blast pad
- 4 Construct retaining wall
- 5 Shift existing connector Taxiways E16 and E17 to the east
- 6 Relocate navigation aids
- 7 Relocate and replace the Runway 6R Medium Intensity Approach Light System with Runway Alignment Indicator Lights (MALSR)

## Project Components – Runway 24L (East End)



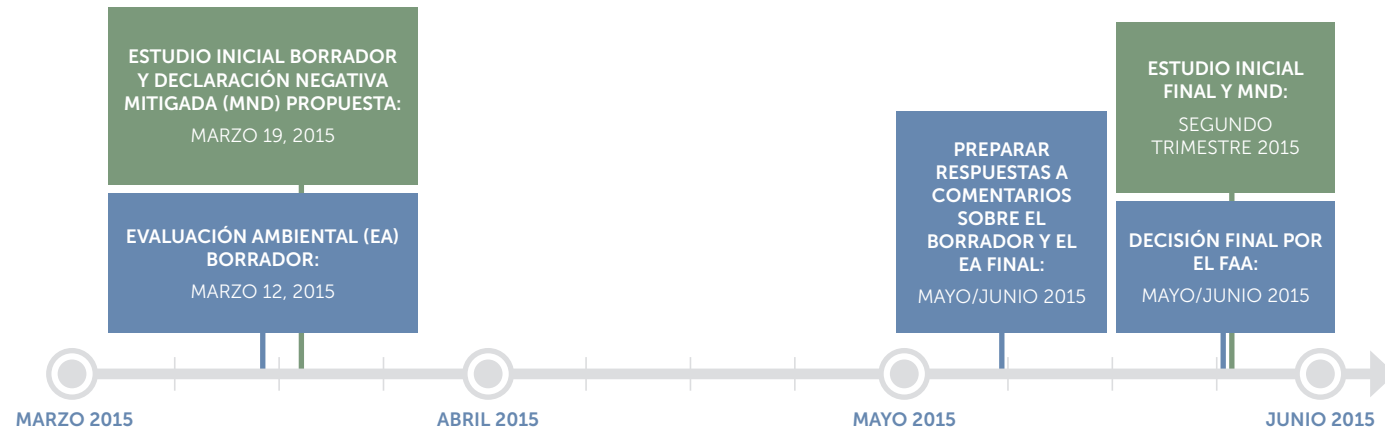
- 1 Shift the end of Runway 24L 800 feet east
- 2 Shift Taxiway E endpoint 500 feet east
- 3 Remove existing Taxiway E7
- 4 Construct new connector Taxiways E6 and E7
- 5 Construct jet blast pad
- 6 Relocate navigation aids, existing Secure Area Access Post (SAAP) #3, portion of Air Operations Area (AOA) fence, and taxicab holding/staging area
- 7 Implement declared distances
- 8 Modify existing vehicle service road(s), portions of Alverstone Avenue and Davidson Drive, and adjacent parking lots

## ESTADO DEL PROYECTO Y CALENDARIO ESTIMADO

Todos los proyectos en el campo de aviación requieren la aprobación federal, local, y la autorización ambiental según lo dictado por La Ley de Calidad Ambiental de California (CEQA) y la Ley de Política Ambiental Nacional (NEPA). Con el fin de cumplir con los requisitos de las Zonas de Seguridad de Aterrizaje y cumplir antes del 31 de Diciembre de 2015, los dos procesos de CEQA y NEPA se están realizando simultáneamente.

### ESTIMATED SCHEDULE

■ CEQA ■ NEPA



## COMENTARIOS PUBLICOS

Comentarios sobre el Proyecto de Evaluación Ambiental y Propuesta Declaración Negativa Mitigada y del Estudio Inicial Borrador serán aceptados por escrito durante el taller y audiencia pública, por correo o por internet. Por favor, indique para qué documento está proporcionando comentario (s).

Para información adicional, llamar a la Oficina de Enlace Comunitario al (800) 919-3766.

Favor someter comentarios al a siguiente dirección:

Los Angeles World Airports  
 Capital Programming and Planning  
 Environmental and Land Use Planning  
 Attention: Evelyn Y. Quintanilla  
 One World Way, Suite 218,  
 P.O. Box 92216  
 Los Angeles, CA 90045

Comentarios también pueden ser enviados por correo electrónico utilizando la página web: [www.OurLAX.org](http://www.OurLAX.org).

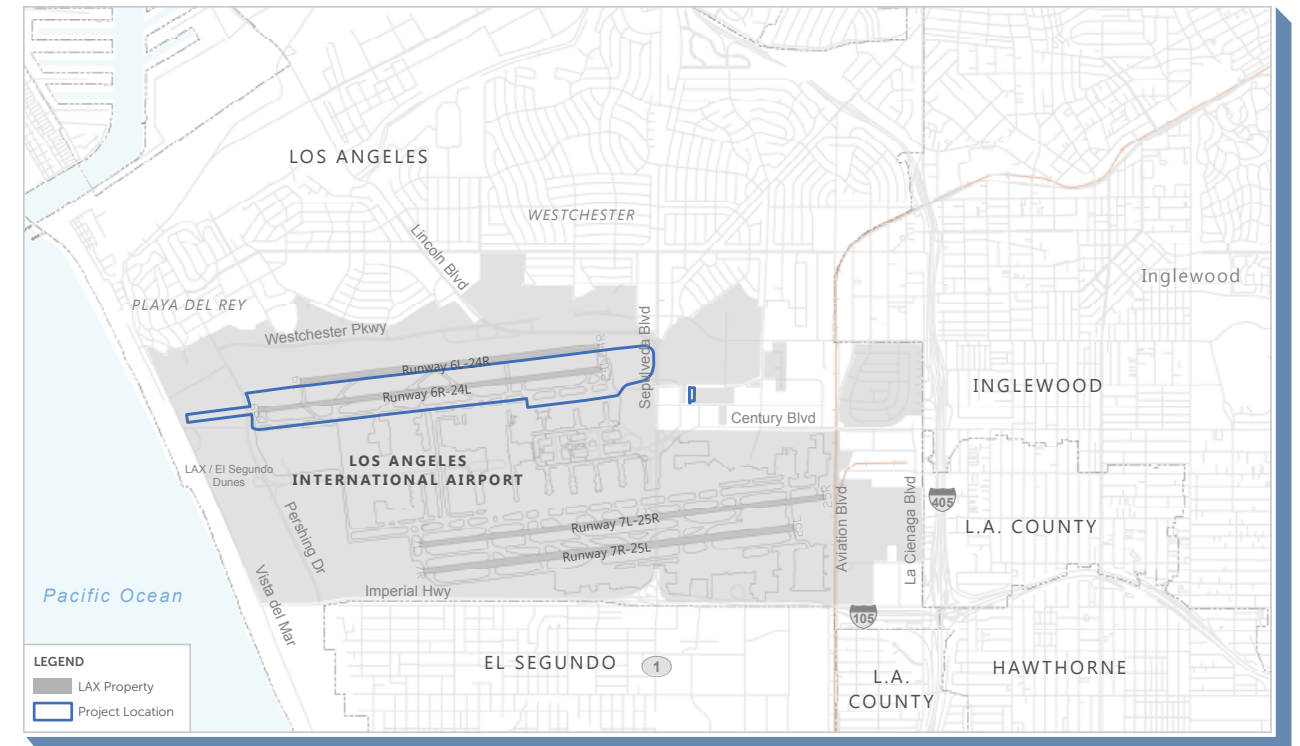
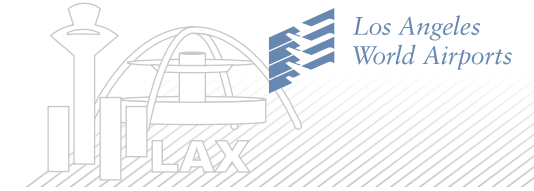
COMENTARIOS SOBRE EL DOCUMENTO DEBEN SER RECIBIDOS AL NO MÁS TARDAR

**del 24 de Abril, 2015 5:00 p.m**



Como entidad cubierta bajo el Título II de la Ley de Estadounidenses con Discapacidades, la ciudad de Los Ángeles no discrimina por motivos de discapacidad, previa solicitud, proveerá acomodaciones razonables para garantizar la igualdad de acceso a sus programas, servicios y actividades. Formatos alternativos, en letra grande, braille, audio y otros formatos (si es posible), serán provistos a petición.

## AEROPUERTO INTERNACIONAL DE LOS ANGELES Proyecto de Mejoras a la Zona De Seguridad de Aterrizaje de la Pista 6R-24L



El proyecto propuesto es una parte integral para el Programa de Infraestructura y Modernización de LAX. Como parte del proyecto de construcción de las Zona de Seguridad de Aterrizaje de la Pista 6R-24L, la Pista 6R-24L también será mejorada para optimizar la seguridad y mantener operaciones eficientes.

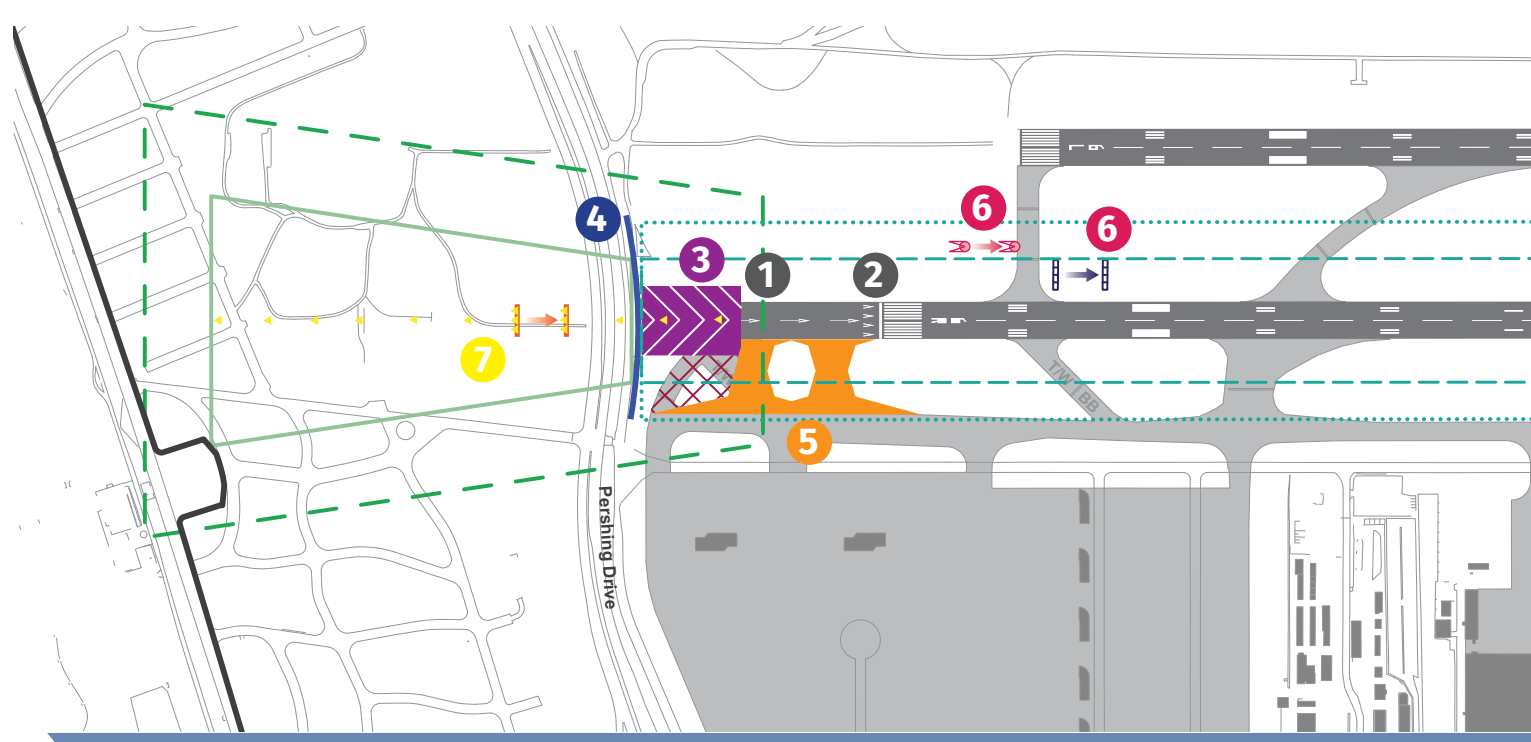
### ¿QUE ES LA ZONA DE SEGURIDAD DE ATERRIJAJE?

La Zona de Seguridad de Aterrizaje es generalmente una superficie libre de obstáculos, con el propósito de reducir el riesgo de daños a los aviones en caso de un aterrizaje corto, de exceso, o excursión de la pista. Las normas de diseño de dichas zonas son dictadas por la Administración Federal de Aviación. Las dimensiones estándares de las Zonas de Seguridad para pistas que operan en LAX son de 500 pies de ancho a lo largo de la longitud de la pista, extendiéndose 1,000 pies más allá de cada extremo de la pista.

### OBJETIVO DEL PROYECTO

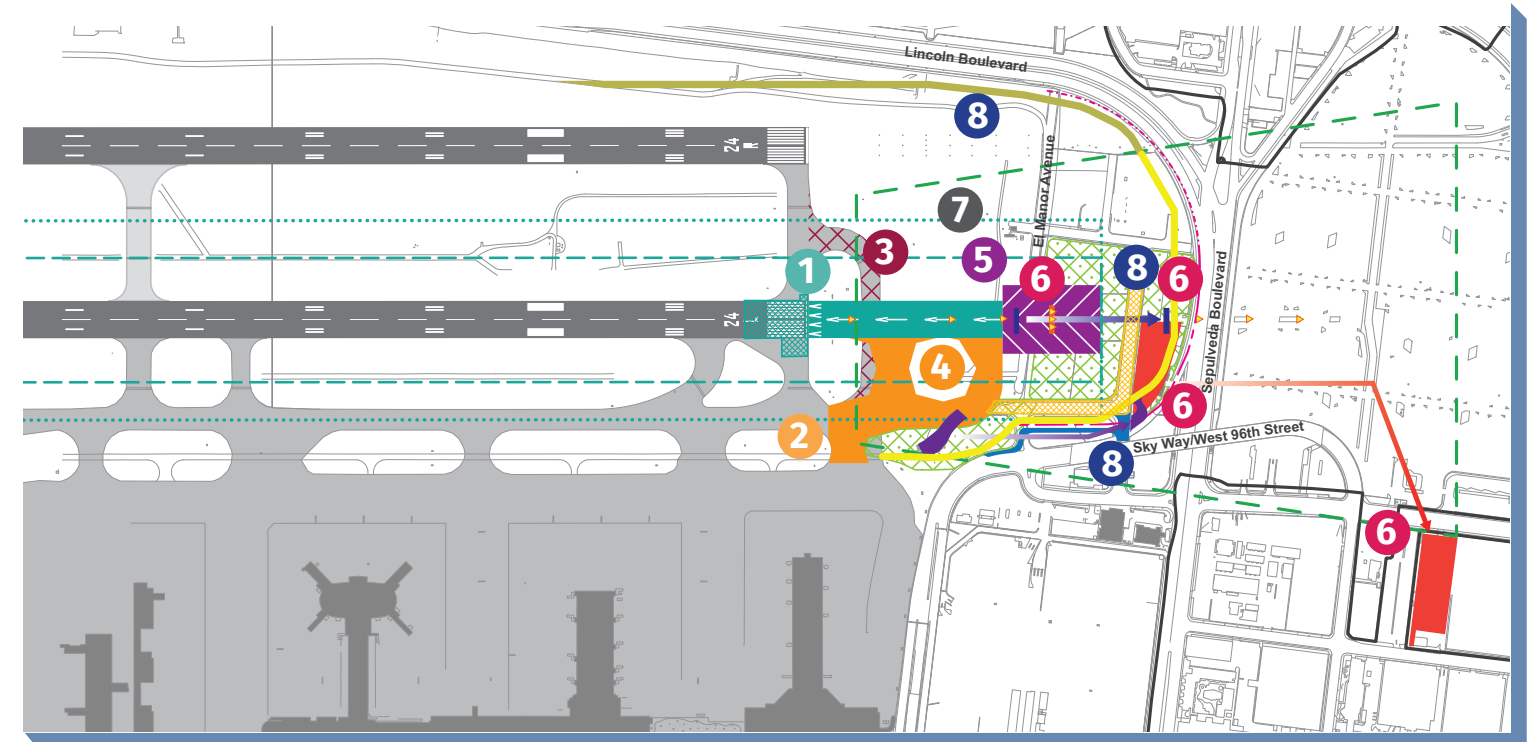
Cumplir con la ley de Transporte, Hacienda, Vivienda y Desarrollo Urbano, el Poder Judicial, el Distrito de Columbia, y Agencias Independientes Ley de Asignaciones (Ley Pública 109-115). Esta ley requiere la realización de mejoras de Zonas de Aterrizaje por patrocinadores de aeropuertos que un certificado bajo el Título 14, Código de Regulaciones Federales (CFR), Parte 139, Certificación y Operaciones: Aeropuertos Terrestres que Presten Servicios a Determinadas Compañías Aéreas, como LAX, para cumplir con los estándares de diseño para las Zonas de Seguridad de Aterrizajes para aeropuertos, designados por la Administración Federal de Aviación antes del 31 de Diciembre de 2015.

## Componentes del Proyecto – Pista de Aterrizaje 6R (Extremo Oeste)



- 1 Mover el Final de la Pista 6R 200 pies al Este
- 2 Mover 420 pies al Este el Umbral Desplazado de la Pista 6R
- 3 Construir zona de protección/almojadilla de explosión para jets
- 4 Construir muro de contención
- 5 Mover al Este las existente Calles conectantes de Rodajes E16 y E17
- 6 Reubicar ayudas a la navegación
- 7 Reubicar y sustituir el Sistema de Intensidad de Enfoque de Luz Media en la Pista 6R con la alineación del sistema de Pista de Luces de Indicación (MALSR)

## Componentes del Proyecto – Pista de Aterrizaje 24L (Extremo Este)



- 1 Mover el extremo de la Pista 24L 800 pies al Este
- 2 Mover el punto final de la Calle de Rodaje E 500 pies al Este
- 3 Remover Calle de Rodaje E7
- 4 Construir nuevo conector entre Calle de Rodaje E7 y E6
- 5 Construir zona de protección/almojadilla de explosión para jets
- 6 Reubicar ayudas de navegación, existentes Puestos de Área de Acceso Seguro (SAAP) #3, pared de la del Área de Operaciones Aéreas (AOA), y el Área de espera y estacionamiento para taxis
- 7 Implementar las distancias declaradas
- 8 Modificar existente vías de servicio para vehículos, porciones de Alverstone Avenue y Davidson Drive, y los estacionamientos adjuntos.

# RUNWAY SAFETY AREA (RSA) IMPROVEMENTS

## Frequently Asked Questions (FAQs)



### WHAT IS A RUNWAY SAFETY AREA (RSA)?

A Runway Safety Area is an area surrounding the runway which is generally clear of obstacles, whose purpose is to reduce the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway. Design standards for RSAs are mandated by the Federal Aviation Administration.

### WHY ARE THESE RUNWAY SAFETY AREA (RSA) IMPROVEMENTS BEING DONE AT LOS ANGELES INTERNATIONAL AIRPORT (LAX)?

Congress passed a law that all U.S airports with commercial operations comply with FAA design standards for RSAs under *The Transportation, Treasury, Housing and Urban Development, the Judiciary, The District of Columbia, and Independent Agencies Appropriations Act, 2006* (Public Law 109-115).

### HOW MANY RUNWAYS AT LAX NEED TO BE IMPROVED?

Three of the four runways at LAX need to be improved in accordance with Public Law 109-115. The runway safety area project for Runway 6R-24L is the last RSA improvement project at LAX undergoing environmental review.

### WHAT DOES THE RSA WORK ENTAIL?

In order to comply with federal law, LAWA will need to relocate existing facilities within the required RSAs. This may also require closing or temporarily shortening each of the runways for construction. To limit the impact on operations, LAX will phase the work, one runway at a time. The closures will be used as an opportunity to

also complete regular runway maintenance, minimizing the impact to operations.

### DO THE RUNWAYS AT LAX HAVE RUNWAY SAFETY AREAS NOW?

Yes, each runway at LAX has an RSA. However, the increased size of aircraft currently operating at LAX necessitate larger RSAs. The proposed Project will bring the existing runways to current RSA federal design standards for the aircraft operating at LAX.

### ARE RUNWAYS AT LAX SAFE?

Yes. All LAX runways are safe and are operated safely. This government mandate simply provides larger clear areas at the end of each runway, which brings the RSAs up to current FAA Airport Design Standards.

### WHEN WILL THE RUNWAY CONSTRUCTION BE COMPLETED?

The work on LAX's runways will be done in phases. LAWA will also use this opportunity to complete regular runway maintenance work at the same time. Altogether, RSA improvements are expected to continue through 2018.

### WILL TRAVELERS BE IMPACTED BY THE RUNWAY CONSTRUCTION (I.E., WILL CONSTRUCTION CAUSE AIR TRAFFIC DELAYS)?

LAX passengers may experience delays similar to those experienced during bad weather. Travelers should take this into consideration when planning connecting flights and for post-flight plans.

MORE ON BACK 

## RUNWAY SAFETY AREA (RSA) IMPROVEMENTS

# Frequently Asked Questions (FAQs)



### **WILL COMMUNITIES AROUND LAX BE IMPACTED BY THE RUNWAY CONSTRUCTION WORK? WHAT SPECIFIC IMPACTS TO MY NEIGHBORHOOD CAN I EXPECT?**

While LAWA is doing everything possible to minimize impacts, as work is alternated on the runways, operational changes could cause increased aircraft noise for some neighboring communities, depending on which runways are being used.

### **WILL CONSTRUCTION OF THE RUNWAY SAFETY AREA IMPROVEMENTS INCREASE NOISE IMPACTS?**

LAX surrounding communities may experience increased aircraft noise while work is being done. There may be night-time noise that extends beyond the current midnight timeframe. Noise patterns may also change while construction is underway.

### **WILL FLIGHT PATTERNS CHANGE DURING CONSTRUCTION OF THE RUNWAY SAFETY AREA IMPROVEMENTS?**

Flight patterns will change during different phases of the RSA improvements in order to most efficiently complete construction.

### **WILL THE RUNWAY SAFETY AREA IMPROVEMENTS REQUIRE ANY LAND ACQUISITION?**

No, the RSA improvements will be constructed on existing airport property, and mainly limited to the airfield, with the exception of relocating several small facilities.

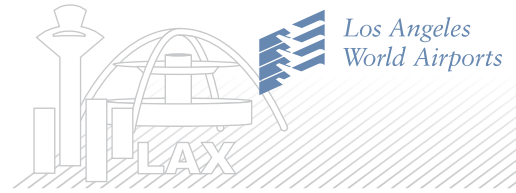
### **HOW DO THE RUNWAY SAFETY AREA IMPROVEMENTS RELATE TO THE LAX LANDSIDE ACCESS MODERNIZATION PROGRAM OR THE LAX SPECIFIC PLAN AMENDMENT STUDY?**

The RSA improvements are completely separate from improvements proposed under the LAX Landside Access Modernization Program or the Specific Plan Amendment Study (SPAS). The RSA improvements will be constructed on existing airport property, and mainly limited to the airfield, with the exception of relocating several small facilities. No construction for these projects will impact major roadways or occur within Manchester Square.

The Runway Safety Area improvements are not related to the LAX Landside Access Modernization Program, the Specific Plan Amendment Study, the ongoing 14 CFR Part 150 Airport Noise Compatibility Study or part of the ongoing Soundproofing Program. Also, no land acquisition will occur as part of the RSA improvements.

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## PROYECTO: ZONA DE SEGURIDAD DE ATERRIZAJE

# Preguntas Mas Frecuentes

### ¿QUÉ ES UNA ZONA DE SEGURIDAD (RSA) EN LA PISTA DE ATERRIZAJE?

La zona de seguridad de aterrizaje es un área que rodea la pista, que es generalmente libre de obstáculos, cuyo propósito es reducir el riesgo de daños a los aviones en caso de un aterrizaje corto, de exceso, o de excursión de la pista. Las normas de diseño para la zona de seguridad en la pista son establecidas por la Administración Federal de Aviación.

