

**LAX MASTER PLAN
COMMUNITY BENEFITS AGREEMENT
(CBA)**

2006 ANNUAL PROGRESS REPORT

PUBLISHED JANUARY 2007



Los Angeles World Airports

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**Prepared by
Mitigation Compliance Division
Los Angeles World Airports**

**LAX Master Plan Program
CBA Annual Progress Report
December 2006**

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1.0 Executive Summary

On December 6, 2004, the Los Angeles World Airports Board of Airport Commissioners (BOAC) unanimously approved an agreement with the LAX Coalition for Economic, Environmental and Educational Justice (Coalition) that provides environmental mitigation programs and jobs-related benefits to communities that would be impacted by the implementation of the Los Angeles International Airport (LAX) Master Plan. This agreement is the first of its kind to be negotiated with a government entity. Los Angeles World Airports (LAWA) - the City agency that owns and operates LAX and three other Southern California airports – and Coalition members worked to resolve the Coalition's legal and policy concerns about the LAX Master Plan through cooperation and settlement, rather than through litigation.

The LAX Coalition for Economic, Environmental and Educational Justice includes approximately 22 community, educational, religious, environmental, and labor organizations. In particular, it represents the interests of low-income and minority populations located near LAX. In related actions, the BOAC approved settlement agreements with the Lennox and Inglewood School Districts to provide noise abatement improvements at specific schools within each of the two school districts that are located in areas subject to high noise levels from aircraft operations at LAX. The Lennox and Inglewood School Districts are members of the LAX Coalition. As a part of its action approving the agreements, the BOAC also certified the Final Environmental Impact Report (FEIR), including three addenda for the LAX Master Plan Program.

The Community Benefits Agreement includes measures to mitigate noise, pollutant emissions and traffic impacts of the Master Plan, as well as benefits such as job training and hiring programs for eligible residents of the Project Impact Area and the City of Los Angeles. Implementation of the specified elements of the agreement is tied to approvals of the LAX Master Plan by the City Council and the Federal Aviation Administration (FAA). The agreement precludes LAWA from making expenditures or taking actions prohibited by the FAA or any other regulatory authority. The Cooperation Agreement prohibits the use of Los Angeles City's General Fund or any other City-controlled source of funds to meet any of LAWA's obligations under the agreement.

In accordance to Section XVI "Miscellaneous" of the Agreement, LAWA is required to prepare annual reports on the implementation of the Community Benefits Agreement and the progress of the LAX Master Plan Program. LAWA is to provide the annual reports to the Coalition Representatives and make them available for at least one month on the LAWA website. This document is the second annual report on the progress of the Agreement. This document has been provided to the Coalition Representative and is available at LAWA website www.laxmasterplan.org.

2.0 Introduction/Background

The Los Angeles World Airports (LAWA) worked in partnership with the LAX Coalition for Economic, Environmental and Educational Justice (Coalition) to develop a program to ensure that communities impacted by the LAX Master Plan Program also receive benefits as a result of the implementation of the Program.

The Coalition, which includes community groups, environmental organizations and labor unions, had expressed legal and policy concerns regarding the proposed LAX Master Plan Program. LAWA and the Coalition agreed that it was in their mutual interest to resolve concerns through cooperation and settlement, rather than through litigation. Over a period of 10 months, LAWA and the Coalition met regularly to resolve these concerns and negotiate a community benefits agreement.

The Community Benefits Agreement is comprised of several documents as follows:

1. **Cooperation Agreement.** The Cooperation Agreement sets out the legal framework of the Agreement, including conditions, commitments, obligations, enforcement, etc.,
2. **Community Benefits Agreement (CBA).** The CBA details the various proposals of mitigation and benefits, and is an attachment to the Cooperation Agreement. The various proposals include:

Noise Mitigation

- Increased Funding for Airport Noise Mitigation Program
- End-of-Block Soundproofing
- Suspension of Avigation Easement
- Limitations on Nighttime Departures

Economic Development Benefits

- Job Training Program
- Work Experience Programs
- First Source Hiring Program
- Small Business Attraction and Retention Program
- Living Wage, Worker Retention and Contractor Responsibility

Community Environmental/Health Studies

- LAX Air Quality and Source Apportionment Study
- Health Study of Upper Respiratory System and Hearing Loss Impacts
- Environmental Justice Community-Based Research Studies

Air Quality/Emission Reductions and Control

- Electrification of Passenger Gates
- Electrification of Cargo Operations Areas
- Electrification of Hangars

- Emission Reductions from Ground Service Equipment
- Emission Reductions from On-Road Trucks, Buses and Shuttles
- Conversion of On-site Trucks, Shuttles and Buses to Alternative Fuel
- Limits on Diesel Idling
- Assessment and Mitigation of Particulate Matter
- Provision of Alternative Fuel
- Hydrogen Fuel Cell Infrastructure at LAX

Environmental Mitigations/Commitments for Construction

- Construction-Related Diesel Emission Reduction Requirements
- Rock Crushing Operations/Materials Stockpiles Away from Residential Areas
- Application of Green Building Principles
- Diversion of Construction Traffic from Residential Streets.

3. **Settlement Agreement with Inglewood Unified School District.** This Agreement includes the conditions, commitments, obligations, enforcement, etc., of both LAWA and the Inglewood Unified School District in the provision of the following:

LAWA Funding of Certain District Mitigation Measures: LAWA will fund certain mitigation measures for the Inglewood Unified School District in an amount not to exceed \$118,500,000 for noise abatement. Mitigation measures include replacement of HVAC equipment with pollution abatement, double-paned windows and/or sound reduction windows and doors, roofing upgrades, replacement of relocatable classrooms, and temporary housing during construction.

Security-Related Items: LAWA will assist the Inglewood Unified School District in the coordination and dissemination of appropriate information related to emergency preparedness and response of local law enforcement agencies, emergency response groups and the local communities in the event of an airport-related emergency.

Community Programs: LAWA will work collaboratively with the Inglewood Unified School District to support a variety of community programs, such as job training and academic programs.

4. **Settlement Agreement with Lennox School District.** Likewise, this Agreement includes the conditions, commitments, obligations, enforcement, etc., of both LAWA and the Lennox School District in the provision of the following:

LAWA Funding of Certain District Mitigation Measures: LAWA will fund certain mitigation measures for the Lennox School District not to exceed \$111,000,000

for noise abatement. Mitigation measures include replacement of HVAC equipment with pollution abatement, double-paned windows and/or sound reduction windows and doors, roofing upgrades, replacement of relocatable classrooms, and temporary housing during construction.

Security-Related Items: LAWA will assist the Lennox School District in the coordination and dissemination of appropriate information related to emergency preparedness and response of local law enforcement agencies, emergency response groups and the local communities in the event of an airport-related emergency.

Community Programs: LAWA will work collaboratively with the Lennox School District to support a variety of community programs, such as job training and academic programs.

The execution of the specified elements of the Agreements is tied to final City Council and FAA approval of the LAX Master Plan Program. As described in each Agreement, LAWA's obligations are conditioned upon FAA approval of these expenditures and use of airport revenues for these specific purposes. Under no circumstance will any of LAWA's obligations under these Agreements require any expenditure from the City's General Fund or any other City-controlled source of funds.

It is estimated that the combined value of these community benefits efforts is approximately \$500 million.

LAWA commits to taking all action required by the Agreements and will not take any action regarding the LAX Master Plan Program that conflicts with the terms of the Agreements.

With these Agreements, LAWA confirms its partnership and commitment to the community and ensures continued dialogue and community participation throughout the implementation of the LAX Master Plan Program.

3.0 Community Benefits Agreement Progress Update

Section III Residential Noise Mitigation:

III.A Funding of Aircraft Noise Mitigation Program (ANMP)

The Agreement states:

“Beginning in fiscal year 2004-2005, LAWA shall fund its Aircraft Noise Mitigation Program (ANMP) at least at the following levels:

- \$4.275 million per year for the Inglewood component;
- \$4.275 million per year for the County of LA component.

These funding levels shall be met by LAWA. LAWA shall use additional revenue, including Airport Improvement Program funds, as appropriate...”

Status → Completed (Reference Appendix A for Board Resolution 21481):

The allocation of funds as of date is as follows:

Calendar Year 2006

County of Los Angeles	\$ 15.00 million (Already provided by LAWA)
City of El Segundo	\$ 7.45 million (Already provided by LAWA)
City of Inglewood	\$ 19.25 million (Already provided by LAWA)
Total	\$ 41.70 million

Projected for Calendar Year 2007

County of Los Angeles	\$ 5.60 million
City of El Segundo	\$ 7.45 million
City of Inglewood	\$ 12.25 million
Total	\$ 34.70 million

III.B Acceleration of Noise-Mitigation Programs for City

The Agreement states:

“Within eight (8) months of the effective date of this Agreement, LAWA will provide a written schedule and work program to the Coalition Representative that is designed to achieve completion of the ANMP soundproofing program for the City by the end of 2008, and will take all reasonable steps to timely implement that schedule and work program.”

Status → In Progress:

While progress on this program is driven by the voluntary participation of impacted residential homeowners in the communities of Playa del Rey, Westchester and South Los Angeles, it is anticipated that the program will be substantially complete before 2008. LAWA has to-date spent approximately \$105 million on the implementation of this program. **Reference Appendix B for updated program and schedule.**

III.C. Acceleration of Noise-Mitigation of Places of Worship

The Agreement states:

“LAWA shall accelerate the program of soundproofing places of worship as part of the ANMP in effect as of the effective date of this Agreement. Within eight months of the effective date of this Agreement, LAWA shall conduct a needs assessment for this program, in consultation with the Coalition Representative. LAWA shall provide annual reports on the progress of the program.”

Status → In Progress:

Coordination is continuing with Coalition Representatives on the definition of places of worship. Coordination with the Coalition on this provision will be on-going.

