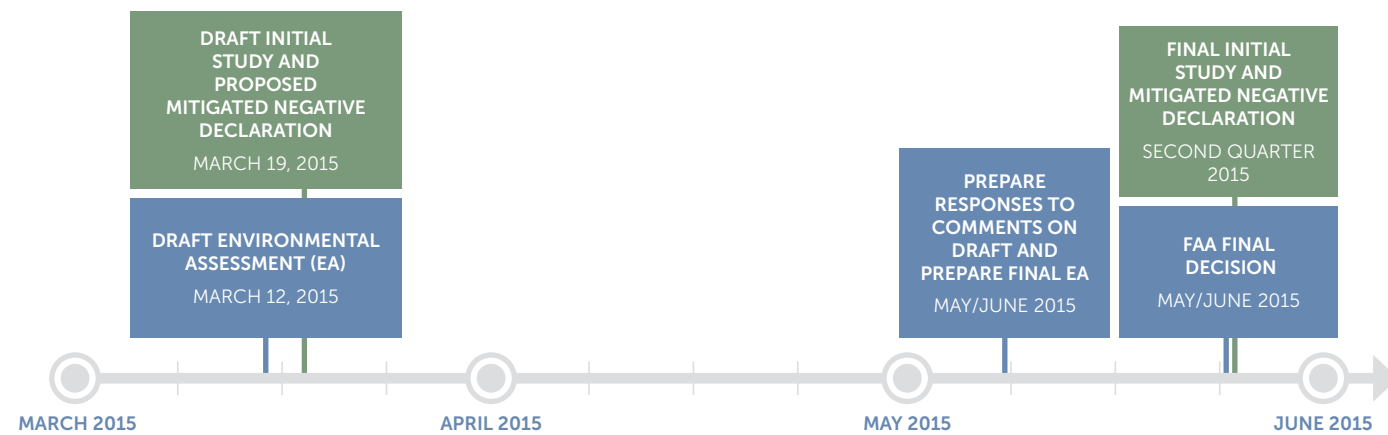


## PROJECT STATUS AND ESTIMATED SCHEDULE

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.

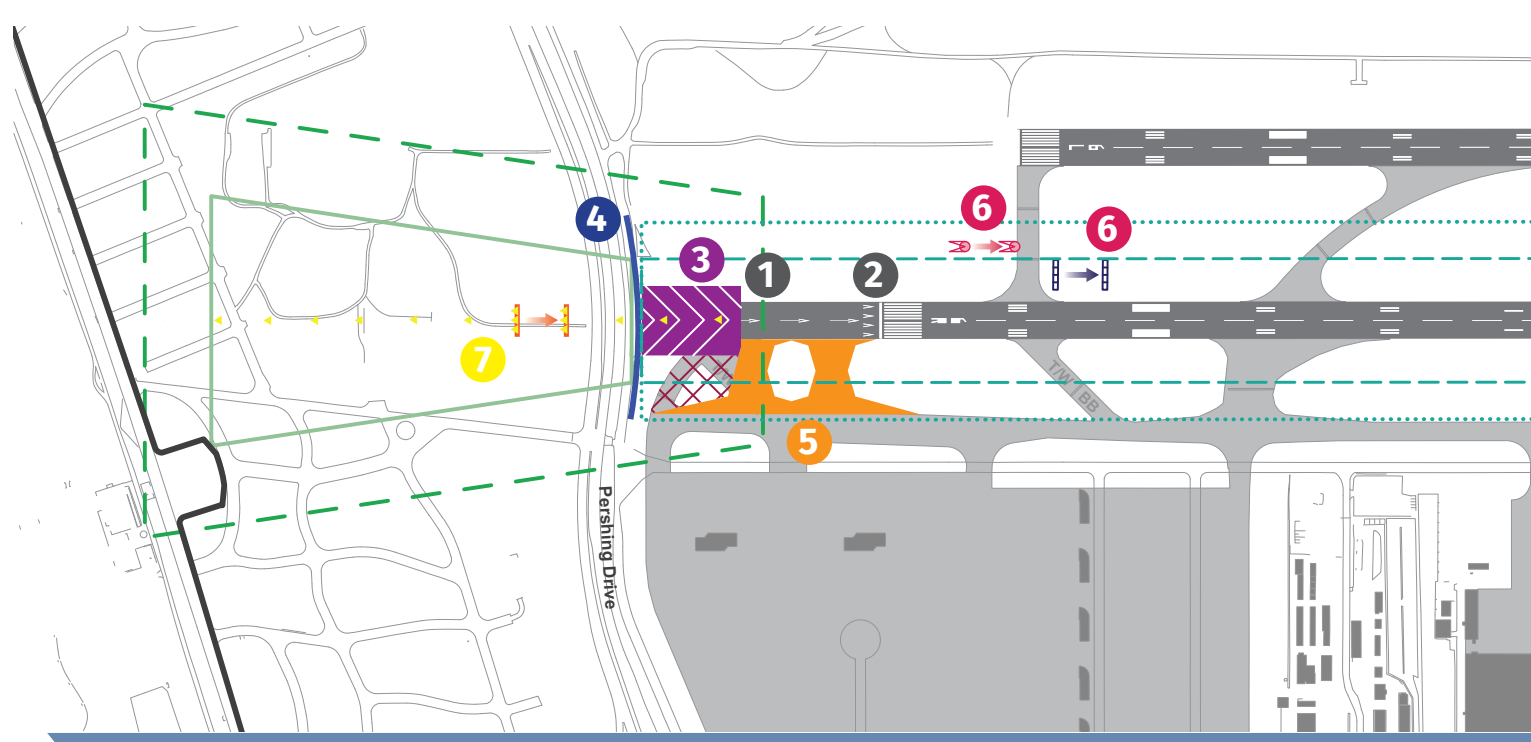
### WHAT IS A RUNWAY SAFETY AREA (RSA)?