### ¿POR QUÉ ESTAS ZONAS DE SEGURIDAD EN LA PISTA DE ATERRIZAJE ESTÁN SIENDO REALIZADAS EN EL AEROPUERTO DE LAX?

El congreso aprobó una ley que todos los aeropuertos estadounidenses con operaciones comerciales cumplan con las normas establecidas por la Administración Federal de Aviación bajo la ley publica de *El Transporte, Hacienda, Vivienda y Desarrollo Urbano, El poder Judicial, El Distrito de Columbia, y Agencias Independientes Ley de Asignaciones de 2006 (Ley Publica 109-115)*.

### ¿CUANTAS PISTAS DE ATERRIZAJE NECESITAN SER MEJORADAS?

Tres de las cuatro pistas de aterrizaje en el aeropuerto deben ser mejoradas de acuerdo con la ley federal. El proyecto de la Zona de Seguridad de Aterrizaje de la Pista 6L-24R es el último proyecto de RSA que se somete a revisión ambiental.

### ¿QUE IMPLICA EL TRABAJO EN LA ZONA DE SEGURIDAD?

Con el fin de cumplir con la ley federal, LAWA necesitara reubicar las instalaciones existentes dentro de las áreas requeridas como Zona de Seguridad de Aterrizaje. Esto también puede requerir el cierre temporal, o el acortar cada, pista de aterrizaje para la construcción. Para limitar el impacto en las operaciones, LAX

realizara el proyecto en fases, cerrando una pista a la vez. Los cierres también serán utilizados como una oportunidad para completar el mantenimiento regular de las pistas, lo que minimizara el impacto en las operaciones.

### ¿AL MOMENTO EN LAX, TIENEN LAS PISTAS ZONAS DE SEGURIDAD?

Sí. El proyecto propuesto extenderá esas zonas a las medidas actuales de los estándares de diseño federal.

### ¿SON LAS PISTAS DE ATERRIZAJE SEGURAS EN LAX?

Sí. Todas las pistas son seguras y funcionan correctamente. Este mandato gubernamental simplemente provee zonas más largas al final de cada pista, lo que provee que las Zonas de Seguridad estén actuales y a la altura de los estándares de diseño de la Administración Federal de Aviación.

### ¿CUÁNDO TERMINARA LA CONSTRUCCIÓN DE LAS PISTAS DE ATERRIZAJE?

La construcción en las pistas de aterrizaje se realizara en fases. LAWA también utilizara esta oportunidad para completar el mantenimiento regular en las pistas durante este tiempo. En total, se espera que el proyecto dure hasta el fin del año 2018.

### ¿SERÁN AFECTADOS LOS PASAJEROS POR LA CONSTRUCCIÓN (POR EJEMPLO, LA CONSTRUCCIÓN CAUSARA RETRASOS)?

Los pasajeros podrían experimentar retrasos similares a los que son producidos por el mal tiempo. Los pasajeros deben tener en cuenta esta situación cuando planeen vuelos con conexiones, o para sus planes de post-vuelo.

MORE ON BACK

## Preguntas Mas Frecuentes



### ¿SERÁN AFECTADAS LAS COMUNIDADES ALREDEDOR DE LAX POR LA CONSTRUCCIÓN DEL PROYECTO? ¿QUÉ TIPO DE IMPACTO PUEDEN OCURRIR EN MI BARRIO?

Mientras que LAWA está haciendo todo lo posible por minimizar el impacto entre los cambios operativos y la alternación de trabajo en las pistas de aterrizaje, estos cambios podrían causar aumento de ruido de los aviones para las comunidades vecinas, dependiendo en las pistas que se estén utilizando.

### ¿INCREMENTARAN LOS RUIDOS DEBIDO A LA CONSTRUCCIÓN DE LA ZONA DE SEGURIDAD DE ATERRIZAJE?

Las comunidades alrededor de LAX podrían experimentar un aumento de ruido de aviones mientras el trabajo se está realizando. Es posible que haya ruido nocturno que se extienda pasado el plazo actual. Patrones de ruido pueden cambiar durante la construcción.

### ¿CAMBIARAN LOS PATRONES DE VUELO DURANTE LA CONSTRUCCIÓN?

Los patrones de vuelo cambiaran durante las diferentes fases del proyecto, con el fin de completarlo de la manera más eficiente.

### ¿SERÁN LAS MEJORAS DEL ÁREA DE SEGURIDAD PISTA REQUIERE NINGUNA ADQUISICIÓN DE TIERRAS ?

No, las mejoras RSA se construirán en terrenos del aeropuerto existente, y limitan principalmente a la pista de aterrizaje , con la excepción de la reubicación de varias instalaciones pequeñas.

### ¿COMO SE RELACIONA EL PROYECTO DE CONSTRUCCIÓN DE LAS ZONAS DE SEGURIDAD CON EL PROGRAMA DE MODERNIZACIÓN DE ACCESO A LAX?

Las mejoras de las Zonas de Seguridad (RSA) son totalmente independientes con el Programa de Modernización de Acceso o el Specific Plan Amendment Study (SPAS). Las Zonas de Seguridad se construirán en terrenos que son propiedad del aeropuerto y limitados principalmente a las pistas de aterrizaje, con la excepción de la reubicación de varias instalaciones pequeñas. Ninguna construcción relacionada a estos dos proyectos afectara carreteras principales ni ocurrirá dentro de la plaza de Manchester.

El proyecto de las mejoras de la zona de seguridad en la pista no están relacionados con el Programa de Modernización del Sector de tierra LAX acceso, el proyecto de Specific Plan Amendment Study, el Estudio en curso 14 en curso del FAA de Parte 150 mi parte del Programa en curso de Insuloción. Además, no hay adquisición de tierras se producirá como parte de las mejoras de RSA.

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*Como entidad cubierta bajo el Titulo II de la Ley de Estadounidenses con Discapacidades, la ciudad de Los Angeles no discrimina por motivos de discapacidad, con previa solicitud, proveerá acomodaciones razonables para garantizar la igualdad de acceso a sus programas, servicios y actividades. Formatos alternativos, en letra grande, braille, audio y otros formatos (si es posible), serán provistos a petición.*



# Public Workshop and Hearing

LAX Runway 6R-24L Runway Safety Area (RSA)  
Improvements Project

Tuesday, April 14, 2015

**Public Workshop:** 5:00 p.m. to 7:00 p.m.

**Public Hearing:** 6:00 p.m. to 7:00 p.m.

Flight Path Learning Center  
6661 West Imperial Highway  
Los Angeles, CA 90045



# Public Workshop Objectives

- Provide information about the Runway 6R-24L Runway Safety Area (RSA) Improvements Project
- Provide information on the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) processes
- Discuss the information disclosed on potential effects of the proposed Project as included in the Draft Environmental Assessment (EA) and the Draft Initial Study and Proposed Mitigated Negative Declaration (IS/MND)
- Collect community comments on the adequacy of the information and analysis disclosed in the Draft EA and Draft IS/MND



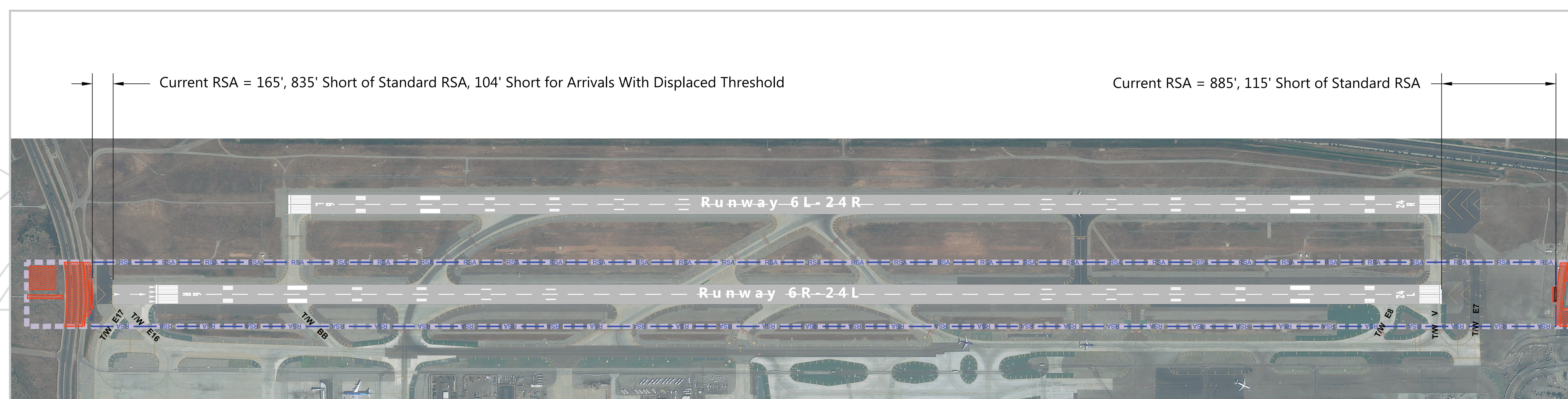
# Purpose and Need of the Proposed Project

## Purpose:

- To comply with the *Transportation, Treasury, Housing and Urban Development, the Judiciary, The District of Columbia, and Independent Agencies Appropriations Act* (Public Law 109-115), which states that all RSAs at 14 CFR Part 139 airports must meet FAA design standards by December 31, 2015

## Need:

- The RSA on the west end of Runway 6R-24L is 835 feet short of complying with the FAA RSA design standard and 104 feet short of the FAA RSA arrivals standard
- The RSA on the east end of Runway 6R-24L is 115 feet short of complying with the FAA RSA design standard



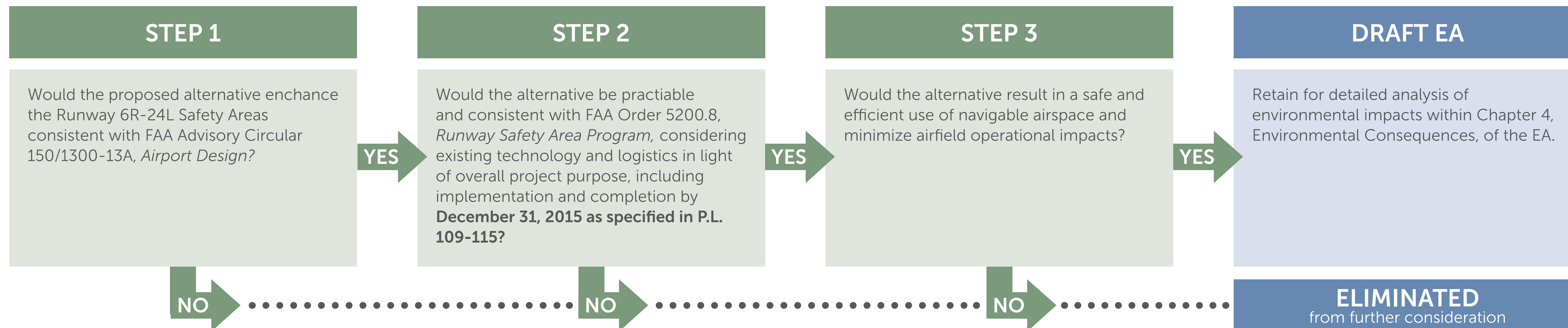
# Runway Safety Area Information

- A Runway Safety Area (RSA) is a defined surface surrounding the runway prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway (FAA Advisory Circular 150/5300-13A Airport Design)
- FAA design criteria for Runway 6R-24L mandates an RSA 500 feet wide extending 1,000 feet from each runway end
- Neither the west nor east ends of Runway 6R-24L meet all FAA Airport Design Standards for RSAs



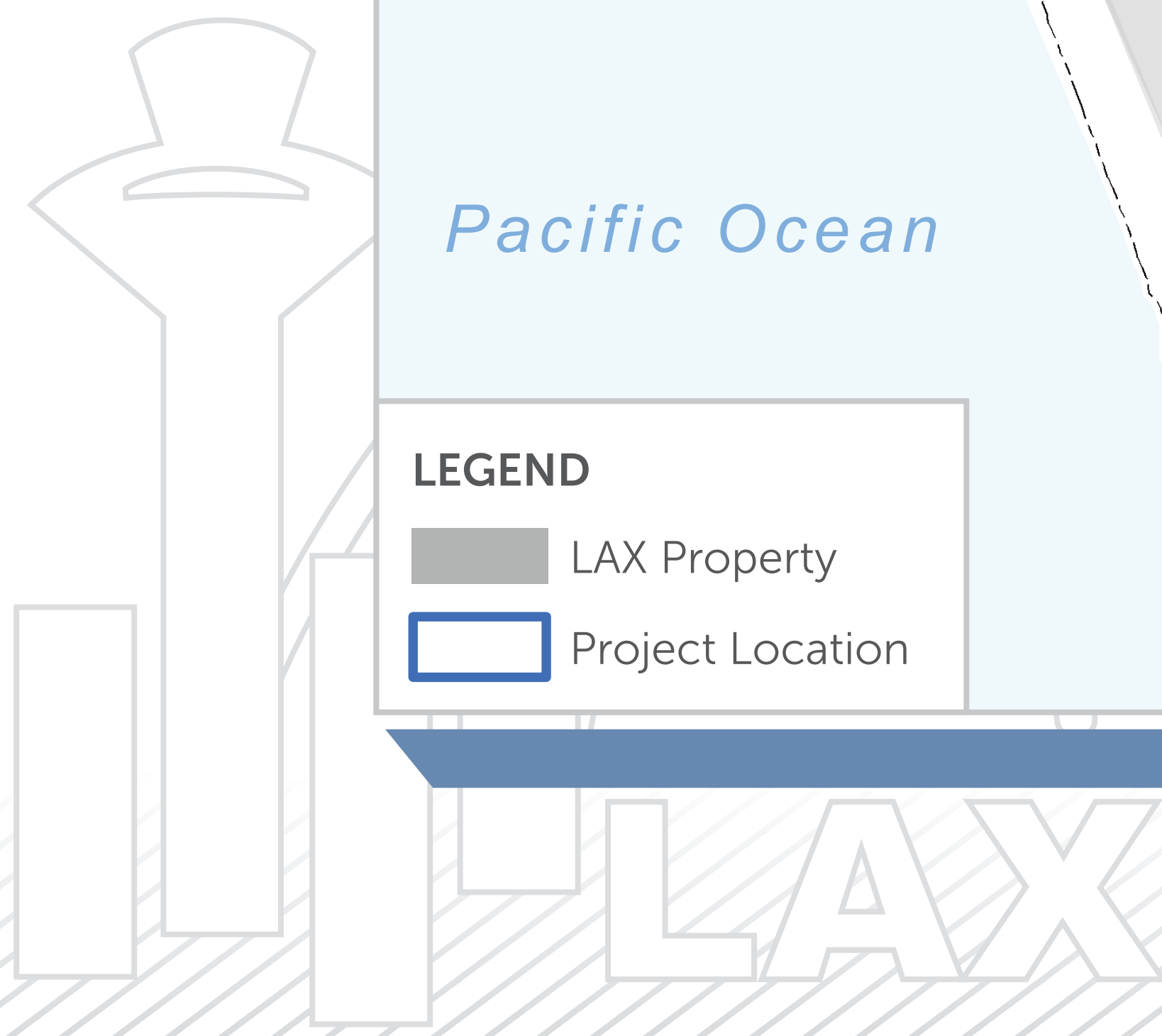
LAX

# RSA Alternatives Analyzed

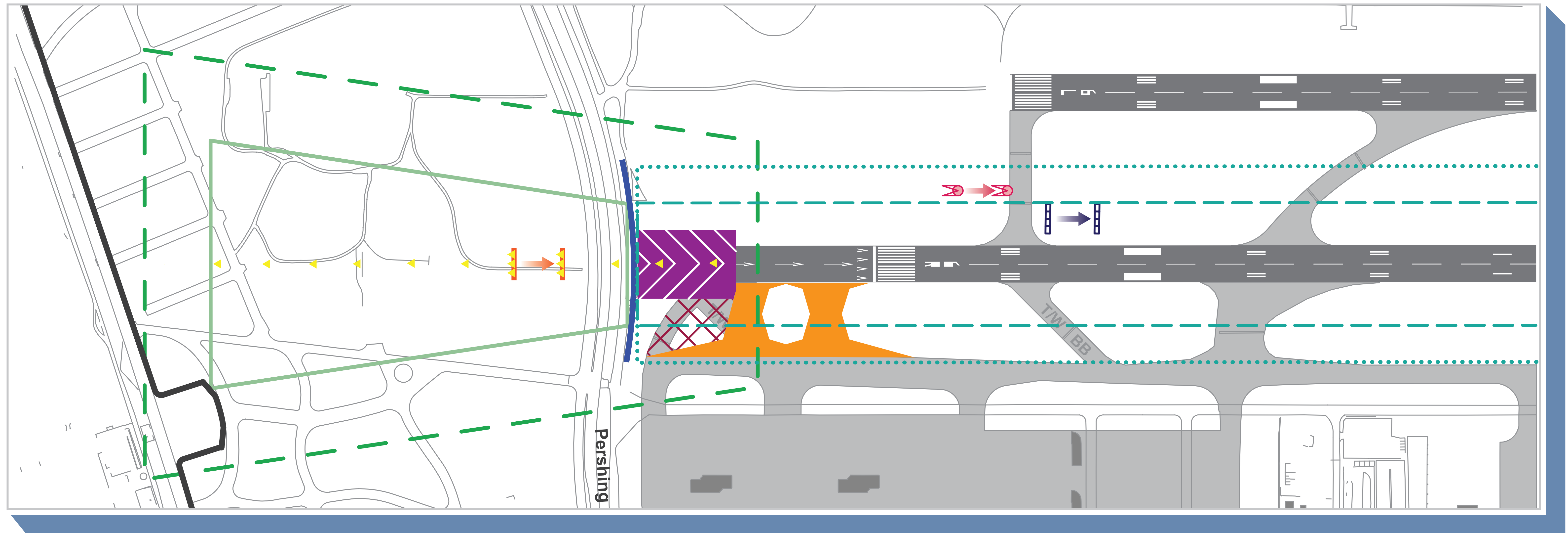


Location	Alternative	Alternative Pass to Next Step			Retained For Further Analysis in the Draft EA?
		STEP 1	STEP 2	STEP 3	
Off-Site/ Operational Alternatives	Use of Other Modes of Transportation	No			No
	Use of Other Public Airports	No			No
	Use of Alternative Aircraft	No			No
On-Site Alternatives	No Action Alternative	No			Yes
	Construct Standard RSA Alternative	Yes	No		No
	Reduce Runway Length Alternative	Yes	Yes	No	No
	Declared Distances Alternative	Yes	Yes	No	No
	Relocate, Shift, or Realign the Runway Alternative(s)	Yes	No		No
	Implement EMAS Alternative	Yes	No		No
	Refinement #1 Alternative	Yes	Yes	Yes	Yes
	Refinement #2 Alternative	No			No
	Refinement #3 Alternative	Yes	No		No
	Refinement #4 Alternative	No			No
	Refinement #5 Alternative	Yes	Yes	No	No
	Refinement #6 Alternative	Yes	Yes	No	No
	Refinement #7 Alternative	Yes	Yes	Yes	Yes
Refinement #8 Alternative, Proposed Action Alternative	Yes	Yes	Yes	Yes	

# Project Location

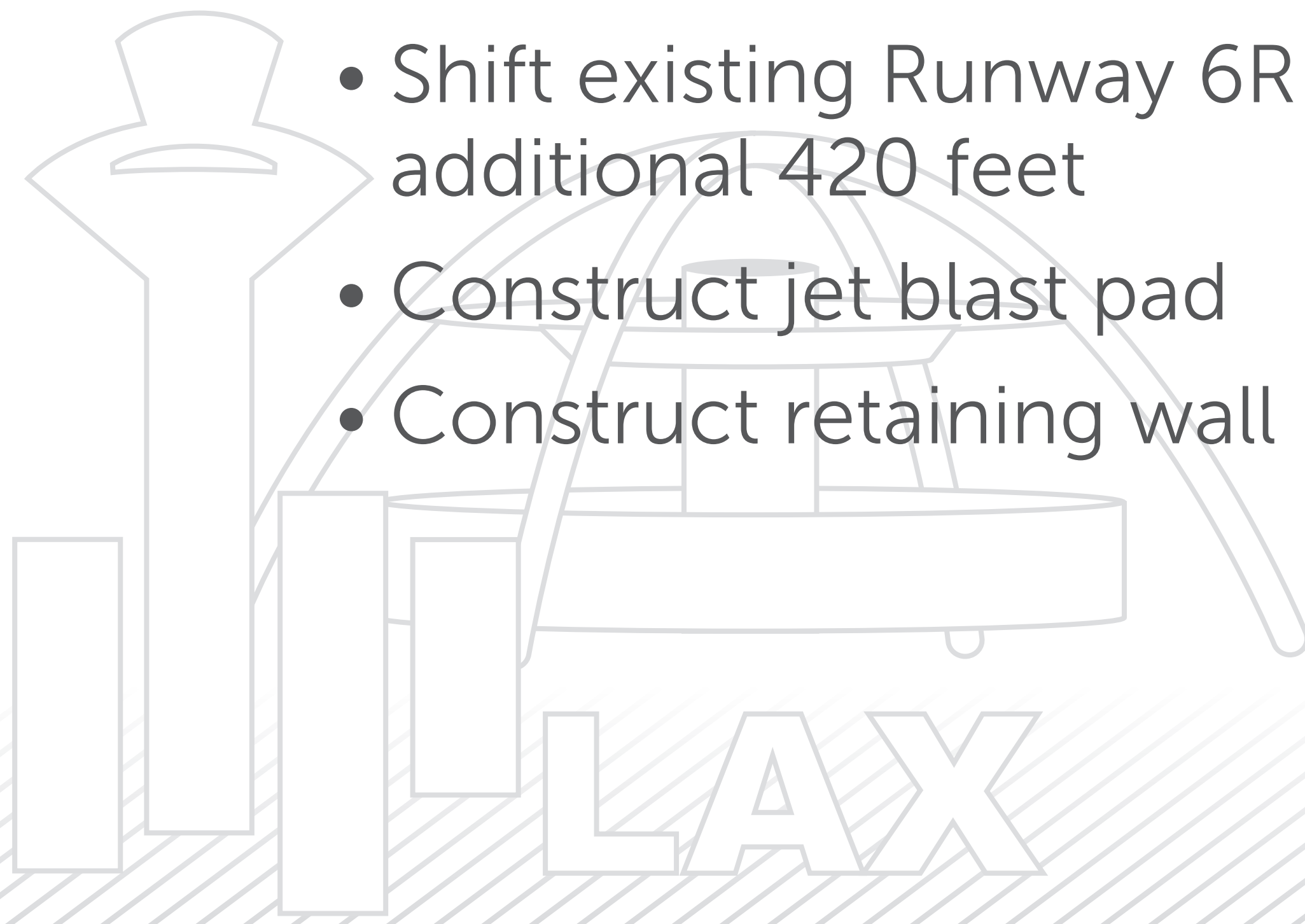


# Project Components – Runway 6R (West End)

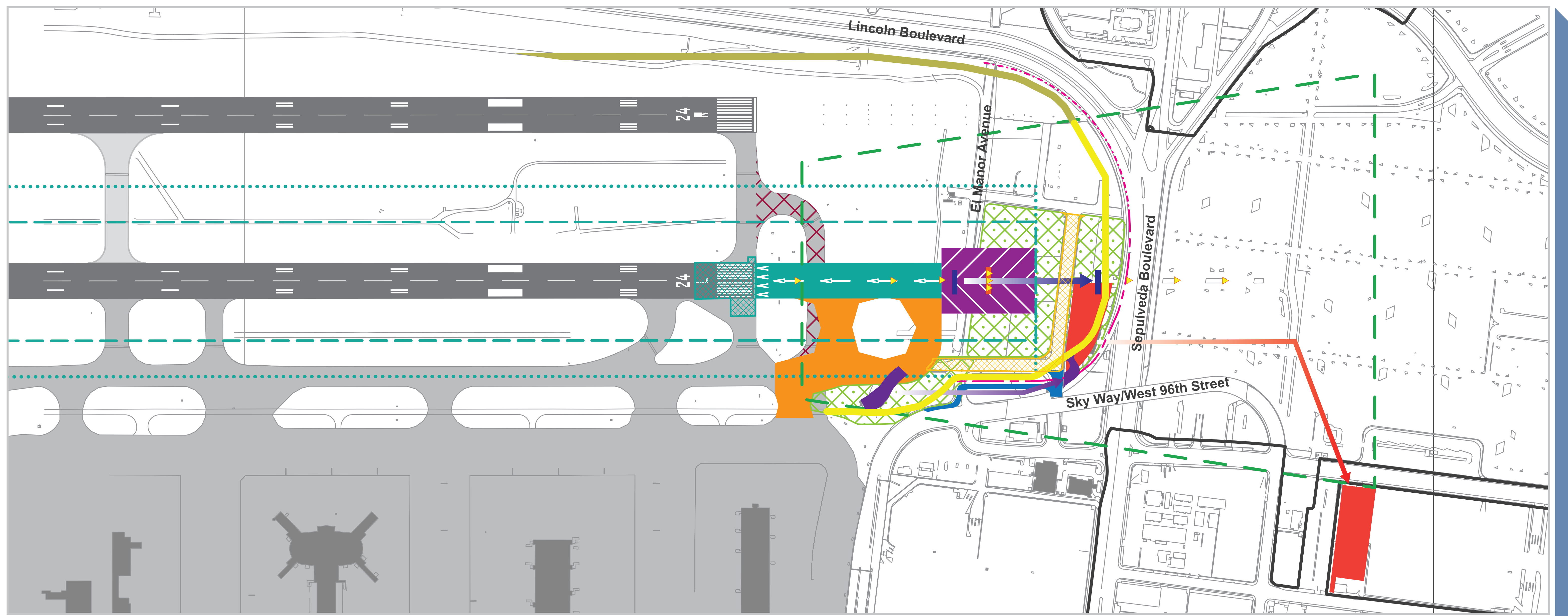


- Shift Runway 6R end 200 feet east
- Shift existing Runway 6R displaced threshold an additional 420 feet
- Construct jet blast pad
- Construct retaining wall