III.D End of Block Soundproofing

The Agreement states:

“Within one year of the completion of the current ANMP for participating jurisdictions, LAWA shall commence an end-of-block soundproofing program, under which, if any residence on a particular city-block falls within the applicable noise contour for that block, then each residence on that block will be eligible for noise mitigation as described in Section III.D. Offers of soundproofing shall be made to the owner of each residence, whether or not the owner of that residence chose to participate in previous soundproofing programs. Soundproofing under this program shall reduce interior noise at participating residences to an interior CNEL of 45 decibels or less, within habitable rooms.”

Status → In Progress:

LAWA is committed to providing end-of-block soundproofing. Commencement of this project is dependent on the completion of LAWA's current Residential Soundproofing Program. Given progress on the current program, it is anticipated that work on this project will commence in late 2007.

III.E Suspension of Avigation Easement

The Agreement states:

- “1. Present Avigation Easement Requirements. All homeowners receiving LAWA provided or funded noise insulation measures within the 65 dBA CNEL noise contour presently must execute express, full avigation easements (as set out in Exhibit A). In return for LAWA's providing these noise insulation benefits, each homeowner presently must sign a full, express avigation easement, expressly waiving his or her ability to sue LAWA with respect to the impacts (listed in the avigation easements) that are created by aircraft operations at LAX on the affected residences.
2. Proposed Modified Easement Requirements. In order to promote the cooperation between LAWA and the Coalitions that is envisioned by this Agreement, and as long as this Agreement remains in effect, LAWA agrees to suspend its requirement that express, full avigation easements be executed by homeowners receiving LAWA provided or funded noise insulation benefits for particular residences located within the 65 dBA CNEL noise contour in the City of Los Angeles, City of Inglewood, and Los Angeles County communities of Lennox and West Athens, and only under the following circumstances:
 - a. Caltrans approves LAWA's compromise position as described in this Agreement during the effective term of this Agreement. This approval is necessary because Caltrans currently requires avigation easements as part of LAWA's ongoing noise variance within its permit from Caltrans to operate LAX;
 - b. In lieu of requiring full, express avigation easements (as set out in Exhibit A), the homeowners will execute the Noise Easement attached as Exhibit B. The homeowners will provide, among other things, a written acknowledgment, accompanying the homeowner's authorization to proceed with the installation that the homeowner is aware of the proposed level of noise reduction that the installation is intended to provide. After

the installation, the homeowner will execute an acknowledgement that the improvements have been installed and have attenuated the noise.

LAWA promises to make all reasonable efforts to obtain Caltrans' expedited approval of suspension of the requirement for full, express avigation easement (as set out in Exhibit A) and use of the Noise Easement (as set out in Exhibit B) in its place."

Status → Completed:

The dedication of avigation or any other easements in return for funding of, or participation in, the residential soundproofing program has been eliminated except under very limited circumstances as required by California Airport Noise Standards. Under these limited criteria, a modified noise easement as the one proposed by the CBA will be used. This noise easement has been revised to meet County Recorder Guidelines.

Reference Appendix C for the modified noise easement.

III.F Compatibility with Local Building Codes

The Agreement states:

"LAWA shall not require property owners participating in the ANMP to satisfy regulations or standards related to property conditions where these regulations or standards are more stringent than those actually enforced by the local government jurisdiction possessing code enforcement authority over the property in question."

Status → No action at this time:

No action is required on this provision since these requirements are not part of LAWA's noise mitigation programs. It is the permitting agencies', such as the City of Los Angeles Building and Safety Department, role to enforce building codes.

III.G. Limitations on Nighttime Departures

The Agreement states in part:

"LAWA and the Coalition agree that restrictions on departures between the hours of midnight and 6:30 a.m. over the communities to the east of LAX would be desirable, when LAX is operating under normal weather conditions (when LAX is either in Over-Ocean Operations or remains in Westerly Operations and excluding times when LAX operates in Easterly Operations). This is known as the "LAX Proposed Restriction.

1. Part 161 Study. By April of 2005, LAWA shall have completed a Contract Award Process for a study on the feasibility of implementing The LAX Proposed Restriction (the "Part 161 Study"). Within 90 days of the contract award, the contract will have commenced. LAWA shall require that the Part 161 Study meet the relevant requirements of 14 C.F.R. Part 161, and that the entity performing the Study provide annual reports to LAWA on study progress and findings...

2. Record of Eastbound Departures. LAWA shall maintain a record of all nighttime eastbound departures during Over-Ocean Operations and Westerly Operations. This record shall be made available to the public on the LAWA website and shall be updated monthly.

3. Community Response Program. LAWA shall operate a community response program through which the public may report nighttime flights in the areas east of LAX. LAWA shall maintain a record of all individual reports, and shall prepare annual reports documenting individual reports, including records of airline, flight, date, and time of each reported flight, where possible. All records of reports, excluding the reporting individual's name and address, shall be maintained as public records and posted on the LAWA website."

Status → In Progress:

In June 2005, LAWA selected the firm of Harris Miller Miller & Hanson Inc. (HMMH) to prepare the LAX Part 161 Study which is expected to take approximately 3 years to complete. The Part 161 Study process encompasses three general elements including: (1) data collection and analysis to justify the Proposed Restriction on the easterly departure of aircraft between midnight and 6:30 a.m. when LAX is in Over-Ocean Operations or Westerly Operations; (2) evaluation and explanation of the environmental and economic impacts of the proposed restriction; and (3) preparation and submittal to the Federal Aviation Administration of the required reports and application materials. The work effort underway by LAWA/HMMH is in the data collection and analysis stage. HMMH submitted new fleet mix forecasts for the Study to comply with the forecast fleet mix reported in the LAX Master Plan EIR. LAX weight penalty analysis and ground simulation analysis were completed in August and October 2006, respectively. There are further revisions and additional studies required to come into full conformance with the Master Plan. LAWA/HMMH is in the process of developing a revised scope of work and proposed budget for a contract amendment and extension of this project. The 2008 baseline and 2013 projected fleet mix forecast are targeted to be completed by December 2006. The 2008 baseline and 2013 forecast noise contours are also scheduled to be completed by December 2006. The required analyses of the Proposed Restrictions (PR) are scheduled to be completed by June 2007.

The LAX Part 161 Public Outreach Program (POP) was initiated with a series of three workshops in South Los Angeles, Inglewood, and Lennox in November. Additional workshops will be scheduled in early 2007. The POP will continue through the completion of the study in June 2008.

Regarding provisions III.G. 2 and 3, LAWA maintains a record of all nighttime eastbound departures during Over-Ocean Operations and Westerly Operations on LAWA's website and operates a community response program through which the public may report nighttime flights in the areas east of LAX.

IV. Job Training.

The Agreement states in part:

"Job Training Program. Beginning in fiscal year 2005-2006, LAWA shall provide \$3 million per year for five years, not to exceed \$15 million over five years, to fund job training for Airport Jobs and Aviation-Related Jobs, and for Pre-apprenticeship Programs. Any funds unspent in a particular year shall be rolled over to the subsequent year. At the conclusion of the five-year period, any unused funds shall revert to the job training funds described in Section XV..."

Status → In Progress:

LAWA has committed to providing \$3 million annually for five years to fund this training program for LAX airport jobs, aviation-related jobs and LAX Master Plan Program constructions pre-apprenticeships. The FAA has not approved implementation of this program as detailed in the Agreement but they have advised that the FAA can approve a modified program. LAWA, the Coalition and other affected groups will continue to work collaboratively to develop a job training program that will meet FAA approval, and provide the same, if not more, benefits to affected residents in the Project Impact Areas.

V. First Source Hiring Program.

The Agreement states in part:

“First Source Hiring Program for Airport Jobs. The First Source Hiring Program shall provide early access to targeted applicants for available Airport Jobs, and employers will receive prompt, cost-free referrals of qualified and trained applicants. Except where City’s Worker Retention Policy requires retention of particular workers, LAWA shall require participation in the First Source Hiring Program with regard to all Airport Jobs by any:

- New Airport Contractor, Airport Lessee, and/or Airport Licensee resulting from the approved LAX Master Plan Program;
- Airport Contractor that enters into or receives a new, amended, or renewed Airport Contract, or receives a voluntary extension of an existing Airport Contract;
- Airport Lessee that enters into or receives a new, amended, or renewed lease of any property owned by LAWA, or receives a voluntary extension of an existing lease; and
- Airport Licensee that agrees, receives, or is subject to a new, amended, extended, or revised licensing or permitting agreement or set of requirements.

As of July 1, 2005, LAWA shall ensure that the First Source Hiring Program, attached as Exhibit C, is a material term of all Airport Contracts, lease agreements, and licensing or permitting agreements or sets of requirements that are new, extended, amended, renewed, or revised. Under these Airport Contracts, agreements, or requirements, employer participation in the First Source Hiring Program shall commence on the effective date of the Airport Contract agreement, or requirement in question, or on July 1, 2005, whichever is later....”

Status → In Progress:

The First Source Hiring Program (FSHP) provides early access to targeted applicants for available Airport Jobs, and employers will receive prompt, cost-free referrals of qualified and trained applicants. On construction projects, LAWA has been working with Coalition Representatives to implement the LAX Project Labor Agreement in a manner that, to the extent possible, enhances employment opportunities for underemployed individuals residing in the Project Impact Area and the City, especially minorities and women. The FSHP was adopted by BOAC in April 2005 and its provisions are included

in all LAWA contracts and agreements, where applicable. After much discussion, the FAA has, in October 2006, approved implementation of this program and so its full roll-out is forthcoming. (Reference Appendix D for correspondences between LAWA and FAA on First Source Hiring)

VI. Living Wage, Worker Retention, and Contractor Responsibility.

The Agreement states:

“LAWA shall apply to all Airport Contractors, Airport Lessees, and Airport Licensees the City’s Living Wage Ordinance, as set forth in Los Angeles Administrative Code Section 10.37; the City Worker Retention Policy, as set forth in Los Angeles Administrative Code Section 10.36; and the Contractor Responsibility Program set forth in BOAC Resolution No. 21601, in accordance with City policy.”