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

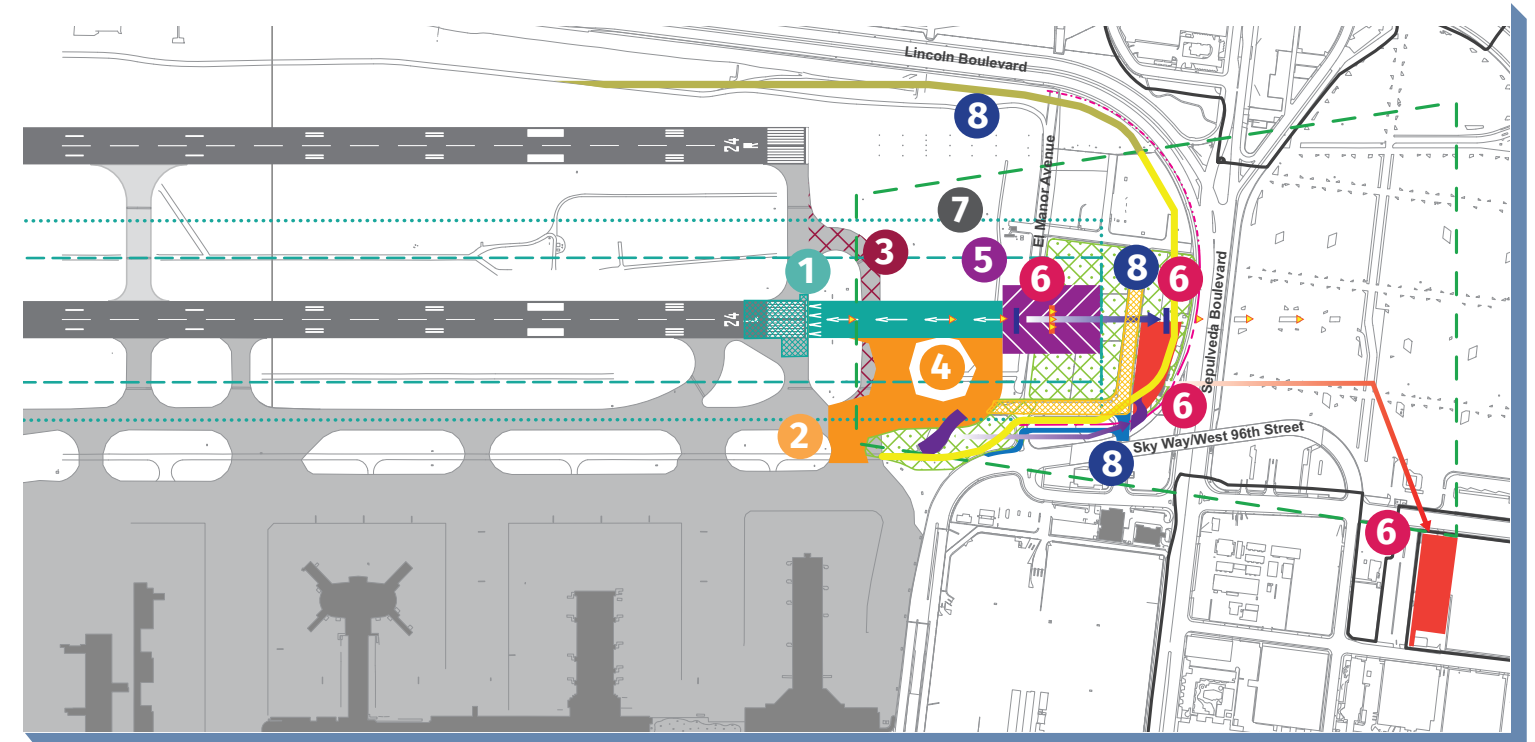
To comply with the *Transportation, Treasury, Housing and Urban Development, the Judiciary, The District of Columbia, and Independent Agencies Appropriations Act* (Public Law 109-115). This law requires completion of RSA improvements by airport sponsors that hold a certificate under Title 14, Code of 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