- Shift existing connector Taxiways E16 and E17 to the east
- Relocate navigation aids
- Relocate and replace the Runway 6R Medium Intensity Approach Light System with Runway Alignment Indicator Lights (MALSR)



# Project Components – Runway 24L (East End)



- Shift Runway 24L end 800 feet
- Shift Taxiway E endpoint 500 feet east
- Remove existing Taxiway E7
- Construct new connector Taxiways E7 and E6
- Construct jet blast pad
- Implement declared distances

- Relocate navigation aids, existing Secure Area Access Post (SAAP) #3 portion of Air Operations, Area (AOA) fence, and taxicab holding/staging area
- Modify existing vehicle service road(s), portions of Alverstone Avenue and Davidson Drive, and adjacent parking lots

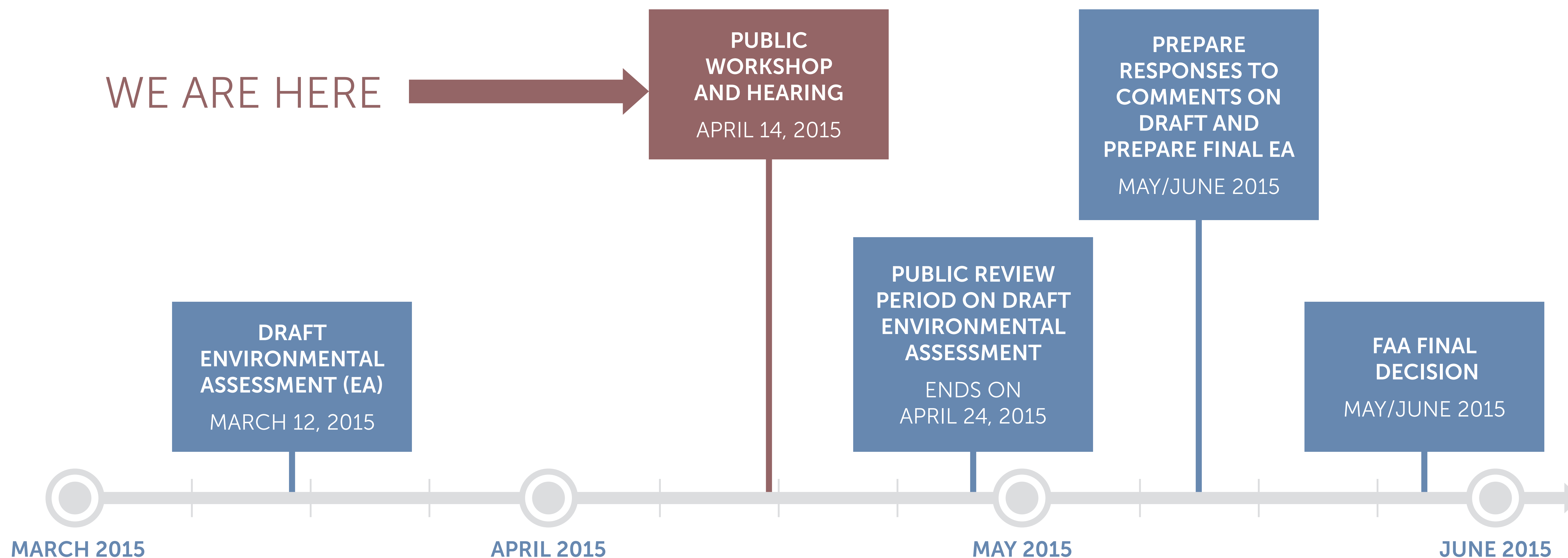


# NEPA Overview

- Purpose is to inform decision-makers, agencies, organizations, and the public whether a federal action would significantly affect the environment
- Applies only to projects receiving federal funding or approval
- Identifies the environmental impacts of the proposed action and alternatives
- Identifies measures to avoid, minimize, or mitigate adverse environmental effects



# NEPA Process



# Draft EA Findings

## Environmental Topic

## Conclusion

Farmlands	No Impact
Wild and Scenic Rivers	No Impact
Noise	No Significant Impact
Compatible Land Use	No Significant Impact
Department of Transportation Act, Section 4(f) and Land and Water Conservation Fund Act, Section 6(f) Resources	No Impact
Socioeconomic Impacts, Environmental Justice, Children’s Environmental Health and Safety Risk, and Surface Transportation	No Significant Impact
Air Quality	No Significant Impact
Water Resources	No Significant Impact
Fish, Wildlife, and Plants	No Significant Impact
Wetlands	No Impact
Floodplains	No Impact
Coastal Resources	No Significant Impact
Historical, Architectural, Archaeological, and Cultural	No Impact
Light Emissions and Visual Impacts	No Significant Impact
Natural Resources and Energy Supply	No Significant Impact
Hazardous Materials, Pollution Prevention, and Solid Waste	No Significant Impact
Past, Present, and Reasonably Foreseeable Future Actions (Cumulative Impacts)	No Significant Impact



# Draft EA Mitigation Measures

## **Fish, Wildlife and Plants:**

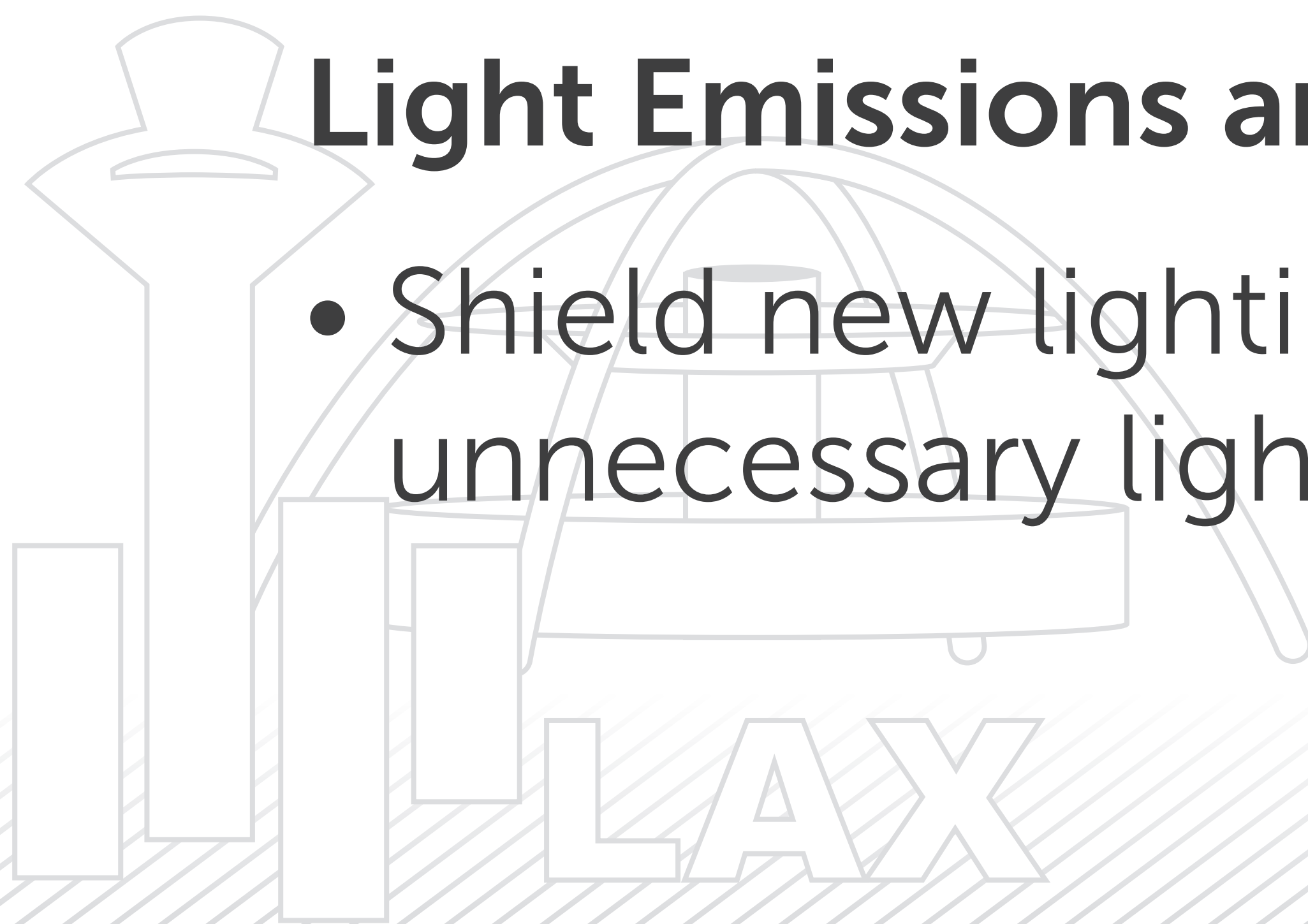
- Replace Silver Dune Lupine-Mock Heather Scrub habitat
- Replant Lewis' evening primrose and south coast branching phacelia, if impacted
- Conduct nesting bird surveys prior to construction activities
- Dust control during construction

## **Coastal Resources:**

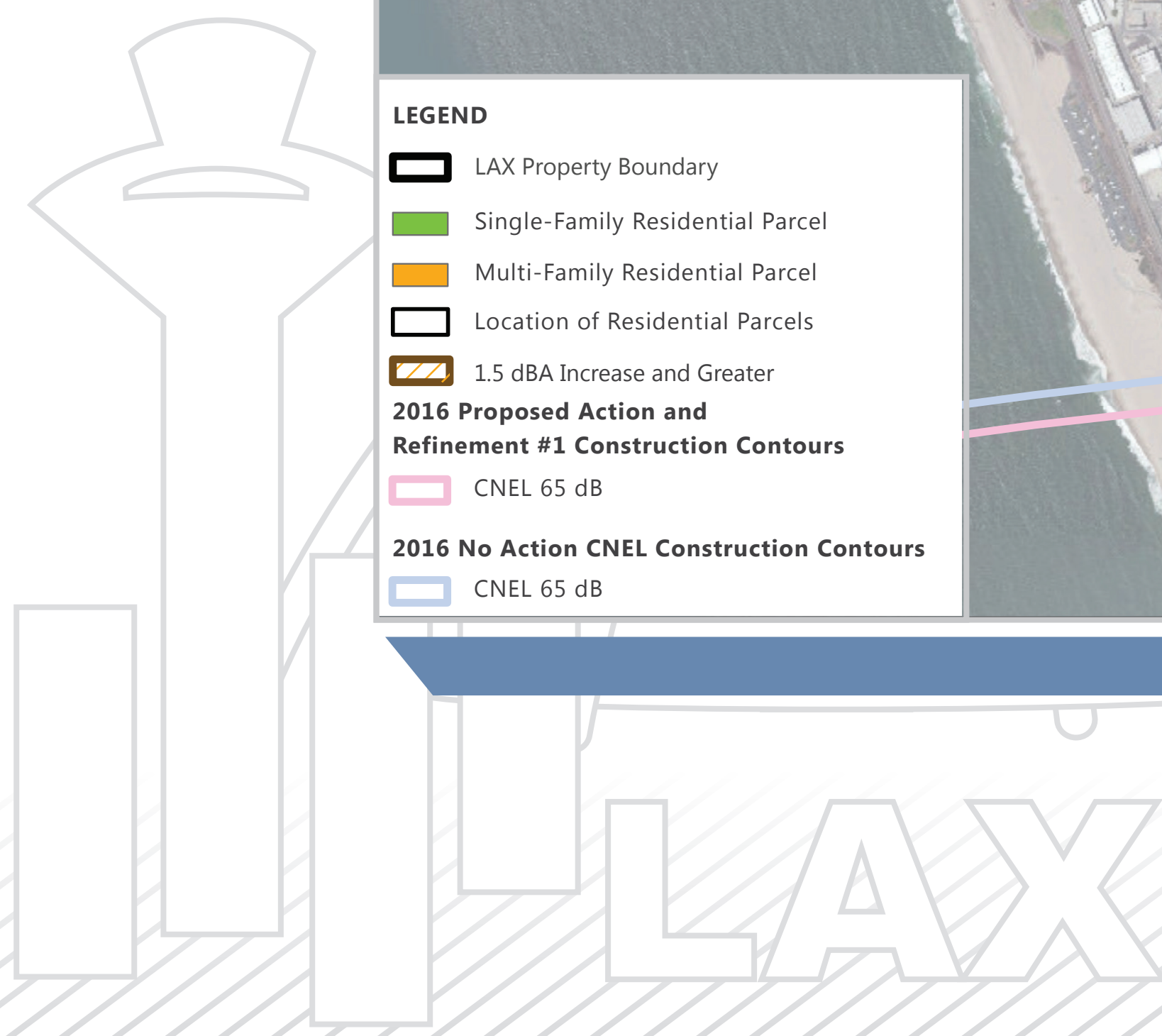
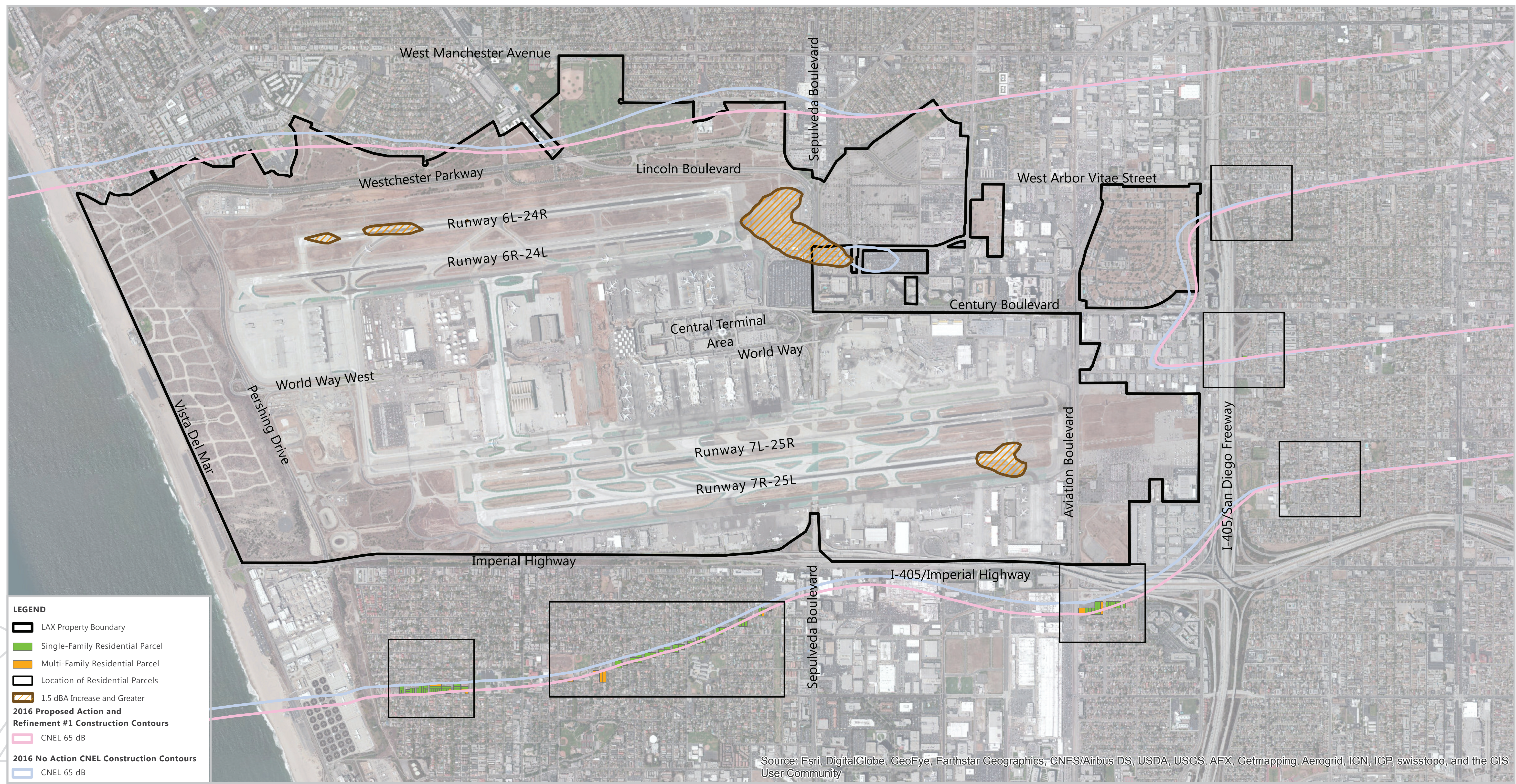
- Restore disturbed areas in the coastal zone to pre-project conditions

## **Light Emissions and Visual Resources:**

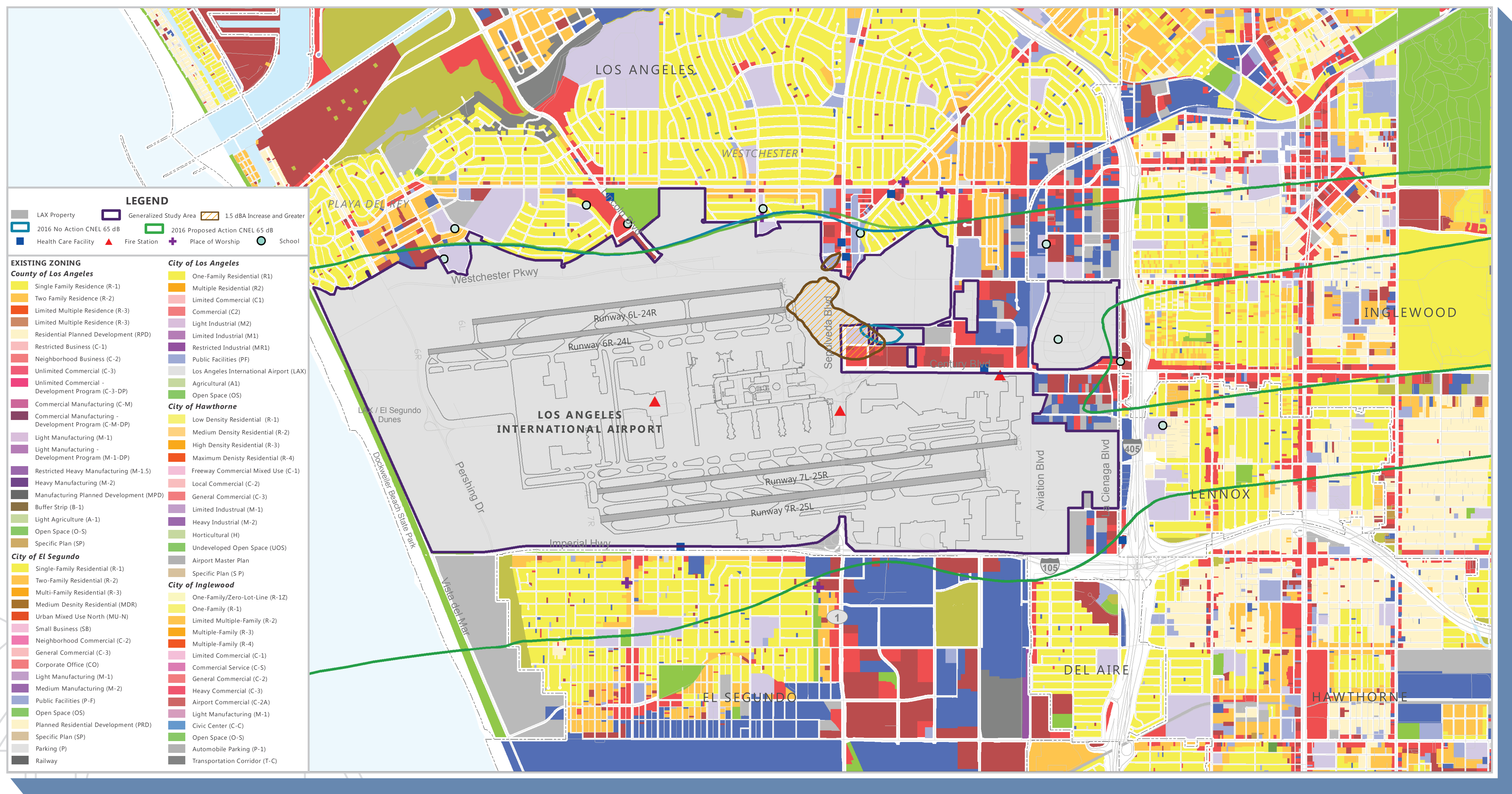
- Shield new lighting and focus light downwards to avoid glare or unnecessary light spillover, where feasible



# Draft EA Noise Analysis – Construction (temporary impacts)



# Draft EA Noise Analysis – 2016 Operations (1.5 dB increase)



LAX

# CEQA Overview

- Purpose is to inform decision-makers, agencies, organizations, and the public of the environmental effects of a project
- Applies to discretionary projects
- Identifies potential effects on the environment
- Identifies ways to avoid or reduce potential effects through mitigation measures or alternatives