Status → Completed:

This provision currently applies to all LAWA contracts as set forth in Board Resolution No. 21601.

VII. Air Quality Study.

The Agreement states in part:

“Air Quality Study. LAWA shall fund a study by an Independent Expert of toxic air contaminants and criteria air pollutant emissions from jet engine exhaust and other emission sources (“Air Quality Study”). In addition to other contaminant and pollutant emissions, the Air Quality Study shall measure jet engine exhaust emissions and provide chemical composition data from a representative sample of engine types and ages under a variety of conditions that reflect actual operations, and shall include this data and all other relevant study results as part of the final study provided to LAWA.”

Status → In Progress:

LAWA reconvened the Air Quality Source Apportionment Study Technical Working Group (TWG), which had not met for several years but reassembled on 14 September, to update the technical approach and protocol for the study. Coalition representatives have reviewed the original study protocols and they have participated in the meetings with this TWG. It is anticipated that a Request for Proposals to hire a team to work on this study will be issued by LAWA during the first half of 2007.

VIII. Health Study.

The Agreement states in part:

“Health Study. LAWA shall fund a study to measure and investigate upper respiratory system and hearing loss impacts of LAX operations due to LAX Master Plan Program. LAWA, in consultation with the Coalition Representative, shall develop a scope of work and objectives for the Health study...”

Status → Not applicable at this time:

It is expected that the Health Study will commence after the completion of the Air Quality Study described in Section VII.

IX. Community-Based Research Studies as Part of LAWA's Future LAX Master Plan Program Project-Level Analysis.

The Agreement states in part:

"Inclusion in Project-Level Environmental Analysis. LAWA acknowledges that, pursuant to CEQA, it will perform additional environmental review on the various LAX Master Plan Program project components as they are processed for future approval. In undertaking this additional environmental review, LAWA shall require the general contractor preparing the environmental documents for these future project-level analysis to subcontract with an Independent Expert to coordinate community-based research studies as described in Section IX.B (the "Community-Based Studies"), that are designed to become a part of the environmental analysis. LAWA shall expend no less than \$300,000 on the Community-Based Studies..."

Status → Not applicable at this time:

No project-level environmental analysis was done in 2006.

X. Air Quality.

The Agreement states in part:

A. Electrification of Passenger Gates.

- "1. Passenger Gate Electrification Schedule. LAWA shall ensure that all Passenger Gates are equipped and able to provide electricity sufficient for aircraft needs under the following schedule:
 - a. All Passenger Gates for which new construction (excluding maintenance) is completed after the effective date of this Agreement shall be equipped and able to provide electricity to parked aircraft from date of initial operation and at all time thereafter.
 - b. Three years from the effective date of this Agreement, and at all times thereafter, at least fifty percent of Passenger Gates at LAX shall be equipped and able to provide electricity to parked aircraft.
 - c. Five years from the effective date of this Agreement, and at all times thereafter, one hundred percent of Passenger Gates at LAX shall be quipped and able to provide electricity to parked aircraft.
2. Aircraft Use of Gate-Provided Electricity. LAWA shall ensure that gate-provided electricity is provided to all aircraft parked at Equipped Passenger Gates and, except for the exemptions identified in this section, that all aircraft use the gate-provided electricity in lieu of engine operation of aircraft or mobile/ground auxiliary power units...
3. Assessment of Electrification of Passenger Loading Areas. LAWA shall conduct an assessment of operations at Passenger Loading Areas for the purpose of determining whether electrification of Passenger Loading Areas is

Operationally Infeasible. The assessment shall include, but not limited to, inventory utilization, operations, technological trends, and capital and maintenance costs...

4. Commuter Flight Loading and Unloading. By the conclusion of the LAX Master Plan Program, loading and unloading of passengers of commercial aircraft shall be performed only through Passenger Gates.”

Status → In Progress:

LAWA has completed the first phase of the feasibility assessment and in the process of evaluating the electrification program at the Passenger Loading Areas. The first phase found that centralized 400 hertz power, or equivalent, is available for aircraft use at all gates (100%). In addition, over 55 percent of the gates also have available pre conditioned air.

B. Electrification of Cargo Operations Areas.

- “1. Cargo Operations Areas Electrification Schedule. LAWA shall ensure that all, unless determined under procedures described below to be Operationally Infeasible and/or Technically Infeasible, all Cargo Operations Areas are equipped and able to provide electricity sufficient for aircraft needs as following:
 - a. All Cargo Operations Areas for which new construction, not maintenance, is completed after the effective date of this Agreement shall be equipped and able to provide electricity to parked aircraft from date of initial operation of the Cargo Operations Area at LAX and at all time thereafter.
 - b. Three years from the effective date of this Agreement, and at all times thereafter, at least fifty percent of Cargo Operations Areas at LAX shall be equipped and able to provide electricity to parked aircraft.
 - c. Five years from the effective date of this Agreement, and at all times thereafter, one hundred percent of Cargo Operations Areas at LAX shall be equipped and able to provide electricity to parked aircraft.
2. Aircraft in Cargo Operations Areas Use of LAX-Provided Electricity if Available. LAWA shall ensure that electricity sufficient for aircraft needs is provided to all aircraft parked at Equipped Cargo Operations Areas and that all these aircraft use LAX-provided electricity as power in lieu of engine operation of aircraft or ground/mobile auxiliary power units...
3. Assessment of Electrification of Cargo Operation Areas and Feasibility Evaluation. LAWA shall conduct an assessment of Cargo Operations Areas for the purpose of evaluating whether electrification of a particular Cargo Operations Areas is Operationally Infeasible and/or Technically Infeasible. The assessment shall include, but not limited to, inventory utilization, operations, technological trends, and capital and maintenance costs...”

Status → In Progress:

LAWA has completed the first phase of the feasibility assessment and is in the process of reviewing this assessment and evaluating the electrification program for cargo operations at individual locations.

C. Electrification of LAX Hangars.

“LAWA shall conduct an assessment of operations at LAX Hangars for the purpose of determining whether electrification of LAX Hangars to provide electricity sufficient for aircraft needs at LAX Hangars is Operationally Infeasible and/or Technically Infeasible. The assessment shall include, but not limited to, inventory utilization, operations, technological trends, and capital and maintenance costs...”

Status → In Progress:

LAWA has completed the first phase of the feasibility assessment and is in the process of reviewing this assessment and evaluating the electrification program at these hangars.

D. FAA Prohibition.

“If an FAA Determination, as defined in and pursuant to the procedures set out in the Cooperative Agreement, or any other regulatory authority prohibits LAWA from taking actions required by Subsections A through C of this Section X, or threatens to withhold federal funding if LAWA takes actions required by Subsections A through C of this Section, then LAWA shall set aside \$1.7 million to the air quality fund described in Section XV.”

Status → Not applicable at this time:

Action required only if the FAA prohibits LAWA from implementing this section.

E. Reporting.

“LAWA shall report in writing to the Coalition Representative on the progress of electrification of Passenger Gates, Cargo Operations Areas, and LAX Hangars semiannually. Reports shall include, but not be limited to, the number and types of facilities and areas electrified, operational guidelines issued, a summary of exemptions granted, reports of violations of usage requirements, and actions taken by LAWA to enforce usage requirements.”

Status → In Progress:

Currently part of the CBA annual report.

F. Construction Equipment.

- “1. Best Available Emission Control Devices Required. LAWA shall require that all diesel equipment used for construction related to the LAX Master Plan Program be outfitted with the best available emission control devices primarily to reduce diesel emissions of PM, including fine PM, and secondarily, to reduce emissions of NOx. This requirement shall apply to diesel-powered off-road equipment (such as construction machinery), on-

road equipment (such as trucks) and stationary diesel engines (such as generators)..."

Status → In Progress:

As stipulated in Section X.F.8 of the Community Benefits Agreement (CBA), an Independent Third Party Monitor has been retained by LAWA to monitor compliance with the requirements of Section X.F. The role of the Independent Third Party Monitor is to monitor, document, and report on a semiannual basis to LAWA and the Coalition compliance with all elements of Section X.F., including but not limited to the use of verified diesel emission control systems (VDECS) on LAX Master Plan Program construction-related diesel equipment, a summary of exemptions granted, and any reports of violations or noncompliance with the requirements of CBA Section X.F.

The following is an update of activities and findings reported by the Independent Third Party Monitor as it relates to diesel construction equipment operating on the on-going South Airfield Improvement Project (SAIP).

Section X.F.1 – Best Available Emissions Control Devices Required

All diesel equipment used for construction related to the LAX Master Plan Program is required to be outfitted with best available emission control devices, primarily to reduce diesel particulate matter emissions, including fine particulate, and secondarily to reduce emissions of oxides of nitrogen (NOx). This requirement applies to diesel-powered off-road equipment, on-road equipment, and stationary diesel engines. The emission control devices utilized for the equipment at the LAX Master Plan Program construction shall be verified or certified by the California Air Resources Board (CARB) or Environmental Protection Agency (EPA) for use on on-road or off-road vehicles or engines.

Status → In Progress:

The Independent Third Party Monitor has reviewed the documentation submitted by the Contractor for each piece of diesel equipment operating on the SAIP or proposed for potential use on the SAIP as it pertains to the use of Best Available Emissions Control Devices. Approximately 240 pieces of diesel equipment have been assessed so far to determine compatibility with a CARB-verified or EPA-certified diesel emission control device.

To assist in performance of this Section, the Independent Third Party Monitor developed and implemented a monitoring process to track each piece of diesel equipment and document each construction firm's compliance as it relates to outfitting their diesel construction equipment with the best available emissions control devices.

Initial findings for this Section are as follows:

- *Of the approximately 240 pieces of diesel equipment proposed for potential use on the SAIP, approximately 25 percent of all equipment is equipped with engines compatible with a Level 3 (85 percent particulate matter reduction) off-road Verified Diesel Emission Control System (VDECS). If the Contractor wishes to operate a piece of diesel equipment on the SAIP that has been shown to be compatible with a Level 3 VDECS, this equipment must be retrofitted with the VDECS prior to commencing work, unless the equipment has been granted an exemption in accordance with Section X.F.4;*

- *A recent field inventory of equipment operating on the SAIP found 72 pieces of off-road diesel equipment, plus approximately one dozen on-road dirt hauling vehicles used for debris removal from the jobsite. Of these 72 vehicles operating on the airfield, eleven (11) were retrofitted with a Level 3 VDECS;*
- *Off-road diesel equipment operating on the SAIP whose engines are compatible with a Level 3 VDECS, but not retrofitted with the best available emissions control technology, was documented. This diesel equipment has been granted exemptions in accordance with Section X.F.4.*

Section X.F.2 - Demonstration Projects

Notwithstanding the verification or certification requirement set forth in Section X.F.1, LAWA may allow diesel equipment used for construction related to the LAX Master Plan Program to be outfitted with a new emission control device designated by LAWA as a "Demonstration Project", even if the device has not yet been verified or certified by CARB or EPA for use in on-road or off-road vehicle or engine applications. These devices shall, at a minimum, meet all pollution reduction requirements specified in Section X.F.3.

Status → In Progress:

The Independent Third Party Monitor is assisting LAWA and the LAX Coalition in identifying potential opportunities to conduct a Demonstration Project in accordance with Section X.F.2 as an element of a Statewide Off-Road Diesel Emission Control Device Demonstration Program proposed by CARB. The purpose of the CARB statewide demonstration program, referred to as the "Showcase Program", is to demonstrate commercially available on-road verified VDECS technologies in off-road applications, as well as off-road diesel emission control devices currently available in Europe but not verified for use or sale in California. Currently, only one (1) Level 3 device has received off-road verification and is commercially available. Thus, the goal of the CARB Showcase program is to demonstrate the feasibility of using on-road or European devices in an off-road construction equipment application, leading to the verification and commercialization of additional devices for use in off-road diesel construction equipment.

CARB has recognized the SAIP Runway 25L Relocation and Center Taxiway Improvement Project as a candidate for potential participation in the Showcase demonstration project. The Independent Third Party Monitor is assisting LAWA and the Coalition by evaluating the proposed Showcase Project technical and programmatic guidelines and requirements. In addition, the Third Party Monitor has provided CARB with the technical specifications of equipment operating on the SAIP. Finally, the Third Party Monitor is evaluating candidate diesel emission control technologies proposed by manufacturers for potential inclusion in the demonstration project.

Section X.F.3 - Emission Reduction Standards

Emission control devices used pursuant to Section X.F.1 shall achieve emission reductions no less than what would be achieved by a Level 2 (50 percent particulate matter reduction) diesel emission control strategy for a similar sized engine as defined by CARB regulations. Under no circumstances shall an emission reduction device or strategy used on the LAX Master Plan Program construction site increase the emission of any pollutant above that which is the standard for that engine.

Status → In Progress:

The Independent Third Party Monitor has assessed each piece of diesel construction equipment equipped with a VDECS pursuant to Section X.F.1 and documented its compliance as it relates to meeting or exceeding Level 2 diesel emission reductions.

Initial findings for this Section are as follows:

- *Eleven (11) pieces of diesel construction equipment operating on the SAIP are equipped with VDECS. The specific device is the Engine Control Systems Purifilter device, verified at Level 3 (85 percent particulate matter reduction). Currently, no Level 1 or Level 2 VDECS have been identified for vehicles assessed pursuant to Section X.F.1;*
- *The Third Party Monitor has verified with CARB that the Level 3 device currently in operation on the SAIP does not result in an increase of any pollutant above which is standard for that equipment's engine.*

Section X.F.4 – Exemptions

The requirements of Sections X.F.1 through X.F.3 do not apply to a piece of construction related diesel equipment for which the operator provides a written finding, based upon appropriate market research and approved by LAWA, that the best available emission control device for reducing the emissions of pollutants as requires by Sections X.F.1 through X.F.3 is unavailable for that equipment, in which case the contractor shall use whatever technology for reducing exhaust emissions is available and appropriate for that vehicle or engine, if any. In addition, Sections X.F.1 through X.F.3 do not apply to a piece of construction related diesel equipment that is used on LAX Master Plan Program construction sites for fewer than twenty- (20) calendar days per calendar year.

Status → In Progress:

The Third Party Monitor reviewed each piece of diesel construction equipment proposed for use on the SAIP as it pertains to the requirements of Sections X.F.1 and X.F.3 and independently determined if a CARB verified or EPA certified diesel emission control system was compatible. These findings were documented and compared with exemptions granted by LAWA. Initial findings for this Section are as follows:

- *Equipment whose engine is compatible with a CARB verified or EPA certified diesel emission control system, but whose use on the SAIP will not exceed twenty (20) calendar days per calendar year was granted a “20-day” exemption by LAWA. The Third Party Monitor maintains an independent database of all equipment operating under the 20-day exemption rule, including the date the equipment was moved onsite and the date the equipment must be removed from the airfield;*
- *The Third Party Monitor also reviewed and documented cases in which it appeared a CARB verified diesel emission control system was compatible with a piece of equipment that had received a prior exemption from LAWA. Each case was subsequently investigated to determine why an exemption had been granted. Specific types and models of off-road construction equipment, including rubber tire loaders and motor graders, received an exemption from installing a VDECS due to safety concerns. It was determined that the VDECS would impair the equipment operator's field of vision. Thus, these vehicle classes received an exemption from LAWA on the basis of safety. The Independent Third Party Monitor has reviewed and documented each piece of diesel construction equipment that has received a safety exemption;*

- *The Third Party Monitor also independently assessed and documented diesel equipment for which no CARB verified or EPA certified diesel emission control system is currently available. This equipment has been granted an exemption by LAWA on the basis of unavailability.*

Section X.F.5 - Ultra-Low Sulfur Diesel and Other Fuels

All diesel equipment used for construction related to the LAX Master Plan Program shall use only Ultra-Low Sulfur Diesel Fuel (ULSD) with a sulfur content of fifteen (15) parts per million or lower. If adequate supplies of ULSD are not available in the Southern California area, other fuels may be used, provided that the other fuels do not result in greater emissions of fine particulate matter or oxides of nitrogen that that which would be produced by the use of ULSD.

Status → In Progress:

The Third Party Monitor has independently reviewed and documented fuel purchase records for diesel fuel used on the SAIP. Initial findings for this Section are as follows:

- *No shortages of ULSD have been experienced to date within Southern California. No substitution of any fuel in lieu of 15 ppm ULSD has occurred to date;*
- *The Third Party Monitor has reviewed all fuel purchase records as provided by LAWA on behalf of the construction firms operating equipment on the SAIP. All fuel purchased has been independently verified to be ULSD; no exceptions to the requirements of Section X.F.5 have been documented;*
- *The Independent Third Party does not monitor on-road vehicles operating on the SAIP that are fueled off-site. Fuel purchase records are only provided for vehicles that are fueled on the airfield using mobile refueling trucks.*

Section X.F. 6 - Operational Requirements

Operational Requirements pertaining to excessive vehicle idling and required engine maintenance intervals shall be issued by LAWA and enforced.

Status → In Progress:

The Third Party Monitor has monitored excessive vehicle idling and compliance with engine maintenance intervals based on independent observation, review and documentation of enforcement actions, and review of construction firm engine maintenance procedures and records. Initial findings as it relates to this Section include the following:

- *No written violations pertaining to excessive equipment idling have been cited by LAWA on any construction firm to date. On approximately two occasions, vehicles deemed to be idling beyond the period of time stipulated in CARB regulations have been instructed to turn off their engines. It was deemed that these cases involved equipment operators who were unaware of the idling restrictions as opposed to a deliberate intent to violate idling restrictions; thus formal enforcement actions were not deemed necessary;*
- *Each construction firm proposing a piece of diesel equipment must submit in writing the scheduled maintenance procedures for that piece of equipment. The Third Party Monitor has reviewed each maintenance plan submitted to date.*

Section X.F.7 – Enforcement by LAWA

Compliance with all requirements delineated in Sections X.F. is required of all Airport Contractors, Airport Lessees, and Airport Licensees. LAWA shall enforce the findings and determinations of the Independent Third Party Monitor.

Status → In Progress:

The Third Party Monitor has independently reviewed each enforcement action taken to date by LAWA. The Third Party Monitor maintains a database of each enforcement action, documenting the date of enforcement, entity the action was taken against, and the disposition/resolution of each enforcement action. Examples of typical enforcement actions taken by LAWA to date include the following:

- *Diesel equipment removed from airfield at the conclusion of a 20-day exemption period (X.F.4);*
- *Diesel equipment removed from airfield due to failure to properly submit documentation regarding best available control devices (X.F.1);*
- *Removal of one (1) piece of diesel equipment due to excessive smoking. Vehicle was subsequently repaired and returned to operation.*

Section X.F. 8 – Independent Third Party Monitor.

Compliance with requirements of Section X.F is required to be monitored, documented, and reported by an Independent Third Party Monitor.

Status → In Progress:

LAWA has retained an interim Independent Third Party Monitor. Summary of findings are reported in this document.

Section X.F. 9 – Reassessments of Emission Control Devices

Status → *At this time, the Third Party Monitor has performed no reassessments of Emission Control Devices.*

G. Ground Service Equipment Diesel Emissions Reduction Incentive Program.

“1. GSE Incentive Program. LAWA shall create a program providing incentives for the reduction of GSE diesel emissions (“GSE Incentive Program”). LAWA shall expend at least \$500,000 on the GSE Incentive Program. Participation by GSE operators in the GSE Incentive Program shall be voluntary. Funding for the program shall commence in fiscal year 2005-06.”

Status → In Progress:

LAWA is evaluating results from the Ground Service Equipment Inventory referenced in Section X.H. so that the GSE Diesel Emission Reduction Incentive Program could be better targeted.