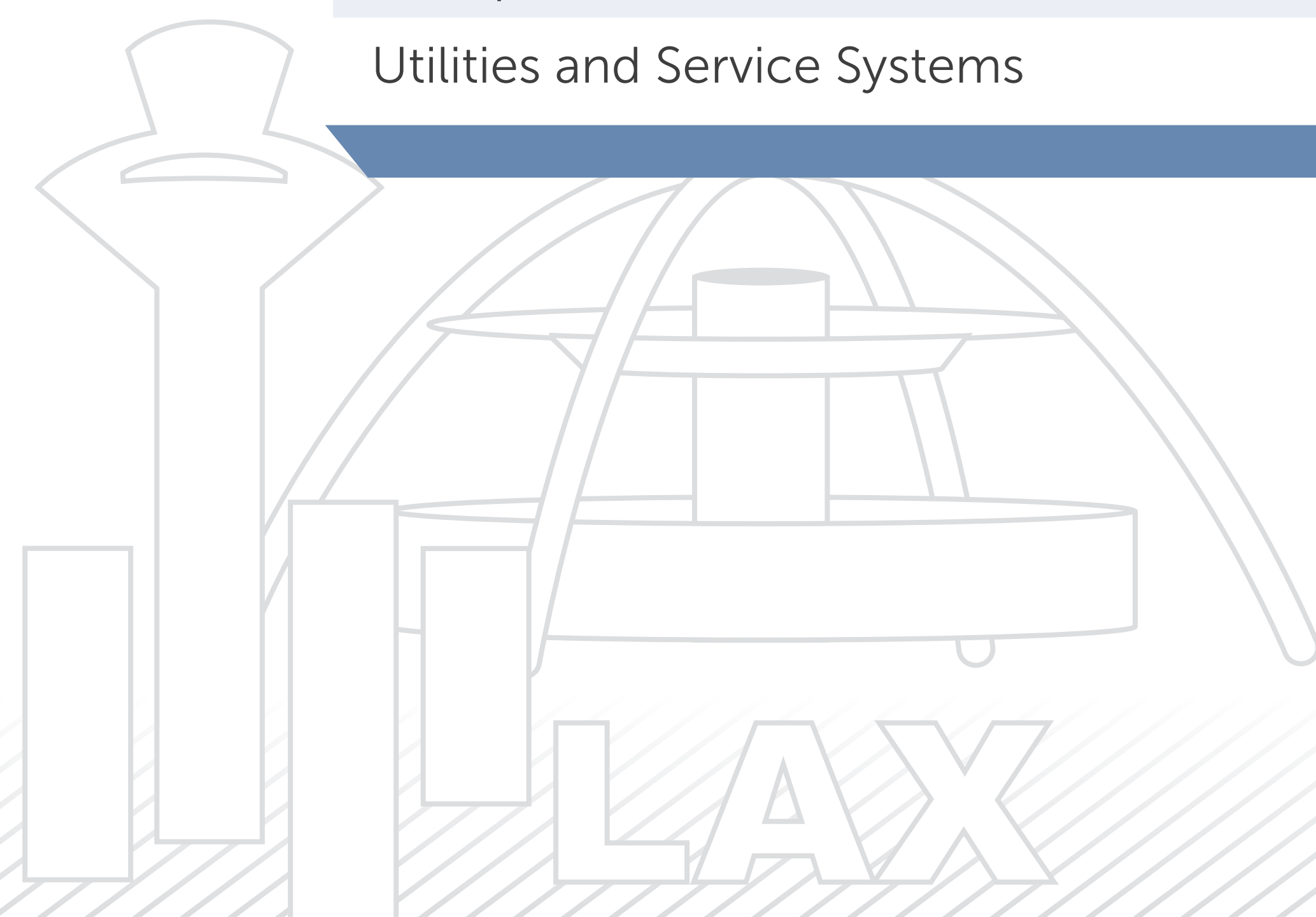


# Draft Initial Study Findings

## Environmental Topic

## Conclusion

Aesthetics	No Impact or Less than Significant Impact
Air Quality	Less than Significant Impact with Mitigation Incorporated
Agriculture and Forestry Resources	No Impact or Less than Significant Impact
Biological Resources	Less than Significant Impact with Mitigation Incorporated
Cultural Resources	Less than Significant Impact with Mitigation Incorporated
Geology and Soils	No Impact or Less than Significant Impact
Greenhouse Gas Emissions	No Impact or Less than Significant Impact
Hazards and Hazardous Materials	No Impact or Less than Significant Impact
Hydrology and Water Quality	No Impact or Less than Significant Impact
Land Use and Planning	Less than Significant Impact with Mitigation Incorporated
Mandatory Findings of Significance	Less than Significant Impact with Mitigation Incorporated
Mineral Resources	No Impact or Less than Significant Impact
Noise	No Impact or Less than Significant Impact
Population and Housing	No Impact or Less than Significant Impact
Public Services	No Impact or Less than Significant Impact
Recreation	No Impact or Less than Significant Impact
Transportation/Traffic	No Impact or Less than Significant Impact
Utilities and Service Systems	No Impact or Less than Significant Impact



# Draft Initial Study Mitigation Measures

## **Air Quality and Human Health:**

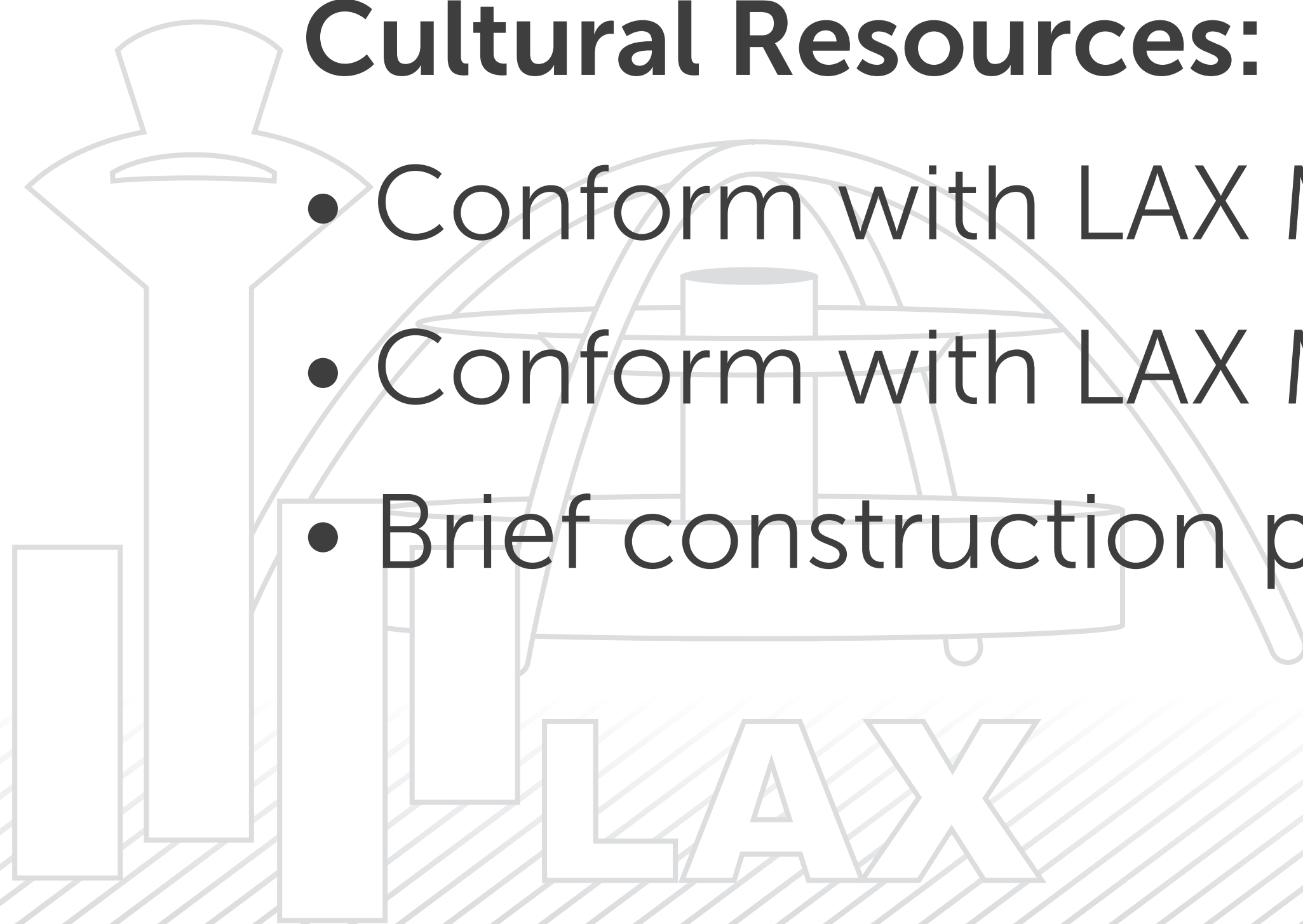
- Use of 2010 model year on-road vehicles for all vehicles over 19,500 pounds (if available)
- Use of Tier 4 (final) equipment for off-road equipment greater than 50 horsepower (if available)

## **Biological Resources:**

- Replace and restore state-designated sensitive habitat if impacted
- Replant Lewis' evening primrose and south coast branching phacelia, if impacted
- Conduct nesting bird surveys prior to construction activities

## **Cultural Resources:**

- Conform with LAX Master Plan Archaeological Treatment Plan
- Conform with LAX Master Plan Paleontological Treatment Plan
- Brief construction personnel prior to excavation activities in native or virgin soils



# Public Comments

**Comments can be handwritten on comment forms  
and submitted at this Public Workshop Meeting**

**Comments can be mailed to:**

Los Angeles World Airports  
Capital Programming and Planning  
Land Use and Entitlement Section  
Attention: Evelyn Quintanilla  
One World Way, Suite 218  
P.O. Box 92216  
Los Angeles, CA 90045

**To submit comments online,  
visit <http://www.ourLAX.org>**



**COMMENTS MUST BE RECEIVED BY  
5:00 pm Friday, April 24, 2015**

**LOS ANGELES INTERNATIONAL AIRPORT (LAX) RUNWAY 6R/24L RUNWAY SAFETY AREA (RSA) IMPROVEMENT PROJECT  
DRAFT ENVIRONMENTAL ASSESSMENT & MITIGATED NEGATIVE DECLARATION – PUBLIC WORKSHOP & HEARING  
TUESDAY, APRIL 14, 2014 (FLIGHT PATH LEARNING CENTER)**

**SIGN – IN  
LAWA Staff & Consultants**

Name/Nombre	Organization/Organización	Address/Domicilio	Phone/Teléfono	E-mail/ Correo electrónico	Add me to your database (y/n)
Vinita Waskow	LAWA	one world way	646-6854 424- <del>1118</del>	vwaskow@lawa.org	
Meighan Langlois	LAWA/ELUP		x65289		
Allison Simpson	Ricordo Assoc.		248-767-9645	a-simpson@ricordo.com	
Steve Culberson	" "		312-606-0611	s_culberson@ricordo.com	
Brenda Sidher	LAWA	—	—	—	
THAO NGUYEN	Ricordo Associates			TNGUYEN@Ricordo.com	
Georgianne Streeter	LAWA		424- 646-7754	gstreeter@lawa.org	


**LOS ANGELES INTERNATIONAL AIRPORT (LAX) RUNWAY 6R/24L RUNWAY SAFETY AREA (RSA) IMPROVEMENT PROJECT  
DRAFT ENVIRONMENTAL ASSESSMENT & MITIGATED NEGATIVE DECLARATION – PUBLIC WORKSHOP & HEARING  
TUESDAY, APRIL 14, 2014 (FLIGHT PATH LEARNING CENTER)**

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

Name/Nombre	Organization/Organización	Address/Domicilio	Phone/Teléfono	E-mail/ Correo electrónico	Add me to your database (y/n)
ESTER HOROMPOLY		7455 West 91st St. LA 90048	310 645-0153		
OSCAR MIRANDA		6541 W. 84th St. LA CA 90045	818 224-0732		
Leslie Griffin		8387 Stewart Ave. 90045	203-952-1212		
Dwight Kessler	FAA	15000 Aviation Blvd Hawthorne, CA 90261	310-725-3615	dwe.kessler@faa.gov	
JOSEPH STEIN	-	12100 Marine St. L.A 90066	310-391-9849		
Yulco Toyama	NCA	6501 W. Imperial HWY	424-356-9054	yulco.toyama@nca.aero	
Michael Paron	OWNER	9608 AVIATION BLVD	310-649-0776		

LOS ANGELES INTERNATIONAL AIRPORT (LAX) RUNWAY 6R/24L RUNWAY SAFETY AREA (RSA) IMPROVEMENT PROJECT  
 DRAFT ENVIRONMENTAL ASSESSMENT & MITIGATED NEGATIVE DECLARATION – PUBLIC WORKSHOP & HEARING  
 TUESDAY, APRIL 14, 2014 (FLIGHT PATH LEARNING CENTER)

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

Name/Nombre	Organization/Organización	Address/Domicilio	Phone/Teléfono	E-mail/ Correo electrónico	Add me to your database (y/n)
Uma Tasisi	N/A	5306 W. 93 <sup>rd</sup> STREET #206, LA, CA	—	umukisi@gmail.com	No
John Brody	N/A	8707 FAIRMOUTH Ave 119 Playa del Rey CA 90293	977-929-7084	j.bmac@mac.com	NO
	N/A	<sup>Inglewood</sup> 4316 W Hilldale St	310 629 2176	j4fixit@gmail.com	
BRUCE SCHELDEN	NONE				
Graham Ford-Feliz	N/A	6419 W. 84th St., LA, CA 90045			No









LAX

Los Angeles  
World Airports

①

## REQUEST TO SPEAK

LAX RUNWAY 6R/24L RUNWAY SAFETY AREA (RSA) IMPROVEMENTS PROJECT  
DRAFT ENVIRONMENTAL ASSESSMENT (EA) – PUBLIC HEARING  
TUESDAY, APRIL 14, 2015

Please print.

Date: 4-14-2015

Name: MICHAEL PARRIS

Organization: OWNER

Address: 9608 AVANTOU Blvd - LA 90045

PLEASE SUBMIT THIS FORM TO A MEETING FACILITATOR.

Necesito traducción en Español



**LAX**

Los Angeles  
World Airports

2

## REQUEST TO SPEAK

LAX RUNWAY 6R/24L RUNWAY SAFETY AREA (RSA) IMPROVEMENTS PROJECT  
DRAFT ENVIRONMENTAL ASSESSMENT (EA) – PUBLIC HEARING  
TUESDAY, APRIL 14, 2015

Please print.

Date: 4-14-2015

Name: Michael Parris

Organization: owner

Address: 9608 Aviation Blvd - LA 90045

PLEASE SUBMIT THIS FORM TO A MEETING FACILITATOR.

Necesito traducción en Español

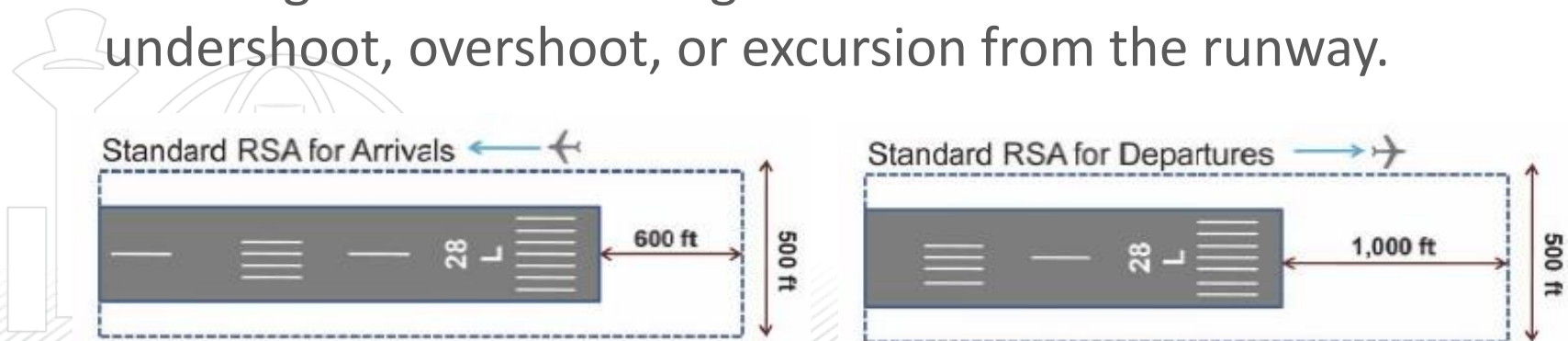
# Runway 6R-24L Runway Safety Area Improvements Project

April 14, 2015



# Purpose of Project

- Comply with Public Law 109-115, *Transportation, Treasury, Housing and Urban Development, the Judiciary, The District of Columbia, and Independent Agencies Appropriations Act*, which states ALL runways at Part 139 certified airports (such as LAX) meet Federal Aviation Administration (FAA) Runway Safety Area (RSA) design requirements by December 31, 2015.
- RSAs are defined surfaces surrounding the runway suitable for reducing the risk of damage to aircraft in the event of undershoot, overshoot, or excursion from the runway.



# Current Status of RSA Projects

- Runway 6L-24R

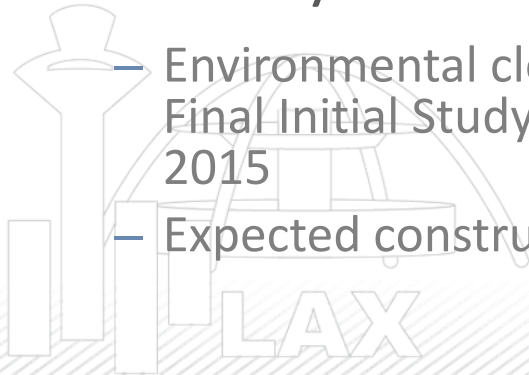
- Environmental clearance: NEPA and CEQA approved in July 2014
- Expected construction: May 2015 – December 2015

- Runway 7L-25R

- Environmental clearance: FAA approved a Final EA on August 30, 2013 and issued a FONSI on September 5, 2013; CEQA EIR certified in February 2014
- Expected construction: February 2016 – May 2017

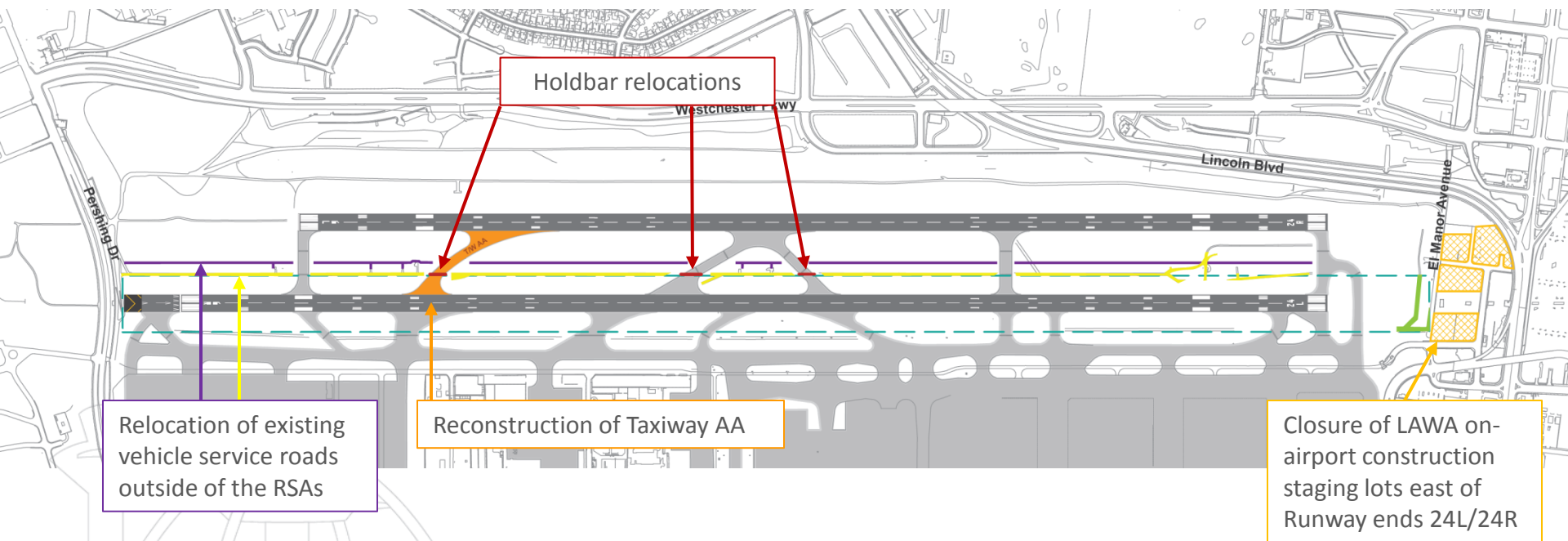
- Runway 6R-24L

- Environmental clearance: FAA finding on EA estimated in June 2015; Final Initial Study/Mitigated Negative Declaration estimated May/June 2015
- Expected construction: January 2016 – December 2016



# Approved Runway 6R-24L Improvements

Interim improvements approved in the Runway 6L-24R Runway Safety Area and Associated Improvements Project Environmental Assessment