H. Ground Service Equipment Inventory.

“1. Scope of GSE Inventory. LAWA shall prepare a study (“GSE Inventory”) detailing all GSE operated On-Site. The GSE Inventory shall include, but not be

limited to, an inventory of the number, type, sizes, model year, usage history, and identify of operator for all GSE operated On-Site at the time of the GSE Inventory...

2. Determination of 1997 GSE Fleet for Nonparticipating GSE Operators. The GSE Inventory shall include a determination of the number and types of On-Site GSE that were operated On-Site in 1997 by each Nonparticipating GSE Operator..."

Status → In Progress:

LAWA initiated the GSE Inventory in June 2005 and received limited responses from GSE owners and operators. In January 2006, LAWA formed a task force consisting of LAWA, consultants and airlines to revamp the survey. The task force worked through a number of issues including sensitivity of data, uniform equipment list, and standardized responses. In June 2006, LAWA reissued the survey and received responses from 70 percent of the total number of parties surveyed. LAWA continues to follow up with non-respondents, assess the survey, and perform data review and analyses. Preliminary GSE Inventory results are summarized in **Appendix E**. Final survey results will be issued to the Coalition once all data is collected and reviewed.

I. Requirements for Emissions Reductions by Nonparticipating GSE.

"In order to achieve emission reductions from GSE operated at LAX by Nonparticipating GSE Operators, LAWA shall issue requirements leading to the use of less-polluting GSE by Nonparticipating GSE Operators, as described in this Section X.I. New, amended, renewed, or extended Airport Contracts, lease agreements, and any relevant LAX licensing or permitting requirements for Nonparticipating GSE Operators shall include language requiring compliance with requirements of this Section X.I. and allowing assessment of liquidated damages as described in this Section X.I against any entity responsible for a violation..."

Status → In Progress:

See above regarding status of GSE Inventory.

J. Emission Reductions From On-Road Trucks, Buses, and Shuttles.

"1. Inventory of On-Road Heavy-Duty Vehicle Traffic and Study of Feasible Mitigation.

a. Heavy-Duty Vehicle Study. LAWA shall fund a study of on-road Heavy-Duty Vehicle traffic related to LAX Operations. This study shall begin no later than one year from the effective date of this Agreement. The study shall be completed within twelve months of its initiation. The Study shall be conducted by an Independent Expert, selected through a Contract Award Process..."

Status → In Progress:

A draft scope for this study was submitted to Coalition in July 2005. LAWA is currently coordinating with the Coalition regarding the work scope.

K. Particulate Matter (PM 2.5).

“1. Assessment of PM 2.5. LAWA shall assess and mitigate impacts of PM 2.5 in compliance with all applicable provisions of state and federal law. LAWA's obligation to mitigate PM 2.5 impacts within the context of the CEQA may be limited by feasibility, overriding considerations or other requirements articulated in applicable state and federal laws.

2. Determination of PM 2.5 Significance Thresholds. The assessment and mitigation of PM 2.5 impacts shall comply with the requirements for both attainment of PM 2.5 ambient air quality standards and the mitigation of significant project-related and cumulative impacts under CEQA...

3. Conferring with Applicable Agencies. LAWA shall confer with applicable agencies, including SCAQMD, CARB, and the EPA, to assure compliance with state and federal PM 2.5 ambient air quality standards after guidance for measuring and evaluating exceedances has been established. With respect to projects requiring CEQA analysis, LAWA shall include the SCAQMD as a responsible agency in the review process to seek adherence to the threshold standards to be established.

4. LAWA Project Assessment of PM 2.5. LAWA shall conduct and complete a CEQA assessment of PM 2.5 impacts related to the first LAX Master Plan Program project to be initiated after establishment of applicable thresholds, either by SCAQMD or as outlined above. This assessment shall be completed in consultation with SCAQMD as a responsible agency in the CEQA review process.”

Status → In Progress:

This requirement will be implemented in conjunction with the next project to be completed under the LAX Master Plan. Note: This requirement was not considered to apply to the SAIP based on the fact that the CEQA analysis for that project was already well underway before the CBA took effect (i.e., SAIP EIR NOP was published in August 2004, while CBA was not executed until February 2005.

L. Rock-Crushing Operations and Construction Material Stockpiles.

“LAWA shall locate rock-crushing operations and construction material stockpiles for all construction related to the LAX Master Plan Program in areas away from LAX-adjacent residents to reduce impacts from emissions of fugitive dust...”

Status → In Progress:

Subject requirement has been included in construction specifications of the South Airfield Improvement Project and the rock-crushing plant for the SAIP project complies with this requirement.

M. Limits on Diesel Idling.

“LAWA shall prohibit diesel-powered vehicles from idling or queuing for more than ten consecutive minutes On-Site, unless CARB adopts a stricter standard,

in which case LAWA shall enforce that standard. Exemptions to this rule may be granted for safety-related and operational reasons, as defined in CARB regulations.”

Status → In Progress:

Subject requirement has been included in construction specifications of the South Airfield Improvement Project and is being monitored by LAWA’s Independent Third Party Monitor.

X.N. Provision of Alternative Fuel.

“LAWA shall ensure that its infrastructure for providing fuel to Alternative-Fuel Vehicles is sufficient and available, where not Operationally Infeasible and/or Technically Infeasible, to meet all requests for alternative fuel from contractors and other uses of LAX.”

Status → In Progress:

LAWA has determined that existing infrastructure is adequate for providing fuel to Alternative-Fuel Vehicles given the demand at LAX. LAWA will continue to evaluate from time-to-time the adequacy of the alternative fuel infrastructure at LAX and make improvements as necessary.

O. Hydrogen Fuel Cell Infrastructure.

“LAWA shall support efforts to place a hydrogen fuel cell system for the generation of electricity at or near LAX. This fuel cell system shall meet or exceed CARB 2007 distributed generation certification standard.”

Status → In Progress:

LAWA is currently evaluating the placement of a fuel cell system.

P. Cleaner Burning Jet Fuels.

“LAWA shall support efforts to encourage the airlines and petroleum industries to embark on a study to promote the use of jet fuels that minimize air pollutants emissions from jet engines.”

Status → In Progress:

LAWA continues to monitor and support efforts where appropriate.

XI. Green Building Principles.

The Agreement states in part:

“To the extent practical and feasible, in accordance with local building codes and California state codes, and subject to limitation or restrictions in accordance with FAA or Transportation Security Administration standards guidelines, LAWA shall incorporate Leadership in Energy and Environmental Design (LEED) building standards into demolition, design, construction and operation of all aspects of the LAX Master Program. LAWA shall apply the LEED standards for New Commercial and Major Renovations, Version 2.1, as defined by the U.S. Green Building Council.

LAWA shall abide by all applicable City regulations with respect to energy efficiency, sustainability and green building design.”

Status → In Progress:

Currently in practice to the extent feasible and practical. In order to build long-term healthy buildings, and improve Los Angeles World Airports’ energy efficiency in the long run, LAWA adheres to and implements the following LEED Principles on all building projects:

- *Buildings are designed to exceed the requirement of ASHREA/IESNA 90.1-1999 and Title 24 requirements for energy performance.*
- *LAWA specifies zero use of CFC-based refrigerants in new building HVAC systems.*
- *LAWA requires that 10% to 20% of construction demolition and land clearing waste, depending on the project, be recycled and/or salvaged for re-use.*
- *LAWA requires that a high percentage, depending on project, of all wood-based materials is certified in accordance with the Forest Stewardship Council.*
- *LAWA requires the use of low-emitting adhesives and sealants that meet or exceed South Coast Air Quality Management District Rule No. 1168.*
- *LAWA requires the use of low-emitting carpet that meets or exceeds Carpet and Rug Institute Green Label Indoor Air Quality Test Program.*
- *LAWA requires that composite wood or agrifiber products must contain no added urea-formaldehyde resins.*
- *New buildings are designed to provide, where possible, a connection between indoor spaces and outdoor environment.*

XII. Traffic.

The Agreement states in part:

“A. Construction Traffic.

1. Designated Routes. LAWA shall designate routes for construction equipment, construction-related vehicles, and trucks participating in construction projects related to the LAX Master Plan Program to access LAX. These route designations shall ensure that such construction equipment, construction-related vehicles, and trucks do not travel (i) on 111th Street between Hawthorne Boulevard and Inglewood Avenue; (ii) on 104th Street between Hawthorne Boulevard and Inglewood Avenue; (iii) on Inglewood Avenue between Century Boulevard and Inglewood Ave....

- a. Community Response Program. LAWA shall establish a mechanism for members of the public to report instances of non-compliance with designated truck routes....

2. Lennox/405 Interchange. If LAWA participates in construction of an interchange to the 405 Freeway at Lennox Boulevard, LAWA shall consult with the Coalition Representative and impacted residents in developing mitigation measures that shall be included in the project’s Environmental Impact Report, to minimize negative impacts such as residential relocations and the demolition of a community center. These mitigation measures shall include pedestrian and bicycle access over or under the 405

Freeway at Lennox Boulevard, to ensure that local residents can safely access both sides of the 405 Freeway at Lennox Boulevard.”

Status → In Progress:

LAWA in conjunction with L.A. Department of Transportation designates routes for construction traffic on a project by project basis. LAWA has developed a website to provide construction information for the general public, including a phone number to report incidences of non-compliance on the South Airfield Improvement Project.

(Reference Appendix F on the SAIP Construction Traffic Management Plan, CTMP)

XIII. Minority Business Enterprise, Women Business Enterprise and Small Business Utilization and Retention Program.

The Agreement states in part:

“A. LAWA shall coordinate with the Mayor's Office, CDD, and other relevant business advocacy and assistance organizations to initiate a program to increase participation in the planning, construction, operation and maintenance of LAX by Project Impact Area small businesses and minority-owned business enterprises and women-owned business enterprises (MBE/WBE).....

Status → In Progress:

LAWA's Business and Job Opportunities Division (BJOD) and Procurement Division are currently working closely with the Mayor's Office, CDD, and other business advocacy groups to enhance MBE/WBE participation on all LAWA projects. The BJOD Small Business Program provides an entry point through which local business enterprises can obtain information on future airport business contracting opportunities and on a wide array of business assistance services, networking activities, workshops and referrals. The BJOD has established facility near the Airport, on Century Boulevard, with enough square footage to house staff; consultants; and a Surety Bond Liaison. The BJOD will serve as a clearinghouse for information in its three core program areas: business outreach, employment outreach and educational outreach.

XIV. Community Preparedness for Airport-Related Emergency.

The Agreement states:

“LAWA shall assist in the coordination and dissemination of appropriate information related to emergency preparedness and response of local law enforcement agencies, emergency response groups (e.g., Red Cross, FEMA), and the local communities in the event of an airport-related emergency.”

Status → In Progress:

LAWA continues to coordinate with local law enforcement agencies, emergency response groups and local communities. LAWA's Executive Director is a member of the newly formed advisory team for the Los Angeles Mayor's newly Homeland Security Advisors Group. This group of diverse leaders will improve the City of Los Angeles' counter-terrorism intelligence coordination and disaster preparedness training and response capabilities. The advisory team will be organized into working groups and tasked with five major missions: Counter-terrorism measures; Private sector outreach

and involvement; Governmental outreach and involvement; Evacuation planning; and Emergency Preparedness.

XV. Designated Airport Funds.

The Agreement states in part:

“Where this Agreement provides that LAWA shall contribute airport revenues to job training funds or air quality funds, LAWA will follow the procedures set forth in the Cooperative Agreement regarding "Alternative Job Training and Air Quality Expenditure.”

Status → In Progress:

If an FAA determination, as defined in and pursuant to the procedures set out in the Cooperative Agreement, or any other regulatory authority prohibits LAWA from taking actions required by the CBA Sections V, VII, VIII, IX, X, or threatens to withhold federal funding if LAWA takes actions required by the referenced sections, then LAWA will set aside funds to the Job Training and Air Quality Funds to the extent allowed.

XVI. Miscellaneous.

The Agreement states in part:

“A. Implementation Meetings. To facilitate implementation of this Agreement, address concerns, and ensure an ongoing dialogue between the Coalition Representative and LAWA, the Coalition Representative and LAWA shall have regular Implementation Meetings....

B. Annual Reports. LAWA shall prepare annual reports on the implementation of this Agreement and the progress of the LAX Master Plan Program, and shall forward these reports to the Coalition Representative and post the reports on the LAWA website for at least a one-month period....

C. Contract Award Process. Where a provision of this Agreement refers to a Contract Award Process, that process shall be as described in this Section XVI.C. A Contract Award Process is “initiated” on the date the draft protocols and/or scope of work to be included in the RFP are provided to the Coalition Representative...”

D. Special Arbitrator...

E. General LAWA Enforcement Responsibility...”

Status → In Progress:

Implementation meetings are held regularly with the Coalition. LAWA prepares annual reports on the implementation of the CBA and the progress of the LAX Master Plan Program.

4.0 Lennox School District – Sound Attenuation Measure

The Agreement states in part:

“LAWA Funding of Certain District Mitigation Measures. Subject to FAA Determination regarding the use of airport funds under the federal anti-revenue diversion laws, LAWA will fund certain mitigation measures for the District not to exceed \$118,500,000 for noise abatement. Mitigation measures include replacement of HVAC equipment with pollution abatement, double-paned windows and/or sound reduction windows and doors, roofing upgrades, replacement of relocatable classrooms, and temporary housing during construction.

Security-Related Items. LAWA will assist the District in the coordination and dissemination of appropriate information related to emergency preparedness and response of local law enforcement agencies, emergency response groups (e.g., Red Cross, Federal Emergency Management Agency) and the local communities in the event of an airport-related emergency.

Community Programs. LAWA will work collaboratively with the District to support a variety of community programs, such as job training and academic programs; and...”

Status → In Progress:

On December 7, 2005, LAWA and Lennox School District submitted a request to FAA for an advisory opinion on the use of airport revenues for noise mitigation measures at Whelan School. In their response on January 12, 2006, the FAA raised questions and issues regarding the Los Angeles County Superior Courts’ April 8, 1976 Judgment and Final Order. At this time, LAWA and the Lennox School District are discussing the FAA’s concerns and working on finding a way to move forward. In the meantime, legislation has been proposed by Congresswoman Harman that will amend title 49, United States Code, to expand passenger facility fee eligibility for noise compatibility projects and hence allow LAWA to provide funding to Lennox and Inglewood schools as outlined in the Agreement. This legislation (H.R. 6285) is pending at this time.

5.0 Inglewood School District – Sound Attenuation Measure

The Agreement states in part:

“LAWA Funding of Certain District Mitigation Measures. Subject to FAA Determination regarding the use of airport funds under the federal anti-revenue diversion laws, LAWA will fund certain mitigation measures for the District not to exceed \$111,000,000 for noise abatement. Mitigation measures include replacement of HVAC equipment with pollution abatement, double-paned windows and/or sound reduction windows and doors, roofing upgrades, replacement of relocatable classrooms, and temporary housing during construction.

Security-Related Items. LAWA will assist the District in the coordination and dissemination of appropriate information related to emergency preparedness and response of local law enforcement agencies, emergency response groups (e.g., Red Cross, Federal Emergency Management Agency) and the local communities in the event of an airport-related emergency.

Community Programs. LAWA will work collaboratively with the District to support a variety of community programs, such as job training and academic programs; and..."

Status → In Progress:

On December 7, 2005, LAWA and Lennox School District submitted a request to the FAA for an advisory opinion on the use of airport revenues for noise mitigation measures at Whelan School. In their response on January 12, 2006, the FAA raised questions and issues regarding the Los Angeles County Superior Courts' April 8, 1976 Judgment and Final Order. At this time, LAWA and the Lennox School District are discussing the FAA's concerns and working on finding a way to move forward. In the meantime, legislation has been proposed by Congresswoman Harman that will amend title 49, United States Code, to expand passenger facility fee eligibility for noise compatibility projects and hence allow LAWA to provide funding to Lennox and Inglewood schools as outlined in the Agreement. This legislation (H.R. 6285) is pending at time of publication.

6.0 Summary

To date, LAWA continues to implement applicable provisions from the Community Benefits Agreement. Construction-related provisions were included in the first LAX Master Plan project, the SAIP, using contract specifications and are implemented during construction. Working together with the Coalition, LAWA continues to monitor and implement the required provisions as the LAX Master Plan Program progresses.

APPENDIX A

Board Resolution Report No. 21481

Los Angeles World Airports

RESOLUTION NO. 21481

WHEREAS, on recommendation of Management, there was presented for approval, the Land Use Mitigation Program (LUMP) supplemental funding policy; and

WHEREAS, the State of California has adopted the California Airport Noise Standards under Title 21, Subchapter 6 of the California Code of Regulations (CCR's) that established a regulatory framework within which airports can work to reduce, prevent and eliminate incompatible land uses (defined by the State under Title 21, Subchapter 6, Article 1, Section 5014 of the CCR) within their off-airport noise impact boundaries; and

WHEREAS, the Federal Aviation Administration (FAA) has also established, under Federal Aviation Regulations (FAR) Part 150, an airport noise compatibility and funding program (NCP) which enables local jurisdictions having incompatible land use within an airport noise impact area to apply for FAA grants to implement approved noise mitigation programs aimed at converting incompatible land use to compatible land use within the noise impact area, and further, the FAA has enabled LAWA to charge airlines a "passenger facility charge" (PFC) that may be used to fund airport noise mitigation; and

WHEREAS, the Board and the FAA have approved Part 150 NCP's at LAX and ONT, which include, and make eligible for FAA funding, land use mitigation projects including State- and FAA-defined incompatible land uses within the Cities of Los Angeles, Inglewood, El Segundo and Ontario, and unincorporated Los Angeles; and

WHEREAS, the Board, as a result of these State and Federal requirements and programs, and in order to comply with the California Airport Noise Standards requirements through adoption of a comprehensive airport land use mitigation funding policy, adopted Resolution No. 15844, on May 20, 1987, and the following amendments to the program: Resolution No. 17656 on June 26, 1991, Resolution No. 18062 on May 27, 1992, Resolution No. 19357 on November 21, 1995, and Resolution No. 20007 on October 21, 1997; and

WHEREAS, this amended Supplemental Funding Policy allows greater flexibility in prioritizing geographically distinct sound insulation project areas; removes budgetary constraints where possible, changes specific submittal timeframes for reporting requirements to provide Los Angeles World Airports (LAWA) greater flexibility in monitoring the use of the grant funds, and provides for revocation and return of funds in the event that the jurisdiction fails to adhere to conditions as required by LAWA; and

WHEREAS, elements of this amended LAWA Airport Noise Land Use Mitigation Supplemental Funding Policy (SFP) are as follows:

1. Subject to funding availability and LAWA's budgetary process, needed funds will be made available each year as a contribution to supplement any FAA approved grant received by the parties to the LAX Part 150 NCP to achieve land use compatibility as set forth in the California Airport Noise Standards.
2. Subject to funding availability and LAWA's budgetary process, needed funds will be made available each year as a contribution to supplement any FAA approved grant received by the City of Ontario under the ONT Part 150 NCP to achieve land use compatibility as set forth in the California Airport Noise Standards.
3. Subject to funding availability and LAWA's budgetary process, needed funds will be made available each year to sponsor sound insulation projects at Van Nuys Airport (VNY) to achieve land use compatibility as set forth in the California Airport Noise Standards.