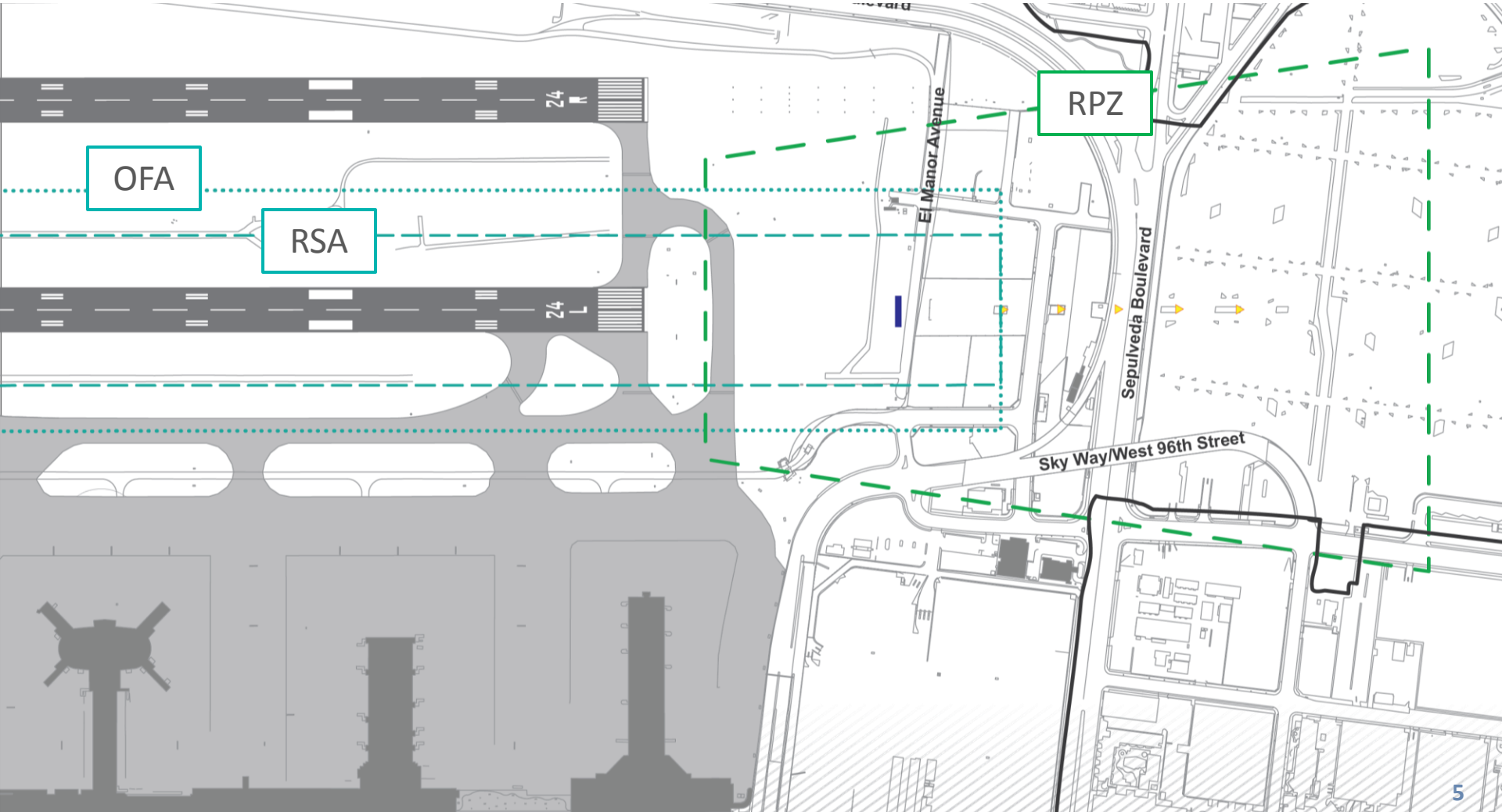


Expected Construction 2nd half of 2015

LAX

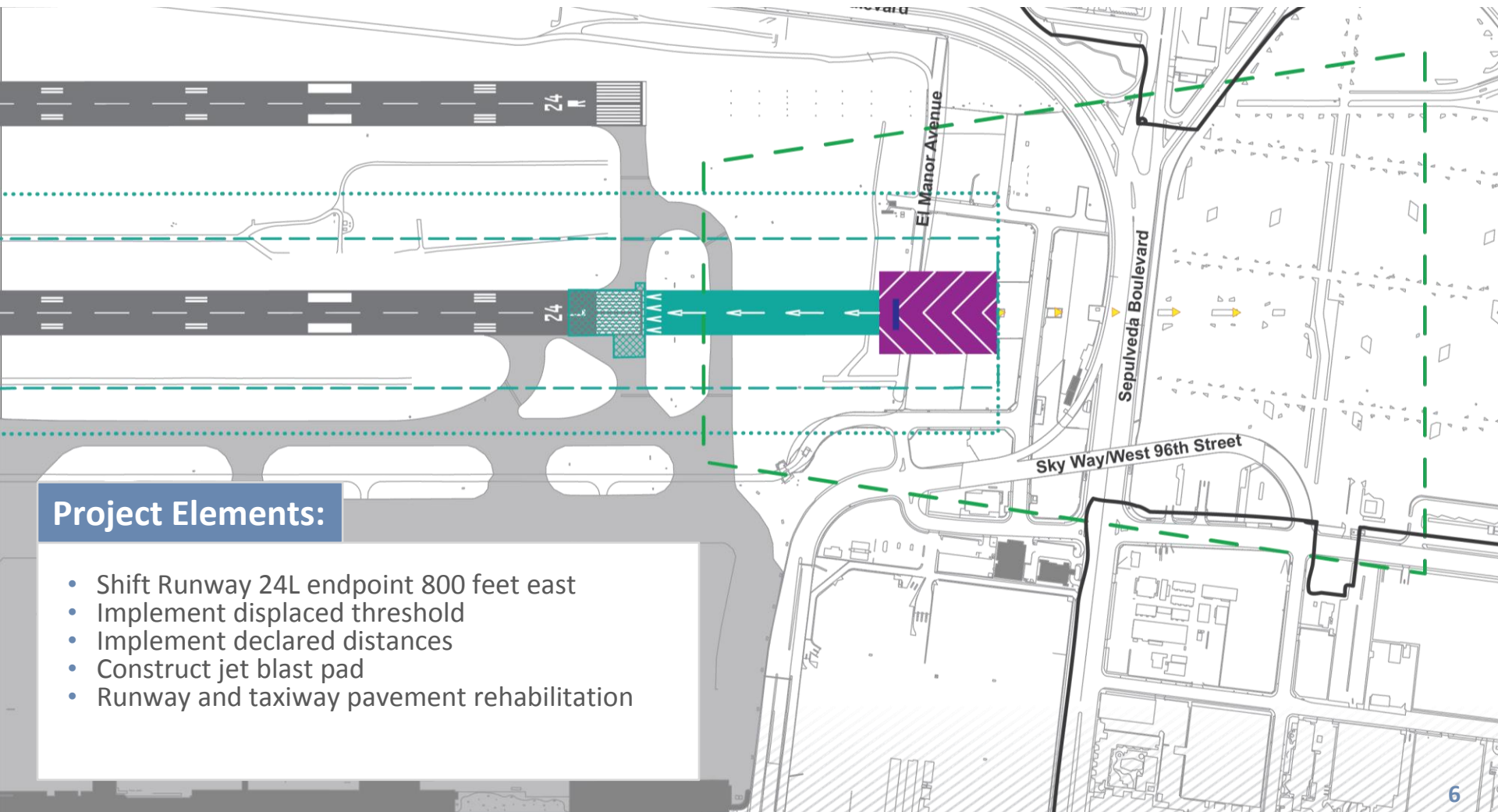
# Runway 24L Existing Conditions

Currently Being Analyzed – Expected Construction 1st half of 2016



# Proposed Runway 24L Improvements

Currently Being Analyzed – Expected Construction 1st half of 2016



## Project Elements:

- Shift Runway 24L endpoint 800 feet east
- Implement displaced threshold
- Implement declared distances
- Construct jet blast pad
- Runway and taxiway pavement rehabilitation



# Proposed Runway 24L Improvements

Currently Being Analyzed – Expected Construction 1st half of 2016

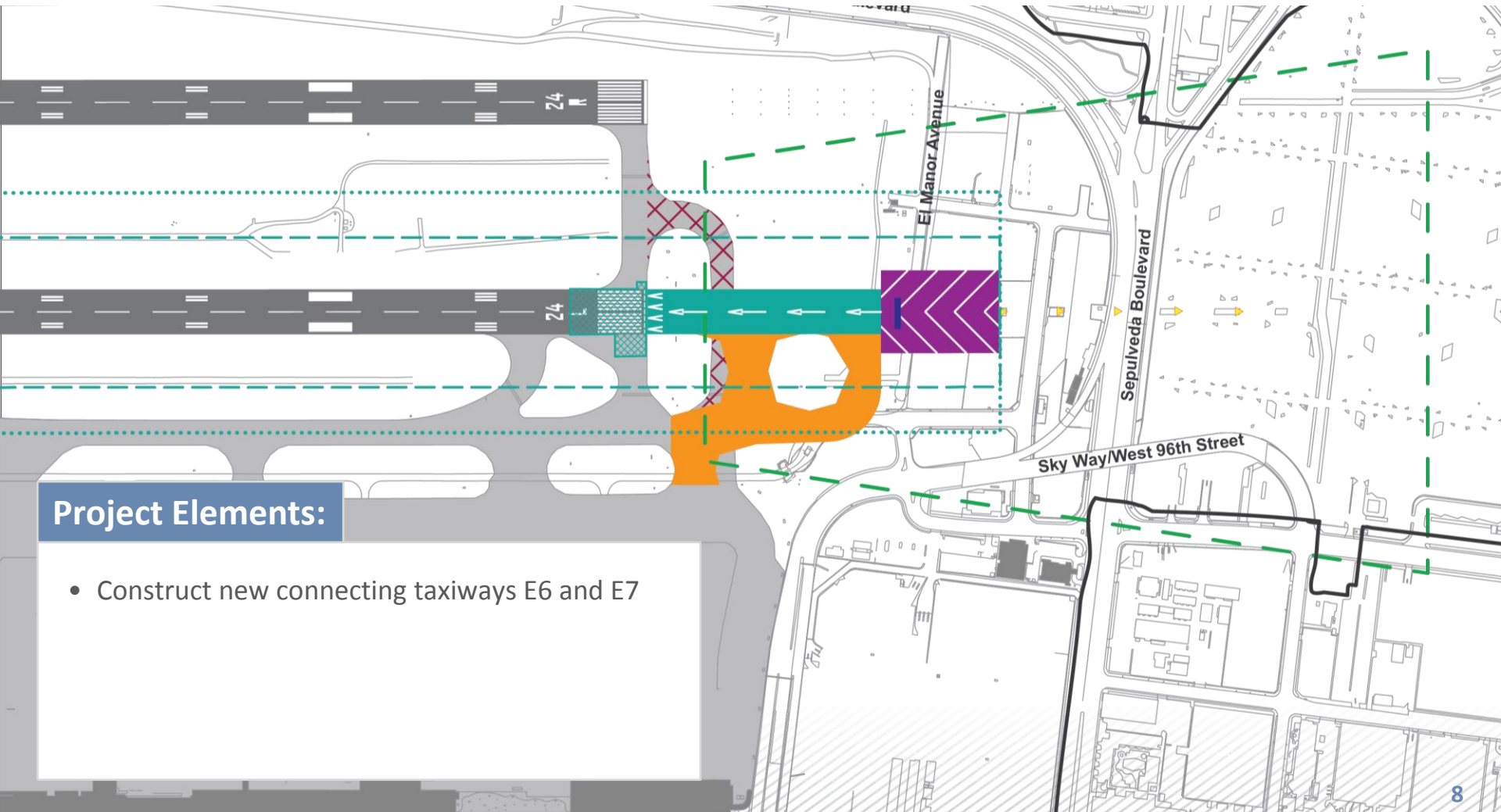


## Project Elements:

- Demolish existing connecting taxiway

# Proposed Runway 24L Improvements

Currently Being Analyzed – Expected Construction 1st half of 2016

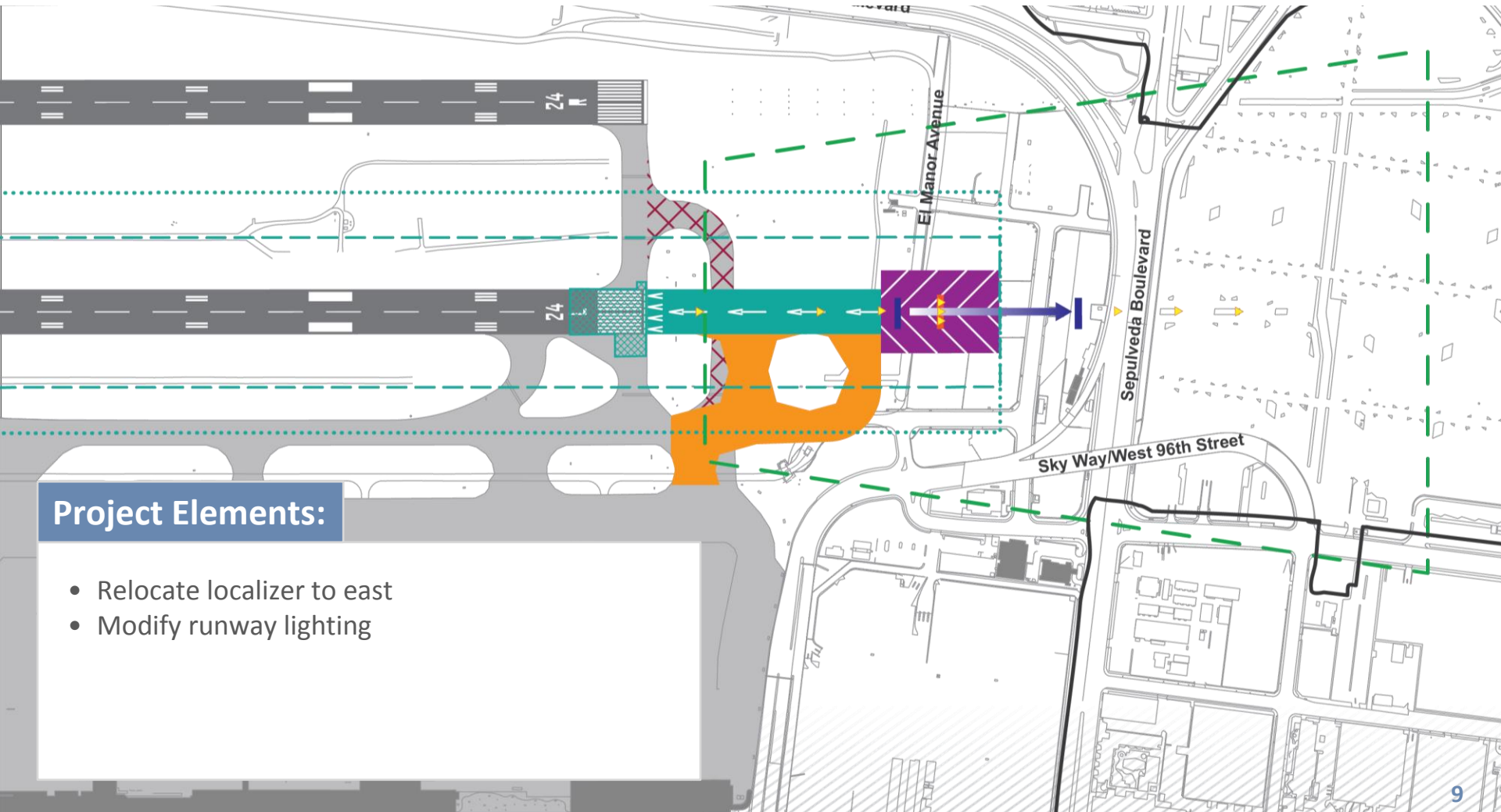


## Project Elements:

- Construct new connecting taxiways E6 and E7

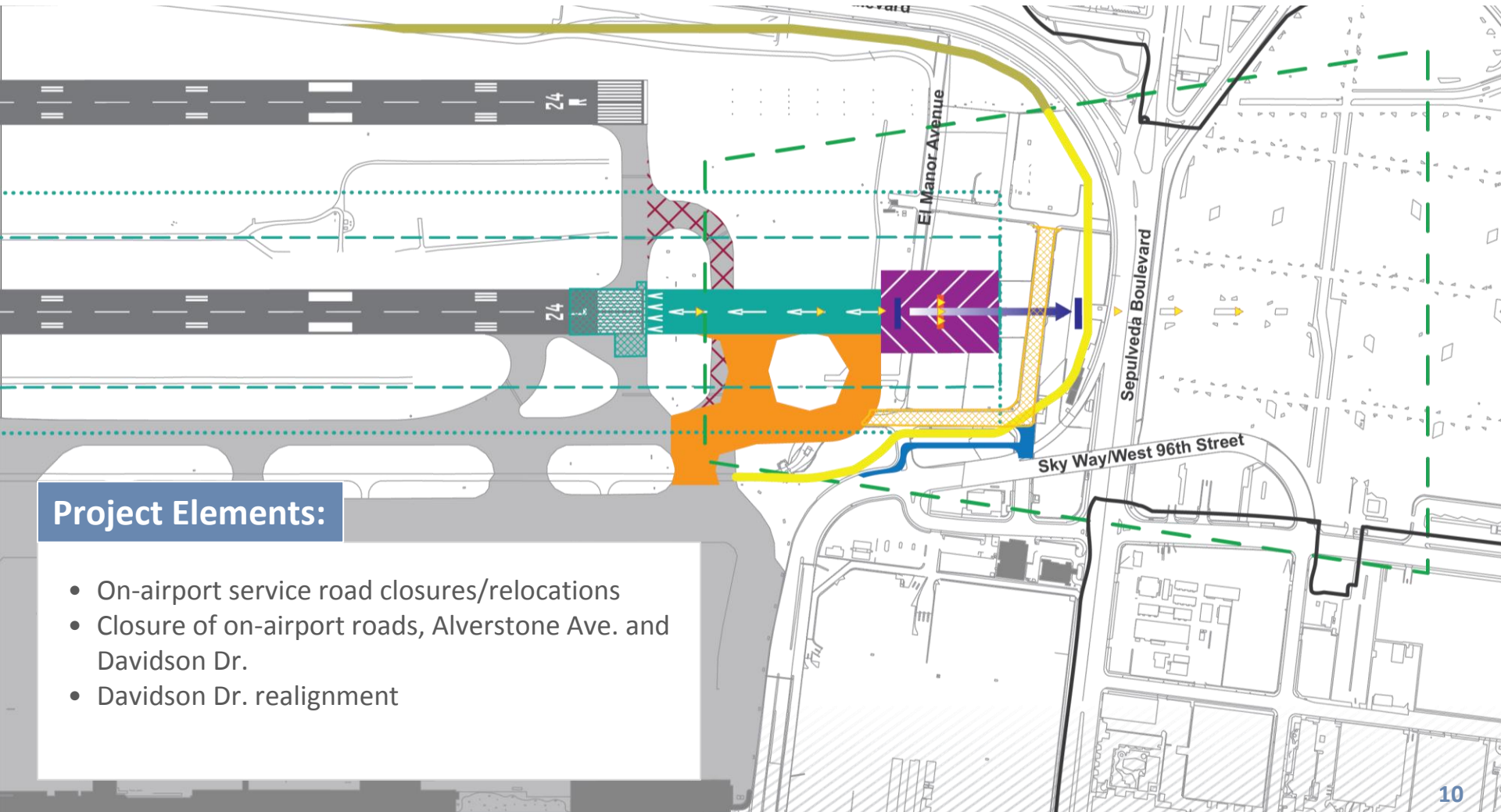
# Proposed Runway 24L Improvements

Currently Being Analyzed – Expected Construction 1st half of 2016



# Proposed Runway 24L Improvements

Currently Being Analyzed – Expected Construction 1st half of 2016

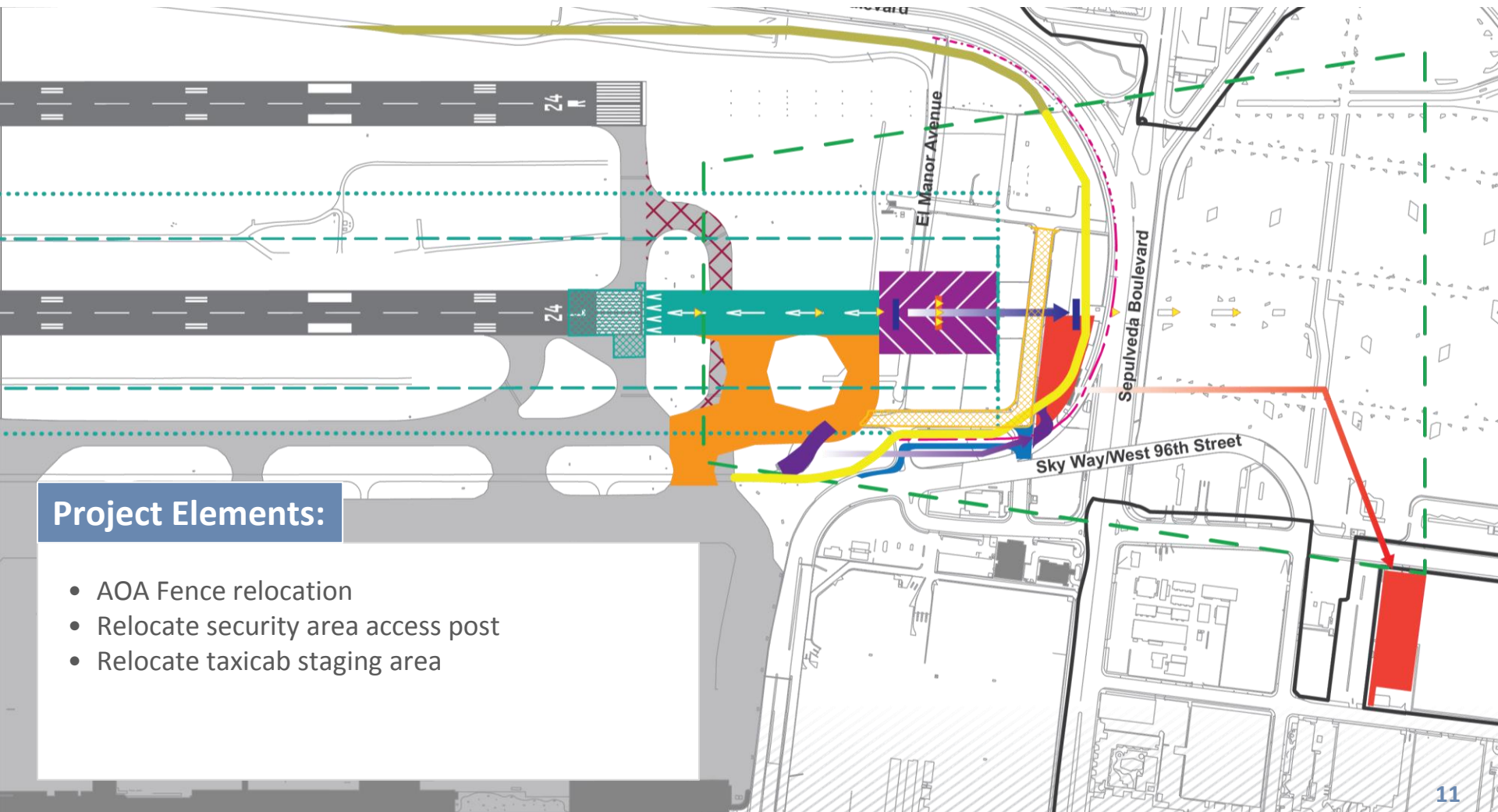


## Project Elements:

- On-airport service road closures/relocations
- Closure of on-airport roads, Alverstone Ave. and Davidson Dr.
- Davidson Dr. realignment

# Proposed Runway 24L Improvements

Currently Being Analyzed – Expected Construction 1st half of 2016

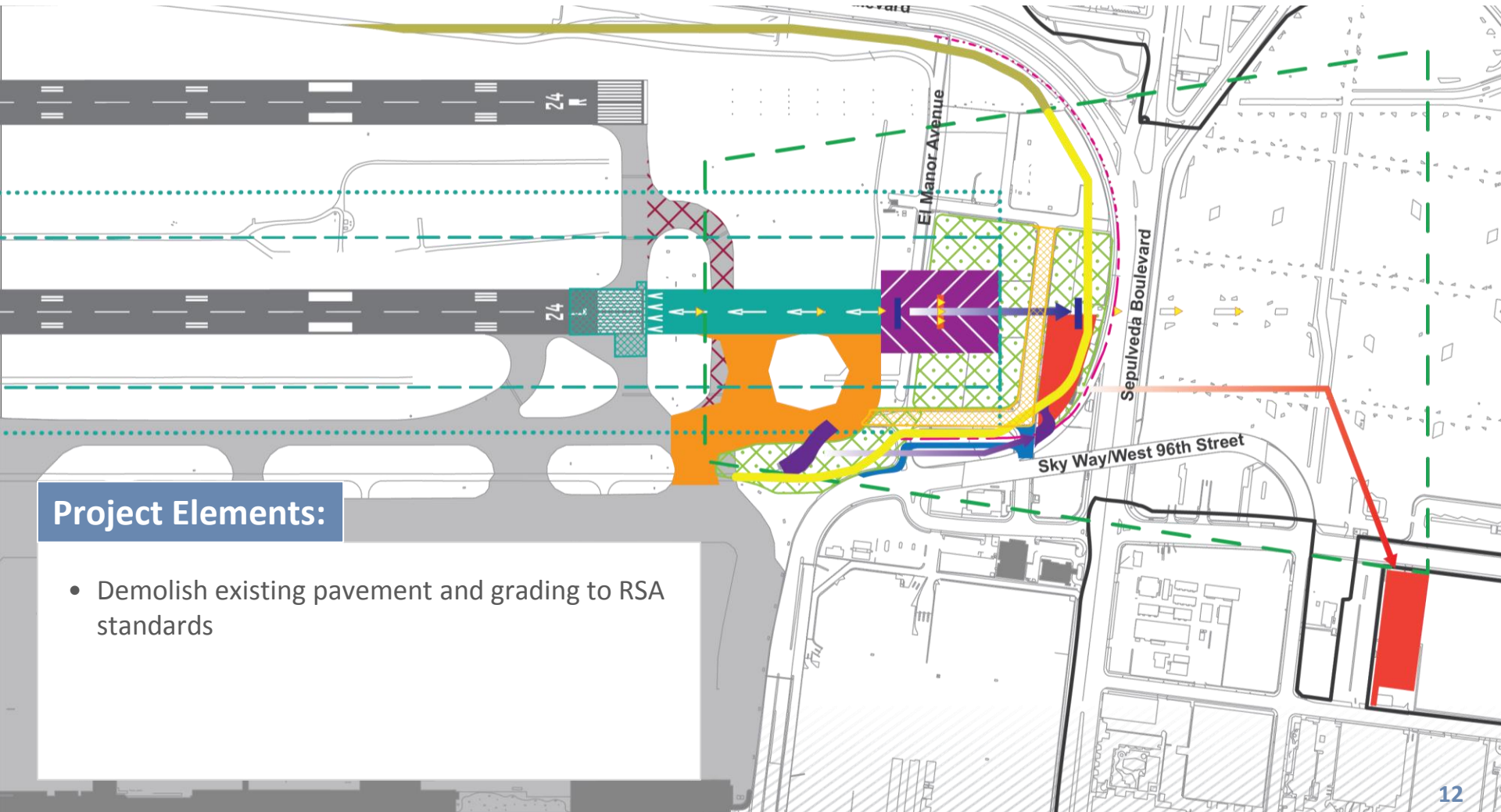


## Project Elements:

- AOA Fence relocation
- Relocate security area access post
- Relocate taxicab staging area