LAX
Ontario
Van Nuys
Palmdale

City of Los Angeles
Richard J. Riordan,
Mayor

Board of Airport
Commissioners
John J. Agoglia
President
Mark E. Schaffer
Vice President
Lee Kanon Alpert
Miguel Contreras
Christopher C. Pak
Cheryl K. Petersen
Warren W. Valdry

Lydia H. Kennard
Executive Director

4. LAWA funds provided under this Resolution may be used by the local jurisdiction as its local share contribution to an FAA approved grant.
5. Unremitted Airport Revenue funds remaining at the end of a year will not be available the following year.
6. Notwithstanding items 1 through 5 above, additional LAWA funds may be made available during any year to eligible local jurisdictions in amounts that exceed the specified annual LAWA allocations and/or exceed FAA grant monies received by the local jurisdictions. Such additional funds may be used for eligible sound insulation or property acquisition projects.
7. No LAWA funds will be made available under this Resolution unless LAWA receives an avigation easement over properties acquired, redeveloped or sound insulated with LAWA funds and FAA grant funds. The easements shall be filed and/or recorded and processed in a manner and be in a form acceptable to the City Attorney of Los Angeles. If the City of Los Angeles has obtained an avigation easement over any residential property that has not been sound insulated to achieve or attempt to achieve an interior CNEL of at least 45 dB in all habitable rooms within the structure, LAWA may allow the expenditure of public funds to achieve or attempt to achieve the 45 dB standard in any habitable room within the structure, provided that any existing avigation easement is replaced and, in the case where a homeowner who received the funds is still the legal owner of the property, settlement funds are contributed towards the overall cost of soundproofing.
8. Funding under this policy will be conditional on the sponsoring local jurisdiction having adopted local building code regulations and a specific plan and/or other necessary regulations to ensure that all new residential structures and all added or expanded habitable rooms with any modified or reconstructed residential structure achieve an interior CNEL of at least 45 dB.
9. In the event LAWA does not provide a grant to a jurisdiction for any particular Fiscal Year, LAWA will provide funds to the jurisdiction in an amount not to exceed 5% of the last annual average grant amount the jurisdiction has previously received, to cover the administrative program expenses of the jurisdiction. Implementation of this section is subject to performance criteria to be established by LAWA.
10. In providing LAWA funds to local jurisdictions, it is the intent of this Resolution to achieve systematic compliance with the California Airport Noise Standards as quickly, efficiently and cost effectively as possible.

In order to accommodate the impacted jurisdictions' expressed desire for flexibility in prioritizing sound insulation project areas, and at their request, LAWA approves the following deviation. A jurisdiction with multiple distinct impacted areas may, at its own discretion, use the funds to sound insulate eligible properties in distinct geographical areas that are not the areas most impacted by noise and are not the highest prioritized areas using the default prioritization methodologies established below. Such distinct impacted areas, if any, must be clearly defined in the jurisdiction's approved Aircraft Noise Mitigation Program and identified in the project's implementation plan.

Properties will be selected, prioritized and determined to be land use compatible according to the following criteria and procedures:

A. For properties to be sound insulated:

1. The property is within 65 dB CNEL noise contour designated by LAWA, or within the FAA approved Part 150, 65 dB contour for the Airport;
2. All incompatible properties within the noise contour that have been mitigated must be deemed to be land use compatible through the issuance by the sponsoring local jurisdiction of a written statement, in a form approved by LAWA and the Division of Aeronautics of the State Department of Transportation, certifying that the property is land use compatible under the California Airport Noise Standards and identifying the reason therefor;
3. Properties whose owners had previously declined to participate but have since reconsidered, and new owners who wish to participate but the previous owner declined to participate, will remain eligible until this Noise Compatibility Program has been completed;

B. For properties to be acquired:

1. The property is within 65 dB CNEL noise contour designated by LAWA, or within the FAA approved Part 150, 65 dB contour for the Airport;
2. The property's selection for acquisition is consistent with the priority established in the sponsoring local jurisdiction's adopted residential acquisition/recycling program;
3. The sponsoring local jurisdiction shall issue a written statement, in a form approved by LAWA and the division of Aeronautics of the State Department of Transportation, certifying that the property the sponsor acquired is land use compatible under the California Airport Noise Standards and identifying the reason therefor.

11. LAWA may, in implementing this Resolution and related State and Federal requirements, establish reasonable priorities, conditions, procedures, reporting and compliance documentation, and data automation requirements.

As part of these conditions, the jurisdiction may be required to submit annual program planning documents, progress reports, and expenditure plans and reports for each grant. These documents will be prepared in accordance with guidelines established by LAWA, and will be subject to LAWA approval. In addition, prior to receipt or expenditure of any funds granted to the jurisdiction under this Resolution, the jurisdiction must execute a Letter Agreement prepared by LAWA. A separate Letter Agreement will be prepared for each grant. The Letter Agreement will establish the jurisdiction's commitment to conduct its program in accordance with approved implementation plan, and it will contain any additional terms and conditions for a specific grant. The jurisdiction will be required to follow the prescribed procedures and requirements as stated in the Letter Agreement. Description of these specific requirements in no way limits LAWA's authority to establish additional reasonable requirements as described in the above paragraph. If this Resolution and its resultant requirements are not complied with, then LAWA may determine that any or all of the following will apply: (1) the funds previously forwarded to the local jurisdiction will be refunded to LAWA upon due notice; (2) the local jurisdiction will not receive any more funds under the approved grant, and/or; (3) the local jurisdiction will become ineligible for future LAWA grants; and

WHEREAS, it is not the intention of this Resolution to necessarily limit expenditures of funds for LAWA sponsored residential sound insulation or property acquisition projects. With regard to the location of any structures to be sound insulated or acquired by separate funds provided by LAWA, referenced location will be determined after consultation with local jurisdictions; and

WHEREAS, this action, as a continuing administrative activity, is exempt from the requirements of the California Environmental Quality Act as provided by Article III, Section 2.f. of the Los Angeles City CEQA Guidelines; and

WHEREAS, actions taken on this item by the Board of Airport Commissioners will become final pursuant to the provisions of Los Angeles City Charter Section 245;

NOW, THEREFORE, BE IT RESOLVED, that the Board of Airport Commissioners determined that this action is exempt from the California Environmental Quality Act requirements, adopted the Staff Report, approved a new policy to define and fund a program to achieve land use compatibility at LAWA Airports in accordance with State, Federal, and City requirements, and rescission of Resolution No. 20007.

o0o

I hereby certify that the foregoing is a true and correct copy of Resolution No. 21481 adopted by the Board of Airport Commissioners at a special meeting held Thursday, July 19, 2001.



Sandra J. Miller - Secretary
BOARD OF AIRPORT COMMISSIONERS

APPENDIX B

Updated Noise Mitigation Program and Schedule

LAWA - Residential Soundproofing Program

November 2006



LAX Residential Soundproofing Program

Background

Los Angeles World Airport's (LAWA) Residential Soundproofing Program (RSP) was established in early 1997 to implement the Airport's noise mitigation measures by soundproofing dwelling units in noise impacted areas in the City of Los Angeles. The program covers approximately 8,200 residential units in areas of the City of Los Angeles, around LAX, with a recorded Community Noise Equivalent Level (CNEL) of 65 decibels (dB) and higher, as shown on the map produced by LAWA for the fourth quarter of 1992. For the most part, these homes are located in Playa del Rey, Westchester and areas of South Los Angeles. The RSP is strictly voluntary and will not incur any cost to the property owner.

Typical examples of soundproofing include replacing or modifying loose-fitting doors and windows with acoustically rated doors and windows, adding insulation to attics, upgrading the air ventilation system, and fitting chimneys and vents with dampers and/or acoustic louvers. Residences located east of the San Diego Freeway also receive a central air conditioning system in lieu of the ventilation system.

It is estimated that the program will be substantially completed by 2007/2008 at a cost of about \$125 million. Two soundproofing demonstration model homes continue to be available to interested homeowners, one in Playa del Rey, and another within Council District 8. This Soundproofing Program is fully funded by Passenger Facility Charges (PFCs).

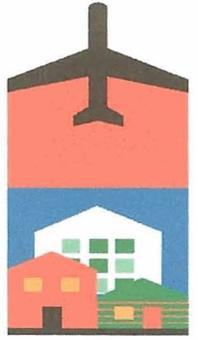
Program Status

There are approximately 8,200 dwelling units eligible for the program. As of November 1, 2006, the total number of units signed into the program is 6,420 (this number changes daily as participations and/or declines/delays are recorded on the database). So far, 294 units have been placed on a delayed or declined status by their property owners. 1,724 units have yet to reply to our mailings or sign up for the program.

Through October 2006, 5,288 units have been soundproofed or are in the process of completing the soundproofing installation. To date, there have been 97 construction contracts awarded totaling approximately \$95 million.

Project Budget: \$125 million **Project Completion Date:** 2007

Project Spent to date: \$95 million **Project Percent Complete:** 75%



PROJECT COMPLETION PLAN

Step one. Amend the design/acoustic consultant's contract to complete the design on the remaining 1,000 dwelling units. Staff is completing the necessary steps to bring this action up to the BOAC's consideration by January 2007.

Step two. Early Spring 2007, notify non-participants of the imminent program completion. Re-notify non-participating homeowners via a second 'return receipt requested' letter that their property could be deemed land use compatible unless they agree to participate by a set date, mid to late 2007.

Van Nuys Residential Soundproofing Program

Background

The Soundproofing Section also developed and began implementation of a noise mitigation program for the affected residences near Van Nuys Airport. The Van Nuys program covers 1,100 residential units. It is estimated that this program will be substantially completed by early 2007 at a cost of about \$15 million. The program, launched in May 2000, covers residential units located within City Council Districts 6 and 12. This program is on schedule and approximately \$8 million from airport revenues has been expended so far.

Program Status

The total number of eligible dwelling units is approximately 1,100. Participation agreements covering 617 residential units have already been signed and design of the required acoustical modifications for these units is continuing. Construction has been completed on 573 units. Approximately 15 units are awaiting a construction contract.

Project Budget: \$15 million

Project Completion Date: 2006

Project Spent to date: \$8 Million

Project Percent Complete: 55%

PROJECT COMPLETION PLAN

Same as above.