# Proposed Runway 24L Improvements

Currently Being Analyzed – Expected Construction 1st half of 2016

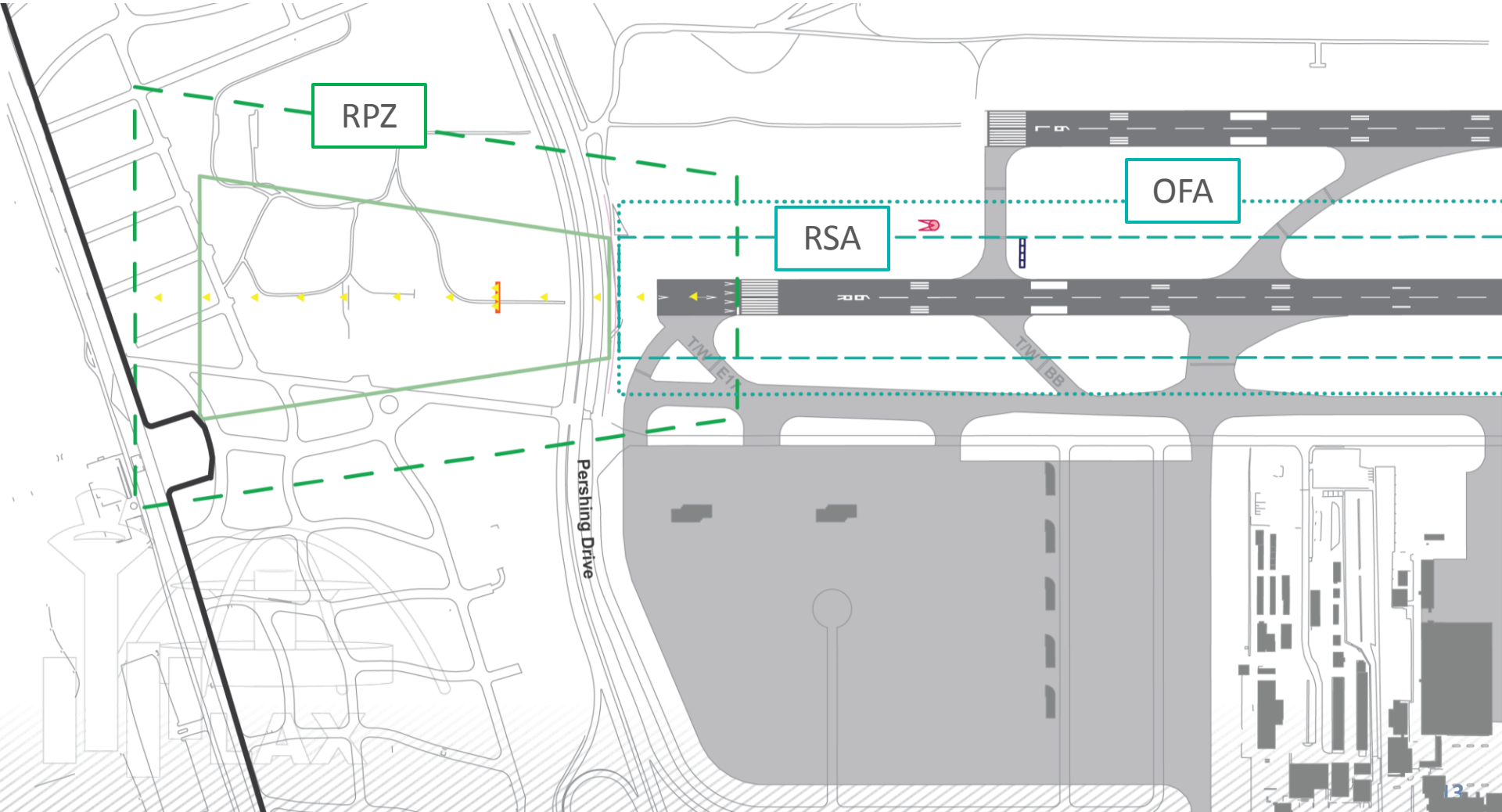


## Project Elements:

- Demolish existing pavement and grading to RSA standards

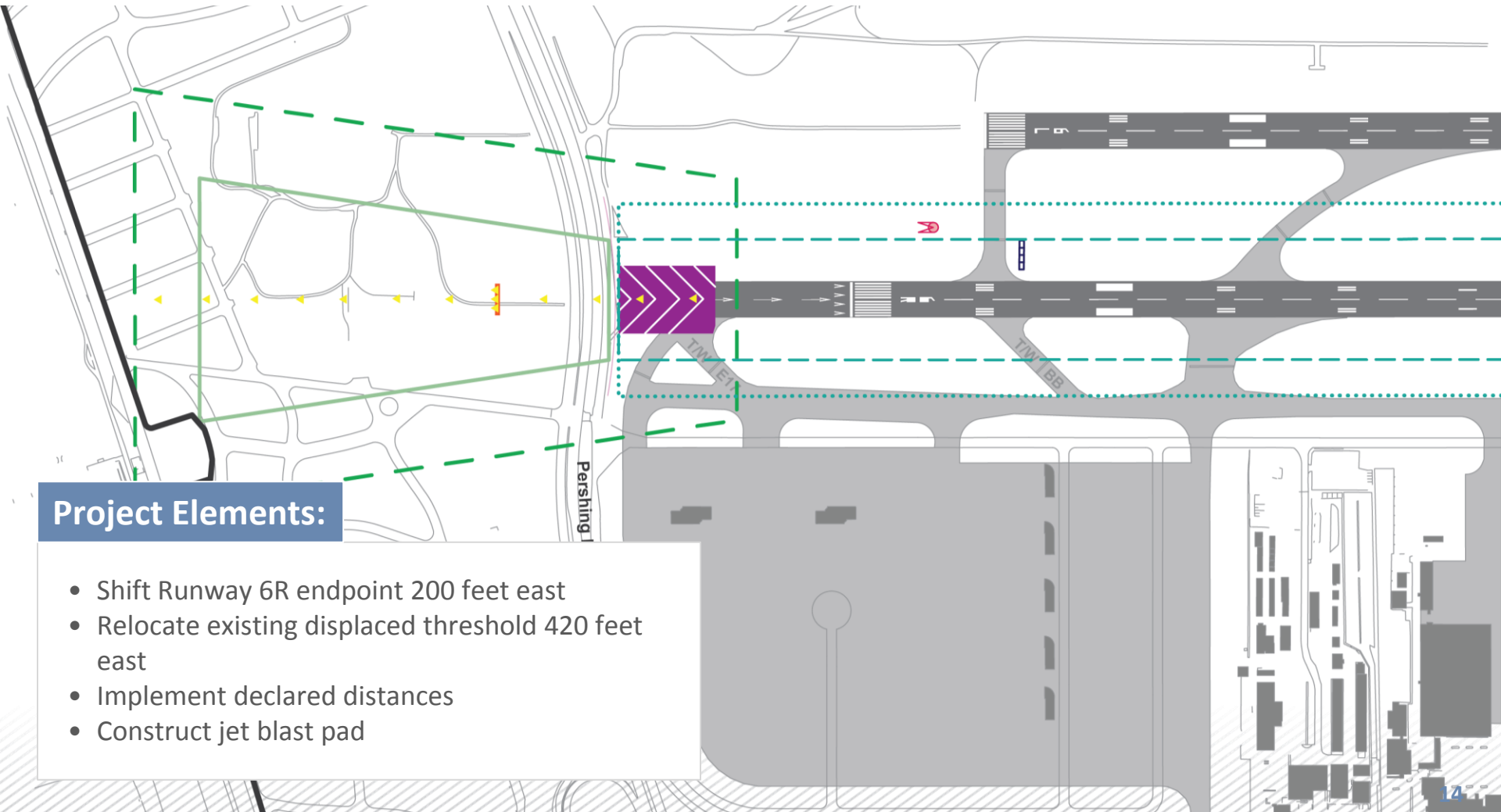
# Runway 6R Existing Conditions

Currently Being Analyzed – Expected Construction 2nd half of 2016



# Proposed Runway 6R Improvements

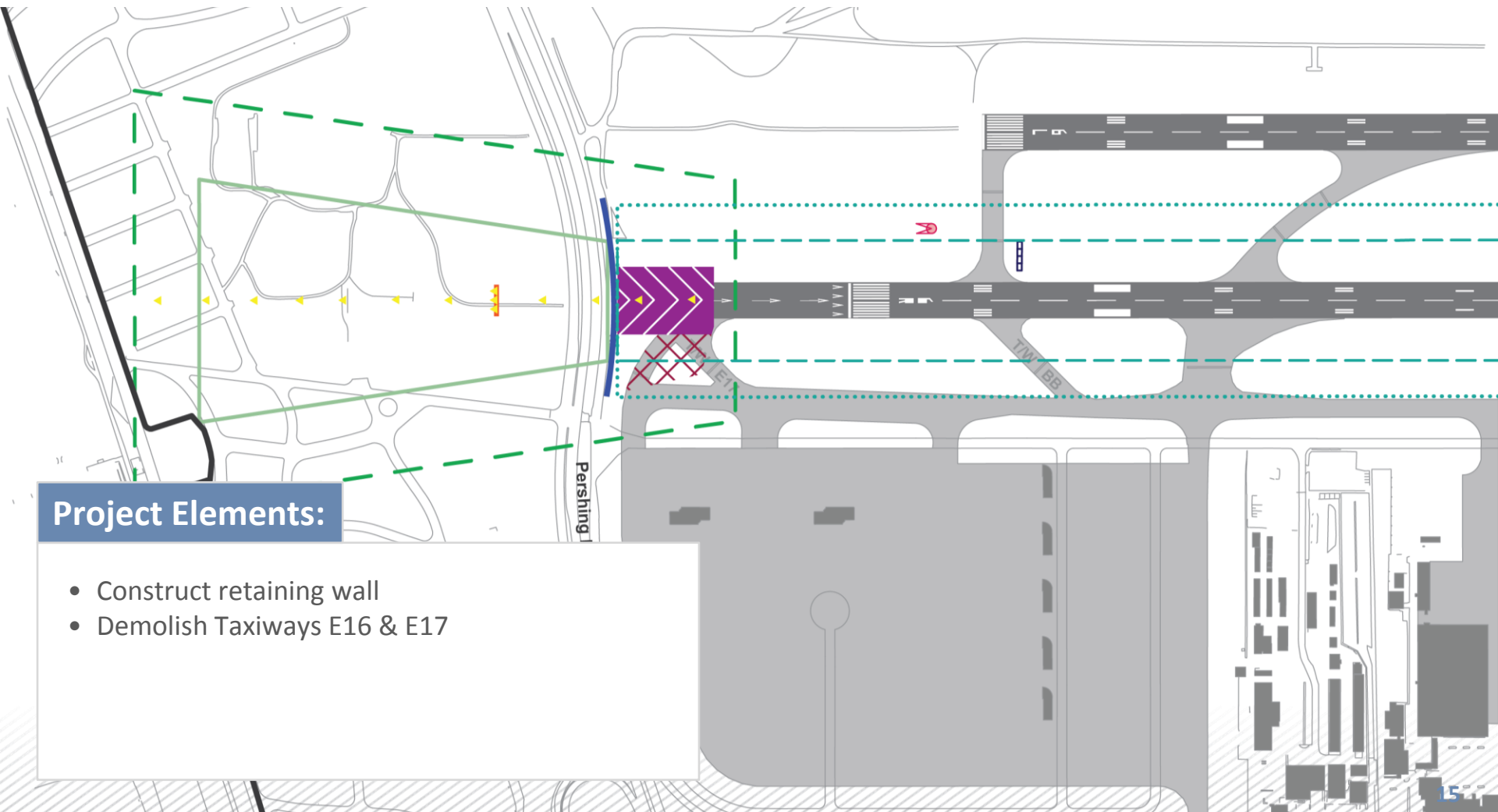
Currently Being Analyzed – Expected Construction 2nd half of 2016





# Proposed Runway 6R Improvements

Currently Being Analyzed – Expected Construction 2nd half of 2016

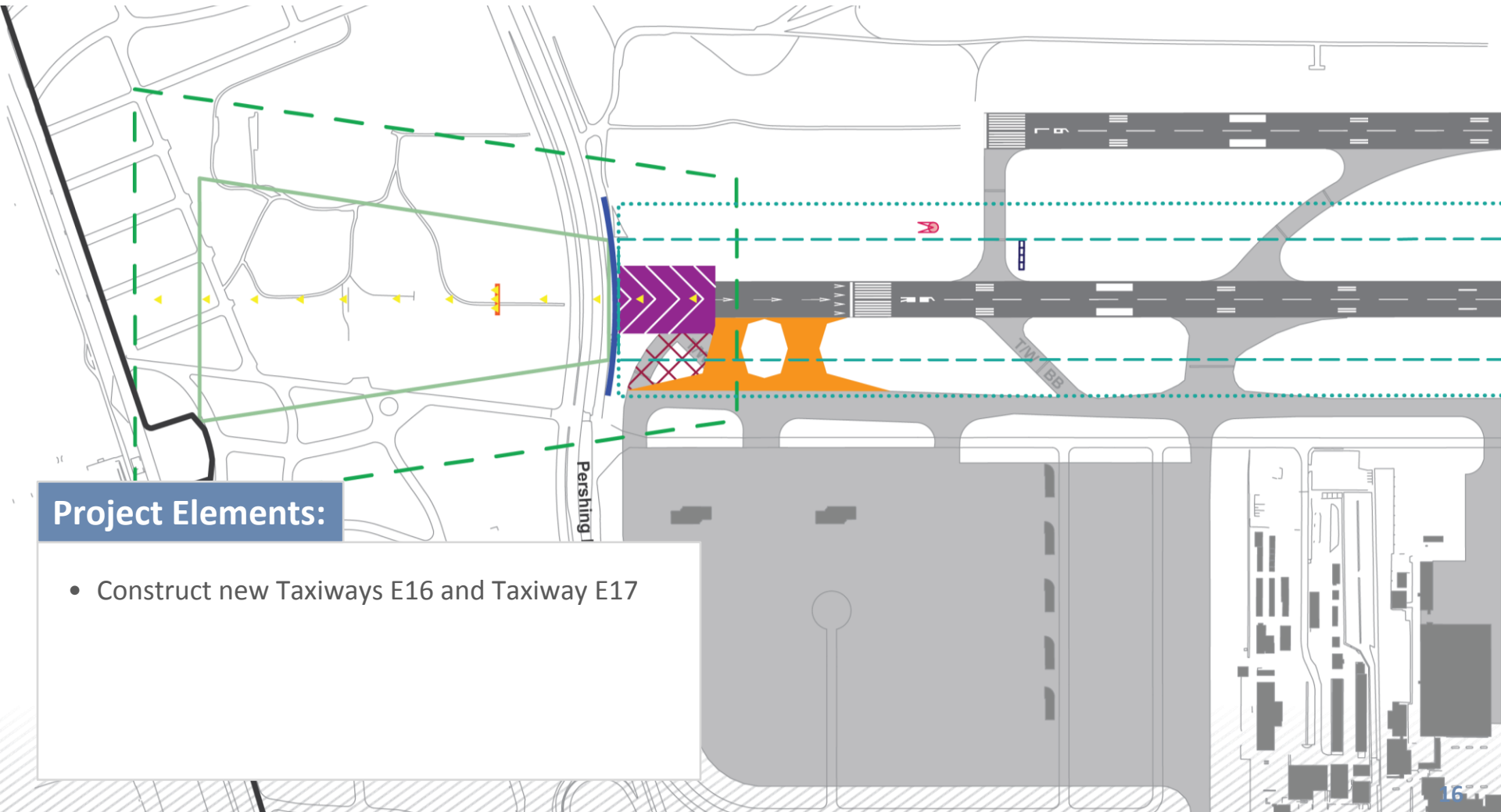


## Project Elements:

- Construct retaining wall
- Demolish Taxiways E16 & E17

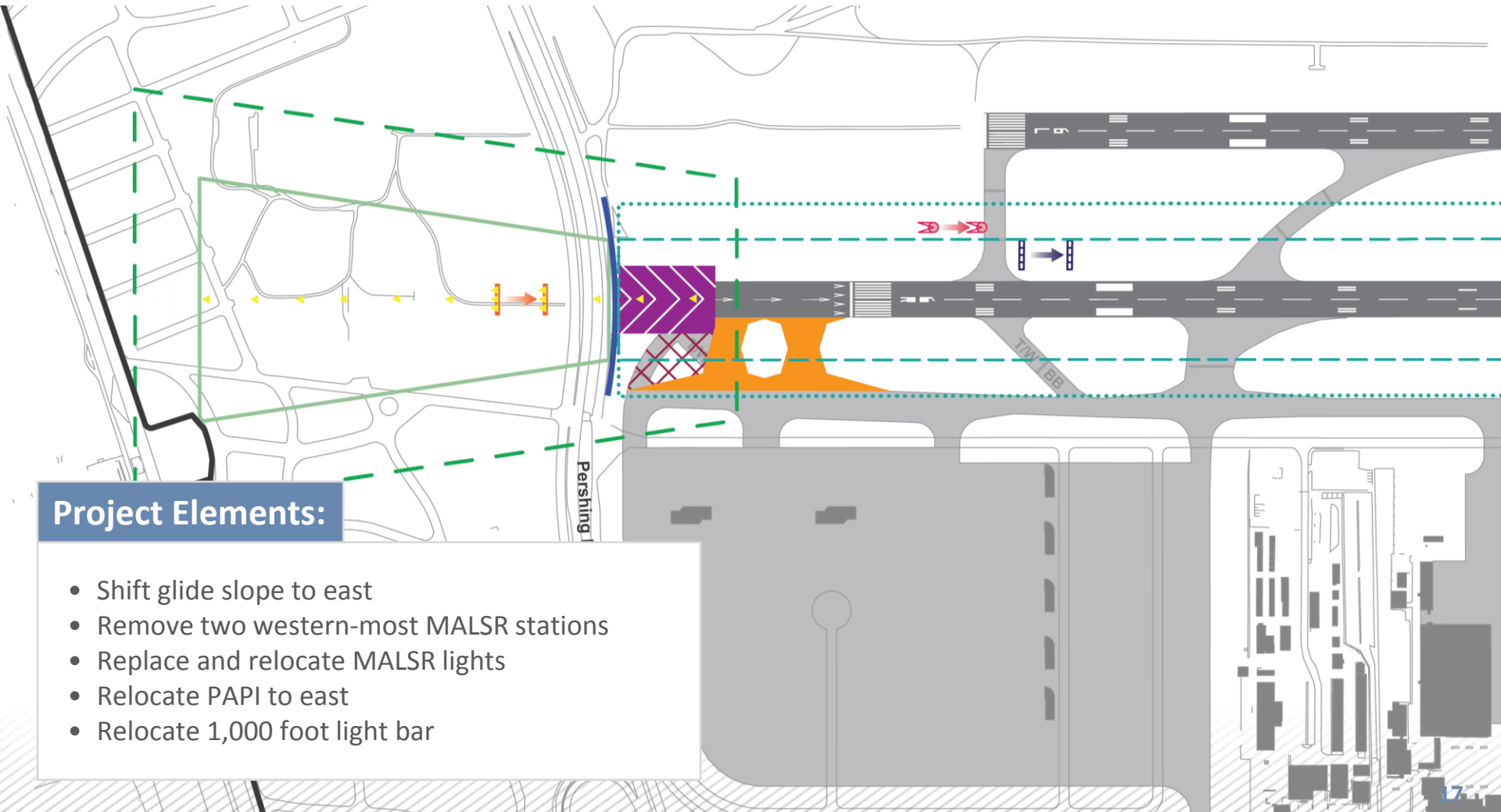
# Proposed Runway 6R Improvements

Currently Being Analyzed – Expected Construction 2nd half of 2016

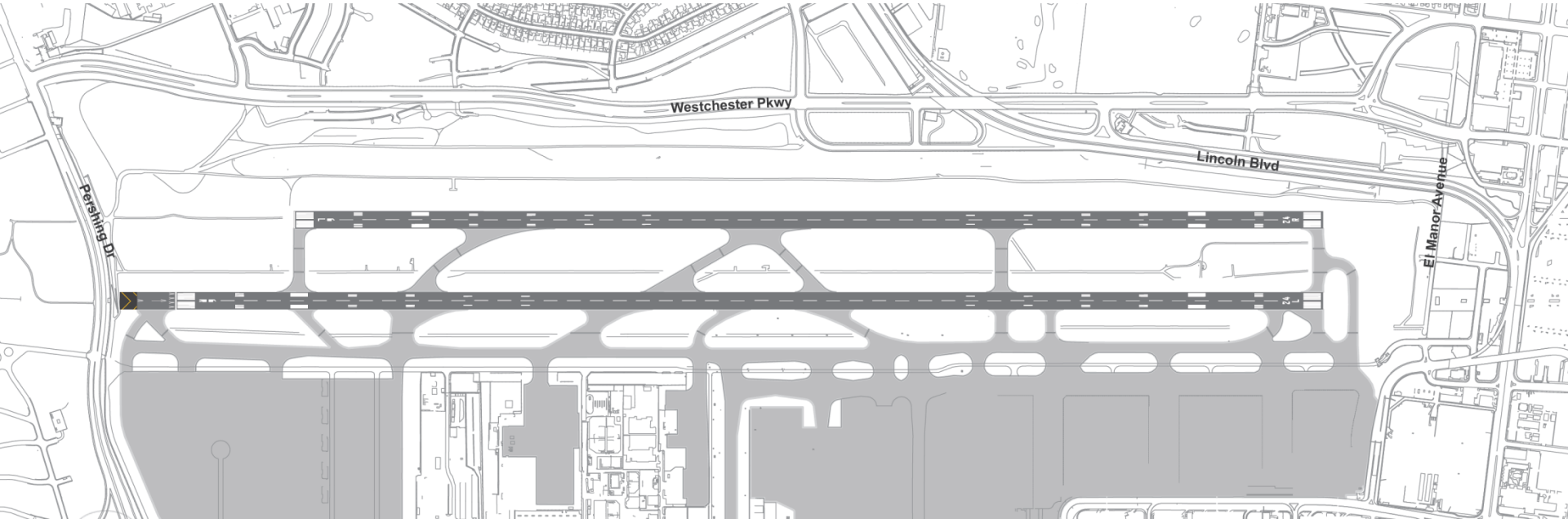


# Proposed Runway 6R Improvements

Currently Being Analyzed – Expected Construction 2nd half of 2016



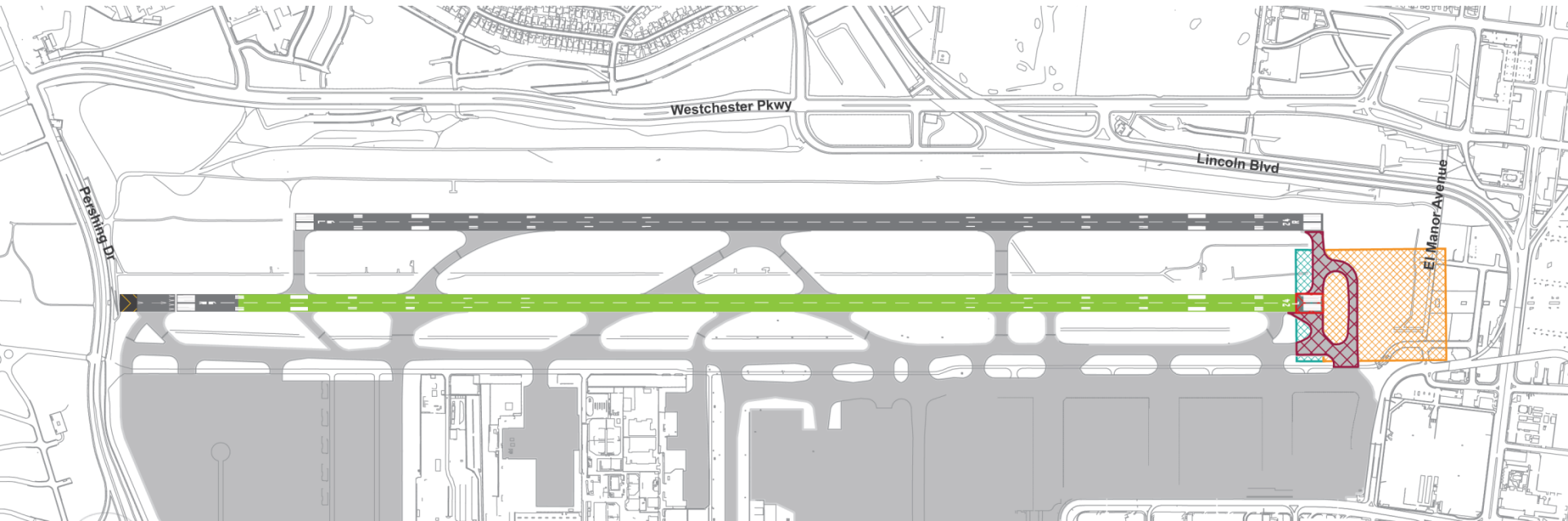
# Declared Distances During Construction



# Declared Distances During Construction

## Phase 1 Construction (Runway 24L Improvements)

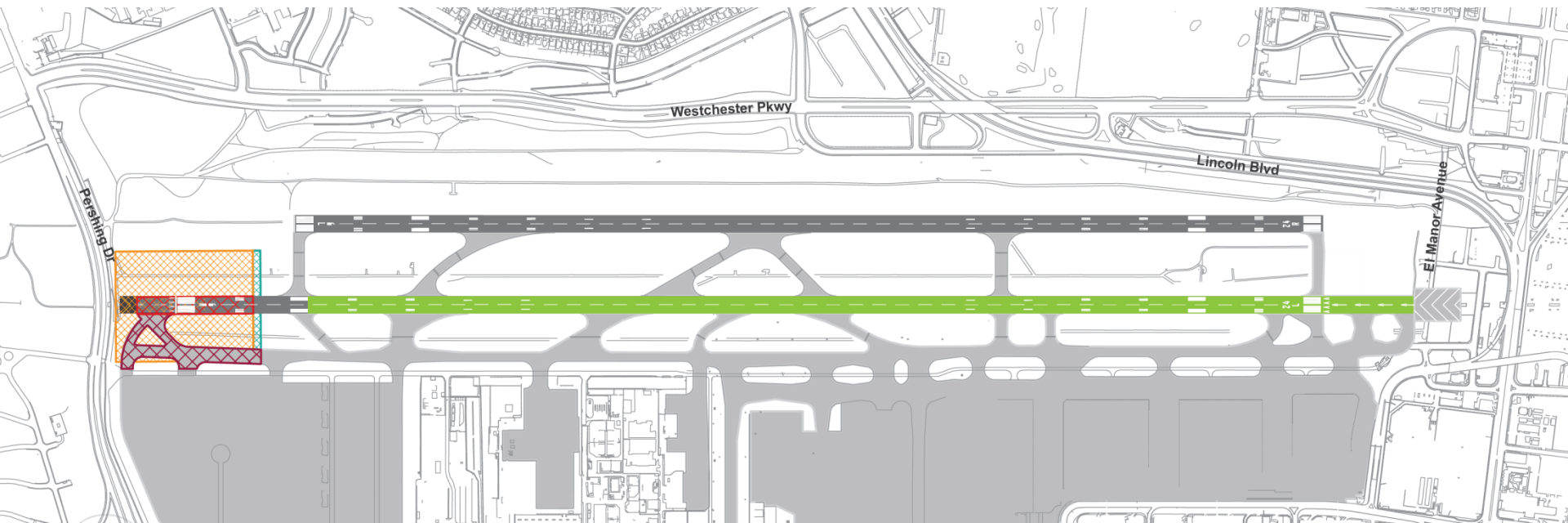
1,285-foot reduction in runway length for departures on Runway 24L



# Declared Distances During Construction

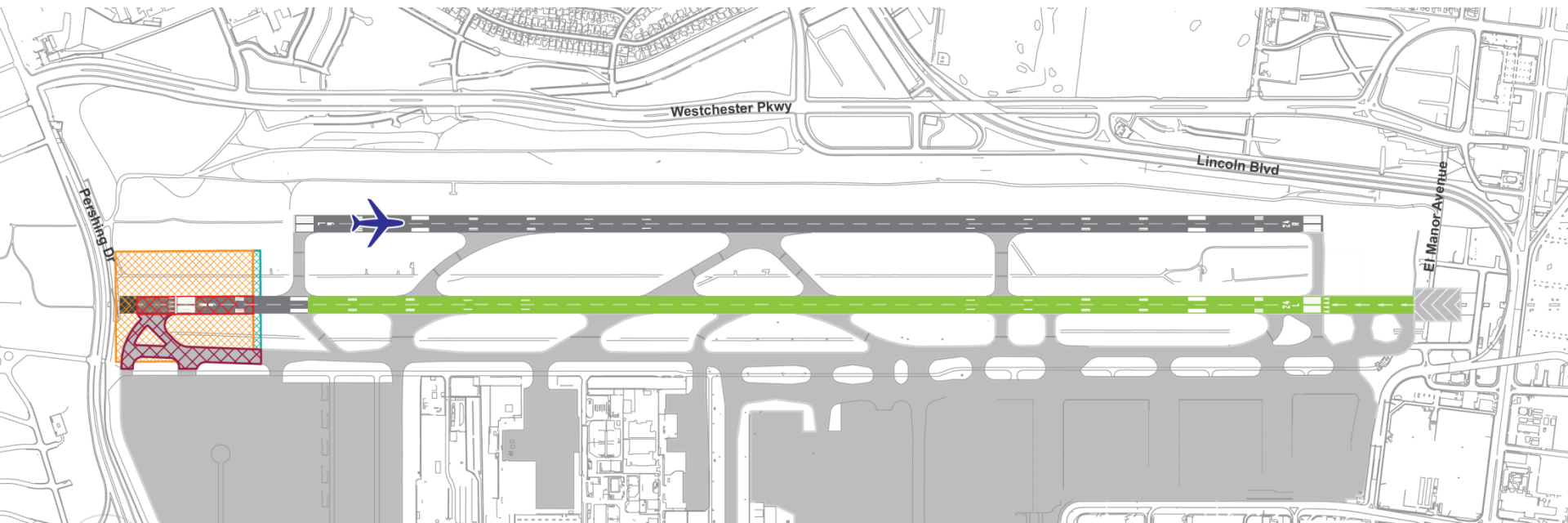
## Phase 2 Construction (Runway 6R Improvements)

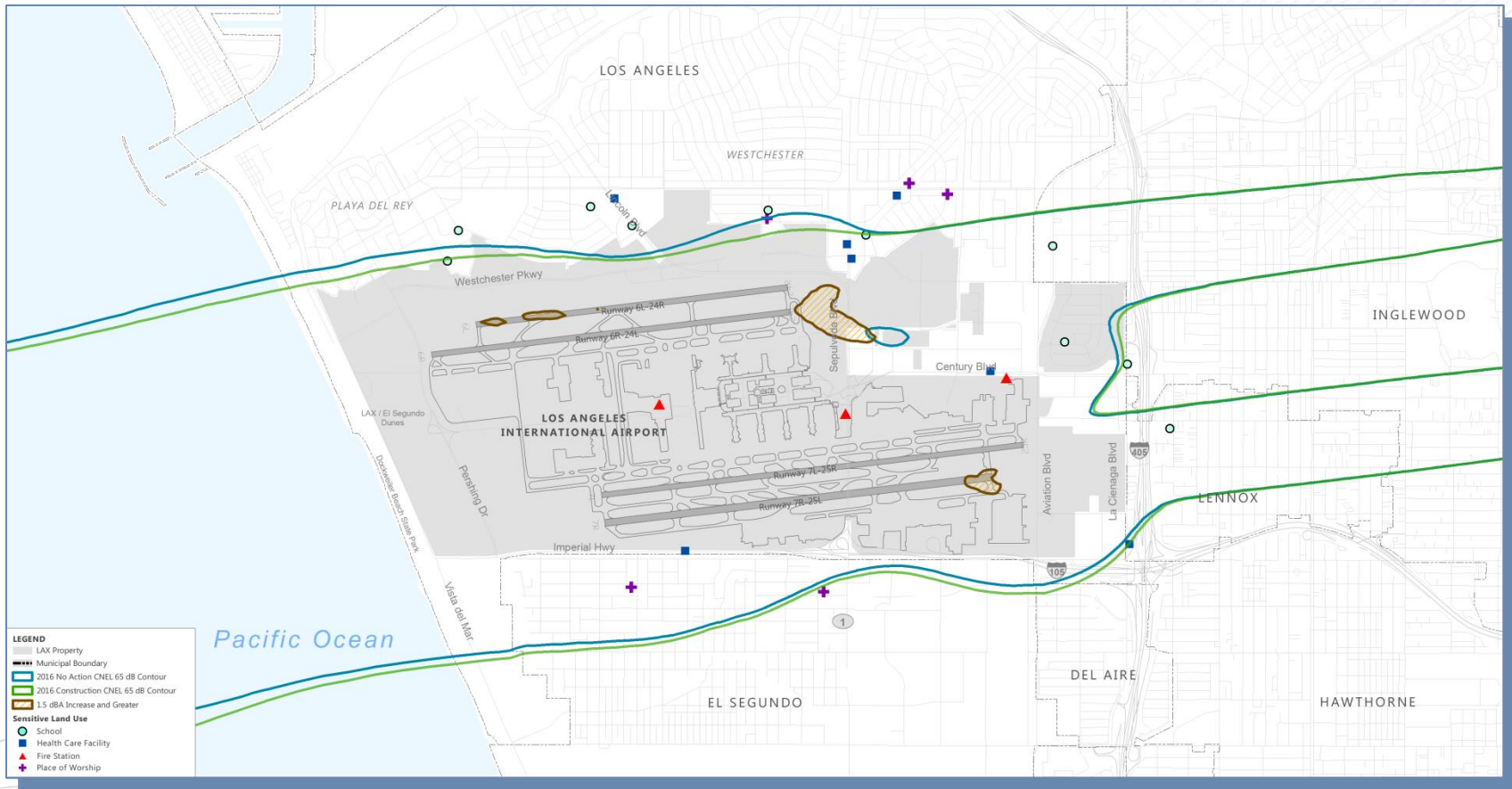
1,085-foot reduction in runway length for departures on Runway 24L



# Declared Distances During Construction

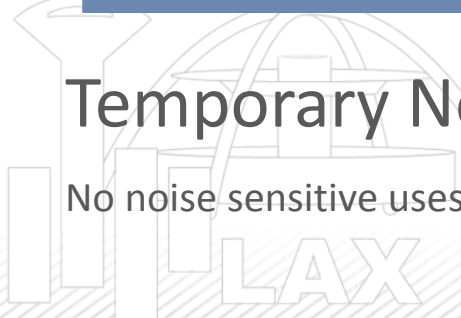
Over ocean nighttime arrivals during Phase 2 will be shifted to Runway 6L due to nav aids being offline



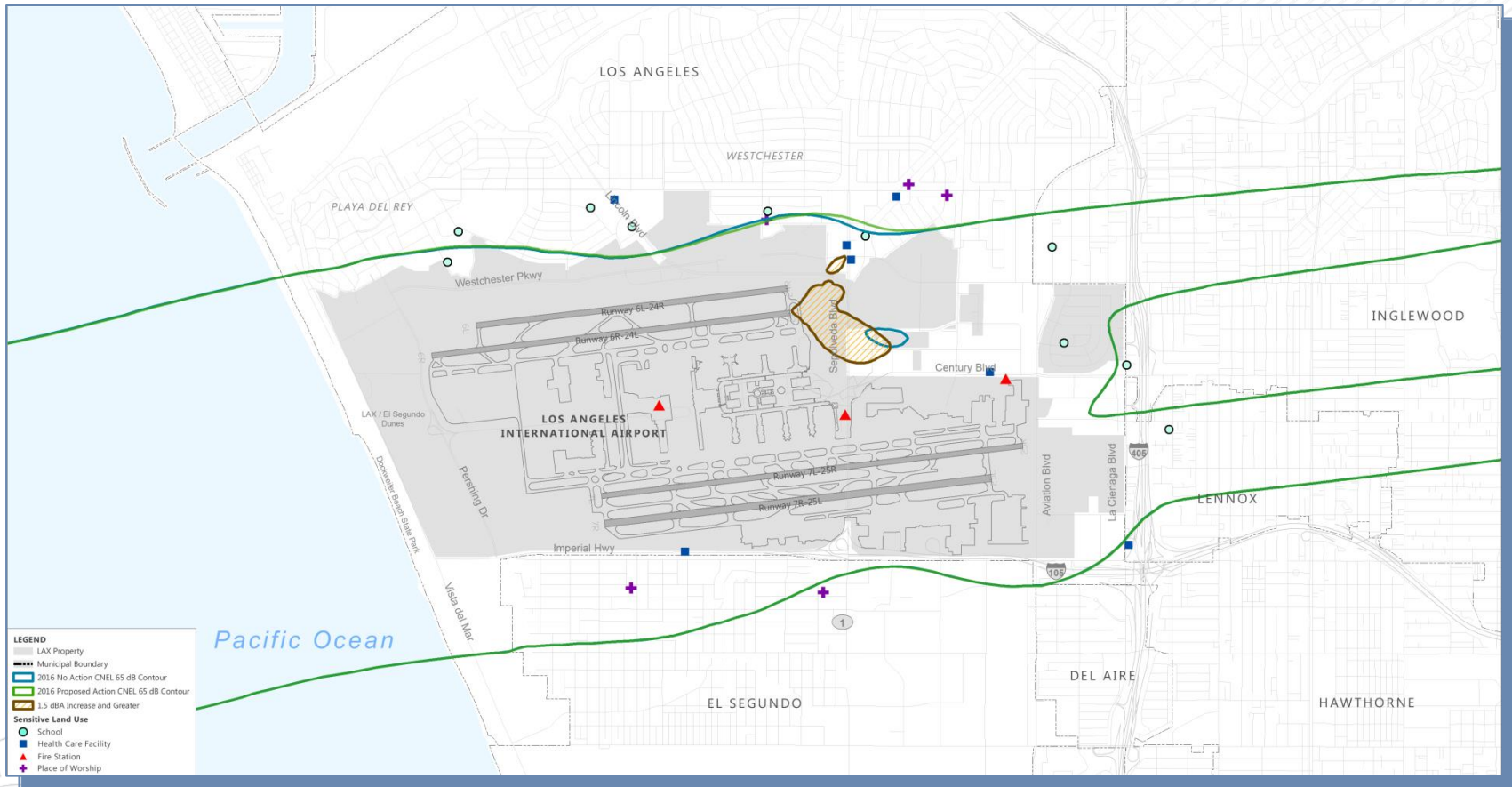


# Temporary Noise Effects (During Construction)

No noise sensitive uses would experience an increase of 1.5 dB CNEL or above

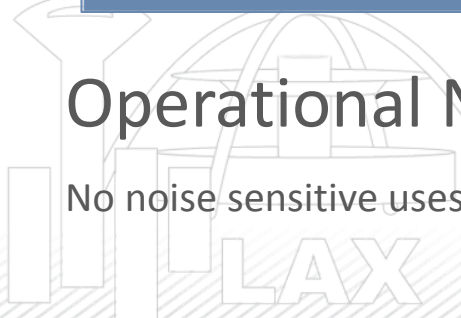


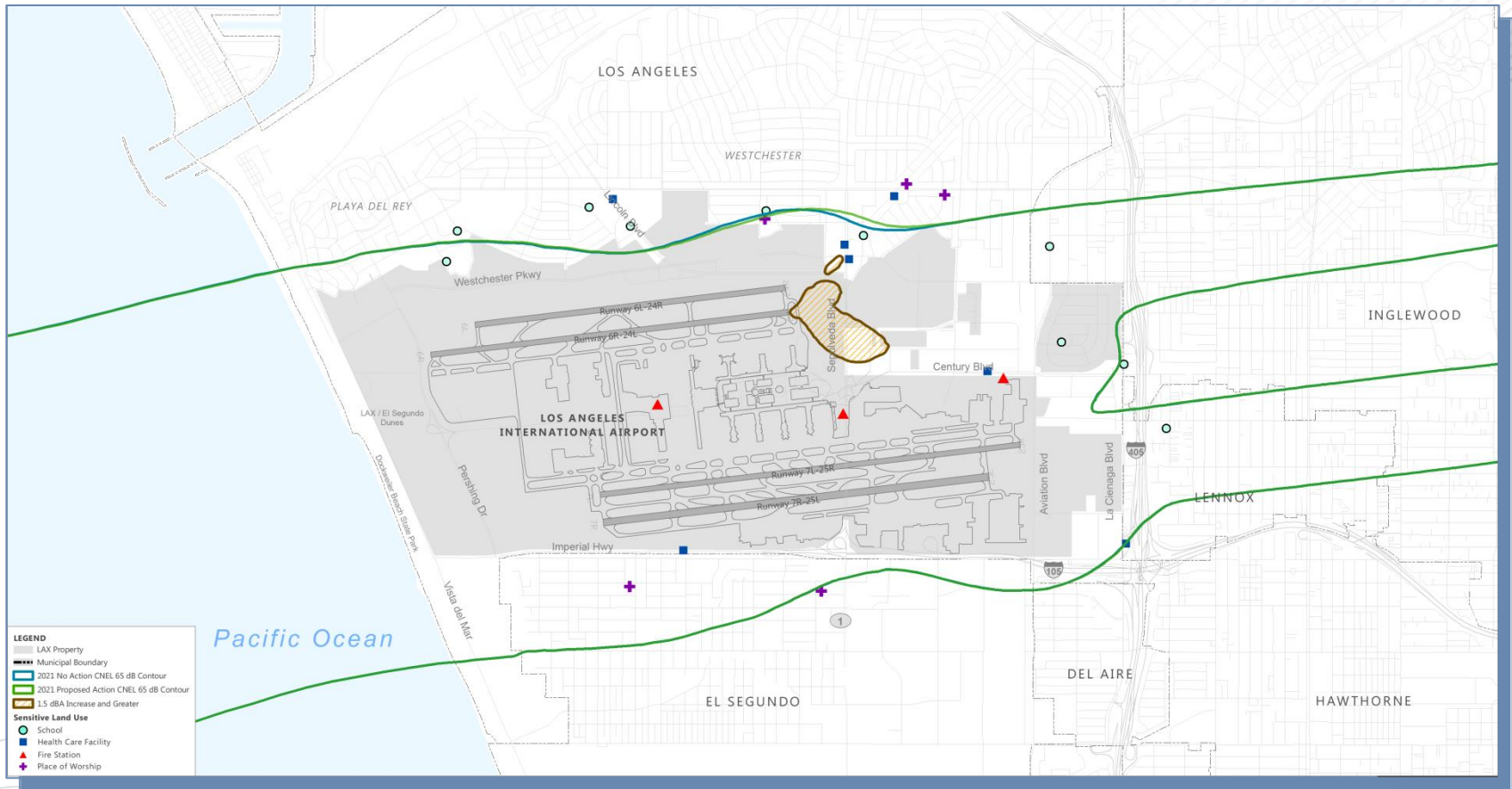




# Operational Noise Effects -2016 (After Implementation)

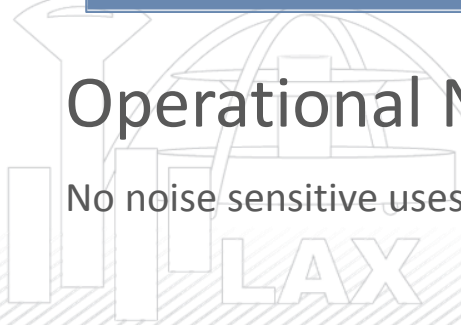
No noise sensitive uses would experience an increase of 1.5 dB CNEL or above





# Operational Noise Effects - 2021

No noise sensitive uses would experience an increase of 1.5 dB CNEL or above



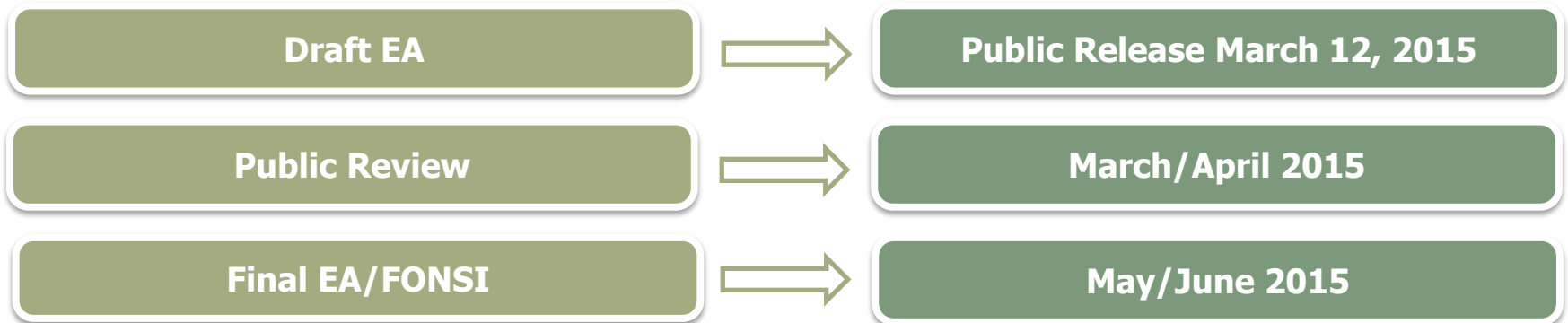
# Other Environmental Effects

- No significant air quality effects
- Coastal Zone
  - Two westernmost MALSR stations will be removed
  - Lights will be replaced and relocated to existing station locations

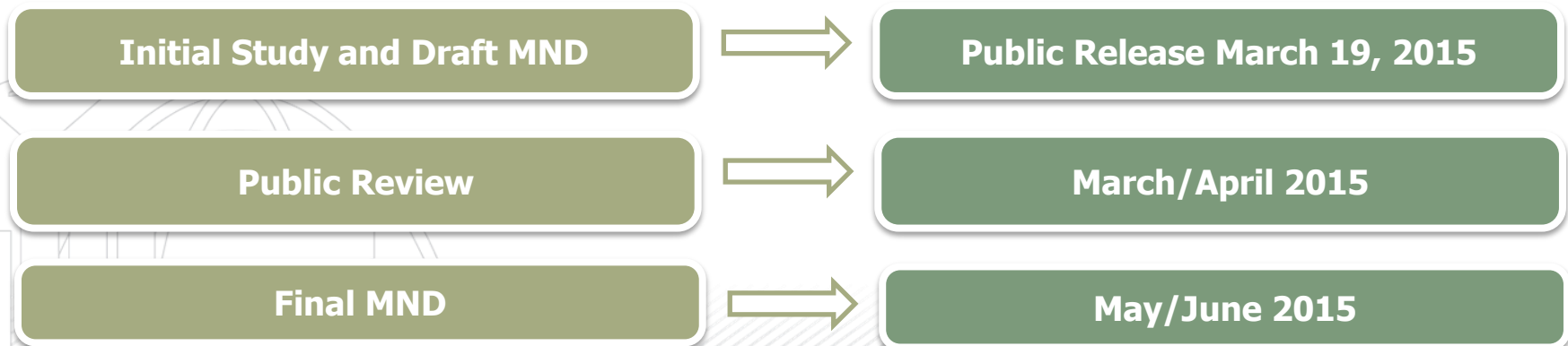


# Project Schedule - Milestones

## NEPA



## CEQA



# Comments

Comments can be handwritten on comment forms and submitted at this Public Meeting

Comments can also be mailed to:

Los Angeles World Airports  
Capital Programming and Planning  
Land Use and Entitlement Section  
Attention: Evelyn Quintanilla  
One World Way, Suite 218  
P.O. Box 92216  
Los Angeles, CA 90045

To submit comments online, visit <http://www.ourLAX.org>

**COMMENTS MUST BE RECEIVED BY  
5:00 pm Friday, April 24, 2015**





BEFORE THE LOS ANGELES INTERNATIONAL AIRPORT  
RUNWAY 6R-24L RSA IMPROVEMENTS PROJECT TEAM

Public Hearing in the Matter of: )  
)  
DRAFT ENVIRONMENTAL ASSESSMENT FOR )  
RUNWAY 6R-24L RUNWAY SAFETY AREA )  
IMPROVEMENTS AT LOS ANGELES )  
INTERNATIONAL AIRPORT )  
\_\_\_\_\_)

TRANSCRIPT OF PROCEEDINGS

Los Angeles, California

Tuesday, April 14, 2015

Reported by:

MARCENA M. MUNGUIA,  
CSR No. 10420

Job No. :  
4869CAT

BEFORE THE LOS ANGELES INTERNATIONAL AIRPORT  
RUNWAY 6R-24L RSA IMPROVEMENTS PROJECT TEAM

Public Hearing in the Matter of: )  
 )  
DRAFT ENVIRONMENTAL ASSESSMENT FOR )  
RUNWAY 6R-24L RUNWAY SAFETY AREA )  
IMPROVEMENTS AT LOS ANGELES )  
INTERNATIONAL AIRPORT )  
\_\_\_\_\_ )

TRANSCRIPT OF PROCEEDINGS, taken at

Flight Path Museum, 6661 West Imperial Highway,  
Los Angeles, California, commencing at 6:00 p.m.  
on Tuesday, April 14, 2015, heard before the  
Airport Runway 6R-24L RSA Improvements Project  
Team, reported by MARCENA M. MUNGUIA,  
CSR No. 10420, a Certified Shorthand Reporter  
in and for the State of California.



1 APPEARANCES:

2 Project Presenter: STEPHEN CULBERSON  
3 Director  
4 Ricondo & Associates, Inc.

5 Hearing Officer: EVELYN Y. Quintanilla  
6 Chief of Airport Planning I  
7 Los Angeles World Airports

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I N D E X

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2	PUBLIC SPEAKERS:	PAGE
3	Michael Parris	8
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1 Los Angeles, California, Tuesday, April 14, 2015

2 6:00 p.m.

3  
4  
5 MR. CULBERSON: Okay. So I just want to go over a  
6 few rules for the public hearing before Evelyn opens the  
7 hearing.

8 In addition to the public hearing, Los Angeles  
9 World Airports is also holding a public workshop. The  
10 public workshop is located to the left side of this room  
11 and has display boards with LAWA and consultant staff  
12 available to answer your questions you may have  
13 concerning the proposed project, alternatives considered,  
14 and potential environmental impacts.

15 Please note that any questions you pose to the  
16 staff in the public workshop will not become part of the  
17 public record for this public hearing.

18 Today's hearing is scheduled to conclude at  
19 7:00 p.m. Comments regarding the Draft Environmental  
20 Assessment can be made in one of four ways. One way is  
21 by making a public statement at the microphone during the  
22 hearing. A second way that comments will be accepted is  
23 by depositing written comments in the comment box located  
24 at the front desk. Written comments can either be  
25 provided on the written comment form provided at the

1 sign-in table or on other paper you provide. Written  
2 comments can also be mailed to Los Angeles World Airports  
3 at the address printed at the bottom of the written  
4 comment form. Finally, written comments can be submitted  
5 online on the project website, [www.ourLAX.org](http://www.ourLAX.org).

6 All comments, no matter how they are provided,  
7 will be treated equally by Los Angeles World Airports.  
8 Written comments will be accepted until 5:00 p.m. on  
9 April 24th, 2015.

10 If you wish to make a public statement during  
11 this hearing, please fill out one of the speaker  
12 registration cards located at the sign-in table and give  
13 it to the assistant at the sign-in table. Speakers will  
14 be called in the order the cards are received. When your  
15 name is called, please come to the microphone, state and  
16 spell your name for the court reporter, and then proceed  
17 with your comments.

18 Please note that no questions concerning the  
19 project will be accepted or answered by the hearing  
20 officer. If you have a question regarding the Draft  
21 Environmental Assessment, please see one of the staff  
22 members in the public workshop area.

23 In the interest of providing all speakers the  
24 opportunity to speak on record, please limit your  
25 comments today to three minutes. If time permits,

1 speakers will be provided additional opportunity to speak  
2 after everyone desiring to speak has spoken. While you  
3 are limited to the length of your oral comments here,  
4 there is no size limit to written comments.

5 All comments made at the microphone will be  
6 recorded by a certified court reporter and, along with  
7 any written comments received, will be made part of the  
8 Environmental Assessment record. This record will be  
9 incorporated into the Environmental Assessment and  
10 submitted to the Federal Aviation Administration. If you  
11 are reading from prepared remarks, the court reporter  
12 would appreciate a copy of your comments.

13 Evelyn Quintanilla is the hearing officer and  
14 she will now open the hearing.

15 MS. QUINTANILLA: Good evening. Thank you all for  
16 coming. The public hearing for the Draft Environmental  
17 Assessment for Runway 6 Right-24 Left Runway Safety Area  
18 Improvements of Los Angeles International Airport has now  
19 begun. The time is 6:20.

20 My name is Evelyn Quintanilla and I am the  
21 hearing officer for today's public hearing on the Draft  
22 Environmental Assessment for Los Angeles Airport. My  
23 role is to ensure that this hearing is conducted in an  
24 orderly manner which maximizes the public's opportunity  
25 to comment on the Draft Environmental Assessment.

1           The purpose of today's hearing is to receive  
2 public comments on the Draft Environmental Assessment in  
3 accordance with the National Environmental Policy Act and  
4 Federal Aviation Administration policies and procedures.

5           Mr. Culberson, as you just heard, just gave us  
6 the presentation and I will be calling speakers.

7           So far we have one speaker. When I call your  
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12 comment, please make sure that you fill out a speaker  
13 card form in the front.

14           So we'll call the first speaker. It is Michael  
15 Parris.

16           MR. PARRIS: I need more than three minutes. He  
17 talked a half hour, you know.

18           I've been a resident at 9608 Aviation Boulevard  
19 since 1958. I raised my family there. I sent them to  
20 school there. It's bounded by La Cienega, Aviation,  
21 Arbor Vitae and Century.

22           They have devastated our area all the way down  
23 from where we are, the airport, all the way down to  
24 El Segundo. Now they're going to finish the job and do  
25 the more affluent areas of Ladera Heights, Playa del Rey,

1 Kentwood, Westborough Heights. And the conclusion to  
2 that was we sued the airport and we won, and very few  
3 people know about it. They never put it in the paper or  
4 anything, actually.

5           It went from seven years and we filed -- our  
6 lawyer filed an appeal because the offer was too low and  
7 the whole problem was the noise factor and they said,  
8 Well, from now on, we'll fly over the ocean. We'll start  
9 on the ocean and fly over the ocean and come in from the  
10 ocean. And everything's been beautiful for quite a few  
11 years.

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13 factor, the FAA and the GAA and all these AA jobs. I  
14 mean, let's face it. I think what the people should do  
15 is get another lawyer like we had before and sue the  
16 airport again and show them that we live here. We don't  
17 care about two or three people's safety. If they think  
18 it's such a good deal, put it in their area, just like  
19 Santa Monica's fighting this thing down to the bone now,  
20 actually.

21           I think that the people are out of line. I  
22 think you made a deal to fly over the ocean, come in out  
23 over the ocean. Everything's been fine. All of a  
24 sudden, now you've got to increase the east runways.  
25 Actually, that allows bigger jets to fly in. And

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2 thought it was that way to begin with now, but now we  
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6 good lawyer and fight the City as much as they can. I'll  
7 put up a few bucks. I don't know if the rest want to do  
8 it, actually, and tell them that we're sick and tired of  
9 this pushing and shoving. And if you think it's so good,  
10 put it in your area.

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12           MS. QUINTANILLA: Thank you.

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20 not, we'll be in recess until another speaker comes  
21 forward. Thank you.

22           (Recess)

23           MS. QUINTANILLA: We have one more speaker,  
24 Mr. Michael Parris.

25           MR. PARRIS: I'd like to reiterate, actually, the



1 frustration that I felt over the years, actually,  
2 listening to all this hogwash all the time about my  
3 safety and this and that. And what the FAA said, I could  
4 give a damn, less, what they say, actually.

5 I am a World War II combat veteran. I served my  
6 country. I pay taxes, actually, and now all of a sudden  
7 we came to an agreement in the lawsuit to fly over the  
8 ocean and now all of a sudden, what are you doing? Now  
9 you want to increase the east runway. I've been hearing  
10 planes for three weeks now that I haven't heard for  
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13 tune and I could care less about it. I figure we have  
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23 together. I'm surprised there isn't more people here --  
24 they're afraid to speak up -- there's more people here,  
25 but I tell you one thing. They'll learn their lesson

1 before it's all said and done. They'll wish they would  
2 have come up here and said a few words.

3 MS. QUINTANILLA: Thank you, Mr. Parris.

4 If there are no other speakers, we'll take  
5 another break.

6 (Recess)

7 MS. QUINTANILLA: It is now 7:00 p.m.

8 Written comments can either be deposited in one  
9 of the comment boxes located in this room, mailed to  
10 Los Angeles World Airports at the address printed at the  
11 bottom of the written comment form, or submitted online  
12 on the project website at [www.ourLAX.org](http://www.ourLAX.org) by 5:00 p.m. on  
13 April 24th, 2015. Thank you for attending tonight. This  
14 concludes the public hearing for the Draft Environmental  
15 Assessment for Los Angeles International Airport.

16 (Proceedings concluded at 7:00 p.m.)

17

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## Appendix H.4

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RESPONSE TO COMMENTS



# Comments Received on the Draft EA

The Draft EA was available for review by the general public, government agencies, and interested parties for a period of 43 days. The Notice of Availability (NOA) of the Draft EA for review was published on March 12, 2015.

Two (2) written comment letters were received on the Draft EA during the public review period. In addition, a combined public information workshop and public hearing was held to present the results of the environmental studies, and to receive comments on the Draft EA from the public and government agencies. One member of the public provided verbal comments during the public hearing.

Comment and responses are presented below.

Comment Letter #1								
Page 1 of 1								
508	Edward G Keating	<a href="mailto:edward.g.keating@stanfordalumni.org">edward.g.keating@stanfordalumni.org</a>	8707 Falmouth Avenue	Playa del Rey	CA 90293	Runway 6R-24L RSA (NEPA)	As both a neighbor and user of Los Angeles International Airport, I would like to emphasize the pre-eminent importance of the safety of airport operations. In that vein, it surprises me that the draft environmental assessment for the Runway 6R-24L RSA makes no allusion, as far as I can tell, to the February 2, 1991 runway incursion crash at LAX between USAir flight 1493 and SkyWest Airlines flight 5569. That crash, as you know, killed 35 individuals, as well as destroying both aircraft. While the direct causes of that accident have, fortunately, already been addressed, that tragedy reminds us of the importance of runway issues at LAX. It seems to me, therefore, that a very strong presumption should be made in favor of projects of this sort that will yet-further increase the safety of operations at LAX.	3/16/2015

1-1

## Responses to Comment Letter #1

### Response 1-1

Comment noted. The February 2, 1991 incident was unrelated to runway safety areas (RSAs). As noted in Section 1.1 of the Final EA, LAWA proposes to enhance the RSA at LAX to comply with the requirements of the *Transportation, Treasury, Housing and Urban Development, the Judiciary, the District of Columbia, and Independent Agencies Appropriations Act, 2006* (Public Law 109-115) in November 2005. The Proposed Action would enhance airfield safety and bring Runway 6R-24L into compliance with current FAA RSA standards.

Comment Letter #2  
Page 1 of 4



South Coast  
Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178  
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL AND USPS:  
[EQuintanilla@lawa.org](mailto:EQuintanilla@lawa.org)

April 23, 2015

Ms. Evelyn Y. Quintanilla  
Los Angeles World Airports  
Capital Programming and Planning  
One World Way, Suite 218  
Los Angeles, CA 90045

**Draft Environmental Assessment (Draft EA) and Draft Initial Study/Mitigated Negative Declaration (Draft IS/MND) for the Proposed Los Angeles International Airport (LAX) Runway 6R-24L Runway Safety Area (RSA) Improvements Project**

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final CEQA document.

2-1

In the project description, the Lead Agency proposes to make improvements to Runway 6R-24L at LAX. These improvements are intended to improve safety and to comply with airport design standards as promulgated by the Federal Aviation Administration (FAA). Construction is expected to begin in late 2015 and be completed by the end of 2016.

Project emissions were estimated in the Draft EA/Draft IS/MND using the FAA required Emissions and Dispersion Modeling System (EDMS) to estimate on-airport aircraft emissions. The SCAQMD staff has concerns about the project modeling analysis and permitting requirements for portable equipment operating during construction. The SCAQMD staff recommends that all the modeling be updated to ensure that there are no significant impacts. Further details concerning the modeling based on SCAQMD staff comments and permitting are included in the attachment.

2-2

Please provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the Final NEPA/CEQA document. The SCAQMD staff is available to work with the Lead Agency to address these issues and any other questions that may arise. Please contact Gordon Mize, Air Quality Specialist – CEQA Section, at (909) 396-3302, if you have any questions regarding these comments.

2-3

**Comment Letter #2**

**Page 2 of 4**

2

Ms. Evelyn Y. Quintanilla

April 23, 2015

Sincerely,

*Jillian Wong*

Jillian Wong, Ph.D.  
Program Supervisor  
Planning, Rule Development & Area Sources

Attachment

JW:JC:GM

LAC150313-01 Draft EA

LAC150320-01 Draft IS/MND

Control Numbers

**Comment Letter #2****Page 3 of 4**

Ms. Evelyn Y. Quintanilla

3

April 23, 2015

**Air Quality Analysis - Dispersion Modeling**

1. In the Draft EA/Draft IS/MND, the Lead Agency determined that construction and operational impacts are less than significant. The SCAQMD staff recommends the following comments be incorporated in the air quality modeling, as applicable and that the modeling be updated in order to demonstrate that project air quality impacts are less than significant.
  - a) In the AERMOD modeling, the Lead Agency used meteorological data from LAX as on-site data. In the AERMET file, the Lead Agency used an anemometer height of 38.4 meters, while the ASOS website indicates that the anemometer height for LAX should be 33 feet. Additionally, when processing meteorological data with AERMET for AERMOD applications, EPA suggests that a threshold wind speed of 0.5 m/s be used. SCAQMD staff therefore recommends the Lead Agency revise the AERMET analysis using the correct anemometer height and threshold wind speed.
  - b) In the AERMOD modeling, the Lead Agency only included fenceline receptors along the project property boundary and did not include a receptor grid. In order to ensure that the maximum impacts from the project have been identified, SCAQMD staff recommends the Lead Agency include a receptor grid of no more than 100 meters spacing, extended out from the fenceline to a distance that demonstrates that the project's maximum impacts are accurately captured.
  - c) The Lead Agency used EDMS to assign elevations of the sources and receptors in the AERMOD dispersion modeling. While it is acceptable to use EDMS to assign the elevations of the various airport sources (such as take-off and landing of aircraft), SCAQMD staff recommends that the Lead Agency use AERMAP to assign the elevations of the receptors used in the AERMOD modeling.
  - d) In the AERMOD input files, a custom coordinate system was used due to limitations in EDMS. The coordinates are in the UTM system but the Y-coordinate had 3,000,000 meters subtracted from it. In order to ensure that the elevations for each receptor are assigned correctly, SCAQMD staff recommends that for AERMOD modeling, the Lead Agency convert all UTM coordinates back by adding 3,000,000 meters to the Y-coordinate and run AERMAP to assign the elevations.
  - e) In the AERMOD input file, an hourly emission file was used with the sources. However, the Air Quality analysis did not include a description of the hourly emission profile and this file was not included in the electronic files provided to SCAQMD staff for review. Therefore, SCAQMD staff recommends the Lead Agency include a description of the hourly emission profiles used and then submit the electronic files when responding to SCAQMD staff comments for review.

2-4

**Permitting Requirements for Portable Equipment**

2. Based on the project description, the Lead Agency's construction equipment list includes portable generators, air compressors, and aggregate crushing/screen equipment. The Lead Agency is reminded that this portable equipment would require

2-5



**Comment Letter #2****Page 4 of 4**

4

Ms. Evelyn Y. Quintanilla

April 23, 2015

a SCAQMD permit under SCAQMD Rule 203(a) if operated anywhere at the airport after a one year period. Should the Lead Agency have any permit related questions concerning this equipment, SCAQMD Engineering and Compliance staff can be contacted at (909) 396-2718.



2-5

## Responses to Comment Letter #2

### Response 2-1

Comment noted. Commenter summarizes the purpose of the Proposed Action.

### Response 2-2

Comment 2-2 summarizes individual concerns of air quality modeling approaches as further outlined in Comment 2-4. The South Coast Air Quality Management District (SCAQMD) has grouped its comments on both the federal Environmental Assessment (EA) and the state Initial Study/Mitigated Negative Declaration into one comment that does not apply to both documents. The federal EA and the state Initial Study/Mitigated Negative Declaration were prepared separately and are not joint federal/state environmental disclosure documents. EDMS was used for the air quality analysis conducted for the federal EA prepared under the National Environmental Policy Act (NEPA), as required by FAA. AERMOD dispersion modeling was performed for air quality analyses in the Initial Study/Mitigated Negative Declaration documentation to comply with the **California Environmental Quality Act (CEQA)** and state regulations. LAWA has addressed this comment as part of the CEQA analysis performed for the Initial Study/Mitigated Negative Declaration.

### Response 2-3

LAWA will provide written responses to SCAQMD for all comments contained within their letter as customary under CEQA.

### Response 2-4

SCAQMD concerns within this comment pertain to dispersion modeling conducted within AERMOD. AERMOD dispersion modeling was not used for the air quality analysis conducted for this federal EA, but was performed for air quality analyses to comply with the California Environmental Quality Act (CEQA) and state regulations. Additional details of how the air quality analysis was conducted for the EA are included in Appendix G to the Final EA. Section G.1.3 of Appendix G states that emissions factors for on-road on-site equipment were obtained from EMFAC2011. LAWA has addressed this comment as part of the CEQA analysis performed for the Initial Study/Mitigated Negative Declaration.

### Response 2-5

LAWA will coordinate with SCAQMD to obtain all necessary permits prior to construction. Implementation of the Proposed Action would adhere to all applicable local, state and federal regulations.

**Comment Letter #3**  
**Page 1 of 3**

8

1           The purpose of today's hearing is to receive  
2 public comments on the Draft Environmental Assessment in  
3 accordance with the National Environmental Policy Act and  
4 Federal Aviation Administration policies and procedures.

5           Mr. Culberson, as you just heard, just gave us  
6 the presentation and I will be calling speakers.

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9 and spell your name for the court reporter right here  
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20 school there. It's bounded by La Cienega, Aviation,  
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23 from where we are, the airport, all the way down to  
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3-1

**Comment Letter #3**  
**Page 2 of 3**

1 Kentwood, Westborough Heights. And the conclusion to  
2 that was we sued the airport and we won, and very few  
3 people know about it. They never put it in the paper or  
4 anything, actually.

9

3-1

5 It went from seven years and we filed -- our  
6 lawyer filed an appeal because the offer was too low and  
7 the whole problem was the noise factor and they said,  
8 Well, from now on, we'll fly over the ocean. We'll start  
9 on the ocean and fly over the ocean and come in from the  
10 ocean. And everything's been beautiful for quite a few  
11 years.

3-2

12 Now all of a sudden they give me that safety  
13 factor, the FAA and the GAA and all these AA jobs. I  
14 mean, let's face it. I think what the people should do  
15 is get another lawyer like we had before and sue the  
16 airport again and show them that we live here. We don't  
17 care about two or three people's safety. If they think  
18 it's such a good deal, put it in their area, just like  
19 Santa Monica's fighting this thing down to the bone now,  
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3-3

21 I think that the people are out of line. I  
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23 over the ocean. Everything's been fine. All of a  
24 sudden, now you've got to increase the east runways.  
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3-4

**Comment Letter #3**  
**Page 3 of 3**

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2 thought it was that way to begin with now, but now we  
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11           That's my comments.

12           MS. QUINTANILLA: Thank you.

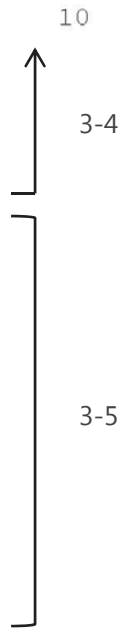
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21 forward. Thank you.

22           (Recess)

23           MS. QUINTANILLA: We have one more speaker,  
24 Mr. Michael Parris.

25           MR. PARRIS: I'd like to reiterate, actually, the



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## Responses to Comment Letter #3

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### Response 3-1

Comment noted.

### Response 3-2

Over-Ocean Operations are voluntary measures employed by LAWA for noise abatement, since the 1970s. During the more noise-sensitive, nighttime period (between midnight and 6:30 a.m.), aircraft normally operate in accordance with the Over-Ocean Operations procedure. In this procedure, all landings and takeoffs usually occur on the "inner" runways at LAX (Runway 6R-24L and Runway 7L-25R). Aircraft continue to depart over the ocean to the west, as in normal westerly conditions, but arrive from over the ocean to the east. This reduces the noise impact on communities directly to the east of the airport during the most noise sensitive hours.

Over-Ocean Operations may be temporarily suspended and west flow aircraft operations after 12 midnight may be re-instituted if the FAA's Airport Traffic Control Tower determines that Over-the-Ocean Approaches cannot be conducted safely due to weather and/or air traffic conditions. Such conditions may include fog and low clouds at the shoreline, winds from the east, runway maintenance and repairs, navigational equipment problems, and air traffic considerations. The Proposed Action will not permanently impact Over-Ocean Operations except during the second phase of the construction period, which is estimated to occur for approximately 6 months. LAWA and FAA will continue to use Over-Ocean Approaches to reduce aircraft noise impacts on the community as long as it can be done safely during construction activities.

### Response 3-3

As described in Response to Comment 1-1, the Proposed Action is being implemented in accordance with Public Law 109-115. Every airport in the United States that holds a certificate issued by the FAA under Title 14, Code of Federal Regulations, Part 139, *Certification of Airports*, is required to meet FAA airport design standards for RSAs by December 31, 2015.

### Response 3-4

Please see **Response 3-2**. The Proposed Action would not increase the runway length available for aircraft operations, nor would it affect the number or type of aircraft that operate at LAX. The Proposed Action would result in some aircraft starting their departure approximately 800 feet east of where departures start today, using a displaced threshold to begin their takeoff roll. Although the commenter did not specifically mention concern over noise impacts, Section 4.2.4 of the Final EA presents the results of the noise analysis conducted for the Proposed Action. Specifically, Table 4-7 on page 4-40 compares the noise effects of the No Action Alternative and Proposed Action Alternative for 2016 and 2021. Exhibit 4-6 depicts the 2016 No Action Alternative noise contours and Exhibit 4-8 depicts the 2016 Proposed Action Alternative noise contours. Exhibit 4-7 depicts the 2021 No Action Alternative noise contours and Exhibit 4-10 depicts the 2021 Proposed Action Alternative noise contours. As noted in Section 4.2.4, noise impacts associated with the Proposed Action Alternative would be less than significant.

### Response 3-5

Comment noted.

**Comment Letter #4**  
**Page 1 of 3**

10

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2 thought it was that way to begin with now, but now we  
3 have to do it another way.

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↓ 4-1

Comment Letter #4  
Page 2 of 3

11

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4-1

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4-2

4-3

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4-4

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**Comment Letter #4**  
**Page 3 of 3**

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3 MS. QUINTANILLA: Thank you, Mr. Parris.

4 If there are no other speakers, we'll take  
5 another break.

6 (Recess)

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8 Written comments can either be deposited in one  
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10 Los Angeles World Airports at the address printed at the  
11 bottom of the written comment form, or submitted online  
12 on the project website at [www.ourLAX.org](http://www.ourLAX.org) by 5:00 p.m. on  
13 April 24th, 2015. Thank you for attending tonight. This  
14 concludes the public hearing for the Draft Environmental  
15 Assessment for Los Angeles International Airport.

16 (Proceedings concluded at 7:00 p.m.)

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4-4



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## Responses to Comment Letter #4

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### Response 4-1

Comment noted.

### Response 4-2

Comment noted. Please see **Responses 3-2** and **3-4**.

### Response 4-3

Increased aircraft noise during the months of March and April 2015 were due to temporary closures of Runway 7R-25L in order to conduct emergency maintenance repairs. During this time, persons living near LAX may have noticed a change in aircraft flight activity and noise; however, this increase in noise was temporary.

### Response 4-4

Comment noted. LAWA will continue its voluntary residential acquisition program in Manchester Square and Belford. LAWA has no plans to acquire land in Marina Del Rey, Ladera Heights, Kentwood or Westborough Heights.

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