Land Use Mitigation Program

The Residential Soundproofing Division also administers LAWA's Land Use Mitigation Program, including oversight of eligible jurisdictions' noise mitigation programs and funding for the cities of Inglewood, Ontario, El Segundo and Los Angeles County.

LAWA continues to provide funding to the participating jurisdictions at or above the levels set in the Community Benefits Agreement.

In calendar year 2006, the following funding amounts were released to the respective jurisdictions:

City of Inglewood	\$12,500,000
City of El Segundo	\$ 7,450,000
County of Los Angeles	\$15,000,000

APPENDIX C

Modified Noise Easement

**RECORDING REQUESTED BY AND
WHEN RECORDED MAIL TO:**

Department of Airports
Airport Residential Soundproofing Division
1 World Way
P. O. Box 92216
Los Angeles, CA 90009-2216

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE
FREE RECORDING In accordance with Sec. 6103 California Gov't. Code

APN: 4125-012-009

NOISE EASEMENT

(Civil Code Section 1468,
Public Utilities Code Section 21652)

This NOISE EASEMENT (Easement) is executed and delivered as of this _____ day of _____, 20____, by Property Owner(s) _____ [owner(s) legal name] (Grantor) and the CITY OF LOS ANGELES (Grantee);

WHEREAS, Grantors are the owners in fee simple of certain real property located at _____ [address] and more particularly described as follows:

Lot _____ Tract _____ in the City of Los Angeles, County of Los Angeles, State of California as recorded in Book ____ Page(s) _____ of maps in the Office of the County Recorder of said County (Grantors' Property);

WHEREAS, Grantors have been offered the opportunity to participate in a publicly funded program (Soundproofing Program), which will cause changes to be made to Grantors' Property that may result in the reduction of aircraft noise currently being imposed on the interior of the structure or structures located on Grantors' Property;

WHEREAS, the funding source for this Soundproofing Program will include funding from the Grantee, in its capacity as the owner and operator of the Los Angeles International Airport (LAX), and may include funding from the United States Government pursuant to the Aviation Safety and Noise Abatement Act of 1979 (commencing at 49 U.S.C. Section 2101);

WHEREAS, Grantee requires as a condition precedent to its participation in the Soundproofing Program that Grantors provide Grantee with an easement upon Grantors' Property to permit noise, vibration, discomfort, inconvenience, interference with use and enjoyment, and any consequent reduction in market value, on the Grantors' Property all due to the operation of aircraft to and from LAX;

WHEREAS, Section 21652 of the Public Utilities Code of the State of California authorizes

Grantee to obtain this Easement,

NOW, THEREFORE, IT IS HEREBY AGREED BY THE PARTIES TO THIS AGREEMENT THAT:

1. Grantors do hereby, grant, convey and assign to Grantee, and its successors and assigns, a permanent and perpetual easement for the purpose of permitting the imposition of noise, vibration, discomfort, inconvenience, interference with use and enjoyment, and any consequent reduction in market value, all due to noise caused by the operation of aircraft to and from LAX upon Grantors' Property.
2. This Easement shall become effective upon the execution of this document by Grantor(s) and Grantee.
3. The Community Noise Equivalent Level (CNEL) map and boundaries produced by flight operations to and from LAX for the quarter-year ending December 31, 1992 (Fourth Quarter 1992 CNEL Map) filed with the State of California, Department of Transportation, Division of Aeronautics, in accordance with Section 5025 of Title 21 of the California Code of Regulations, shall be the basis for determining the baseline noise level for the Grantors' Property.
4. Pursuant to this Easement, Grantee may impose upon Grantors' Property noise levels up to and including 3 dB CNEL above the CNEL noise level shown for Grantors' Property on the Fourth Quarter 1992 CNEL Map.
5. Grantee will not be deemed to have exceeded the allowable level of imposition of noise, applicable to Grantors' Property, identified in Paragraph 4, unless that level is shown to have been exceeded in three of the four most recent quarterly CNEL maps for LAX filed with the State of California, Department of Transportation, Division of Aeronautics, in accordance with Section 5025 of Title 21 of the California Code of Regulations.
6. Grantee may further impose upon Grantees' Property any other adverse impacts arising from the allowable level of imposition of noise, applicable to Grantors' Property, identified in Paragraph 4, including, but not limited to, any resulting vibration, discomfort, inconvenience, interference with use and enjoyment, and any consequent reduction in market value.
7. Any change in the noise level reported on a quarterly CNEL map for LAX filed with the State of California, Department of Transportation, Division of Aeronautics, in accordance with Section 5025 of Title 21 of the California Code of Regulations, which results from the temporary increased use of certain runways, due to construction or repair of other runways, or due to any other cause beyond the control of Grantee (e.g. weather or wind conditions, but not flight pattern shifts authorized by the Federal Aviation Administration) shall not be used to compute the noise level imposed on Grantors' Property for purposes of Paragraph 4.
8. This Easement shall neither enlarge nor diminish any rights of either party existing prior to the effective date of this Easement, and Grantee expressly reserves and may continue to rely upon, any and all prescriptive rights, aviation easements and other entitlements for the operation of LAX.
9. Grantors covenant that Grantors are the owners in fee simple of the Grantors' Property, and that at the time of executing this Grant of Easement, Grantors have full ownership rights and powers to convey this Grant of Easement free and clear from all other grants, bargains, sales, liens, taxes, assessments and encumbrances of whatever kind or nature.

10. All easements, promises, covenants, conditions and reservations contained in this Grant of Easement are made and entered into for the benefit of the lands under the jurisdiction of the City of Los Angeles, Department of Airports (LAWA) and for the Grantee and its successors and assigns to the maximum extent now or hereafter permitted by statute or case law, and are intended by the parties to comply with California Civil Code Section 1468. Grantors for himself/herself/themselves and his/her/their successors and assigns waive all rights under Civil Code section 1542. "Successors and assigns" as used here includes without limitation: invitees, licensees, permittees, tenants, lessees, and others who may use the Easement rights reserved in this Easement or use or be upon Grantors' Property or the lands under the jurisdiction of LAWA, as the case may be, and/or their respective officers, agents and employees.
11. Grantors release Grantee from any present and future liability and promises not to sue Grantee for damages or any other relief directly or indirectly based on noise vibration, discomfort, inconvenience, interference with use and enjoyment, and any consequent reduction in market value upon Grantors' Property, occurring as a result of lawful aviation or airport or airport-related operations, if any, at or otherwise associated with LAX. The release and covenant includes, but is not limited to claims (known or unknown) for damages for physical or emotional injuries, discomfort, inconvenience, property damage, death, interference with the use and enjoyment or property, nuisance, or inverse condemnation, or for injunctive or other extraordinary or equitable relief. Grantor agrees that Grantee shall not have any duty to avoid or mitigate the damages. Grantor further agrees to defend at his/her/their own cost, hold harmless and indemnify Grantee from any claims, demands or liability for or based upon the exercise of the Easement rights granted in this Easement.
12. No violation or breach of any provision of this Grant of Easement may be waived unless in writing. Waiver of any one breach of any provision of this Grant of Easement shall not be deemed to be a waiver of any other breach of any provision of this Grant of Easement.
13. In the event that one or more covenant, condition, right or other provision contained in this Grant of Easement is held to be invalid, void or illegal by any court of competent jurisdiction, that covenant, condition, right or other provision shall be deemed severable from the remainder of this Grant of Easement and shall in no way affect, impair or invalidate any other covenant, condition, right or other provision of this Grant of Easement.
14. This Grant of Easement has been negotiated and entered into in the State of California, and shall be governed by, construed and enforced in accordance with the statutory, administrative and judicial laws of the State of California.
15. Grantee shall cause this conditional Grant of Easement to be recorded in the office of the Recorder of the County of Los Angeles within 30 days of the date of its acceptance by Grantee.

IN WITNESS WHEREOF, the parties have caused this agreement to be executed this _____ day of _____, 20_____.

**SIGNATURES
MUST BE
NOTARIZED**

GRANTORS
(Please type or print)

Grantors signature(s)

Name of Corporation _____
(Two officers' signatures and corporate seal
required for corporations) _____

Dated this _____ day of _____, 20____.

THE CITY OF LOS ANGELES

By _____
Executive Director, Los Angeles Department of Airports

(NOTARIZATION FOR INDIVIDUAL)

(NOTARIZATION FOR CORPORATION)

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES

On this _____ day of _____ in the
year _____, before me, the undersigned, a
Notary Public in and for said County and State,
personally _____ appeared

_____, personally known to me or proved to me on
the basis of satisfactory evidence to be the person
whose name is subscribed to this Instrument and
acknowledged that he (she or they) executed it.

WITNESS my hand and official seal.

On this _____ day of _____ in the year
_____, before me, the undersigned, a
Notary Public in and for said County and State,
personally _____ appeared

_____, and
_____,
personally known to me or proved to me on the basis of
satisfactory evidence to be the person who executed the
within _____ Instrument as the

_____, President
and as the _____ Secretary
on behalf of the Corporation therein named and
acknowledged to me that such Corporation executed
the within Instrument pursuant to its by-laws or a
resolution of its board of directors.

WITNESS my hand and official seal.

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES

APPENDIX D

Correspondence between LAWA and FAA on First Source Hiring

**Letters dated:
March 8, 2006
March 23, 2006
May 16, 2006
August 25, 2006
September 6, 2006
October 6, 2006**



Los Angeles World Airports

March 8, 2006

Mark A. McClardy
Manager, Airports Division AWP-600
Federal Aviation Administration
Western-Pacific Region
P.O. Box 92007
Los Angeles, CA 90009-2007

Re: Request for FAA Advisory Opinion for Use of Airport Revenue for the First Source Hiring Program at LAX

LAX
Ontario
Van Nuys
Palmdale

Dear Mr. McClardy:

City of Los Angeles
Antonio Villaraigosa
Mayor

Board of Airport
Commissioners

Alan I. Rothenberg
President

Valeria C. Velasco
Vice President

Joseph A. Aredas
Michael A. Lawson
Sylvia Patsaouras
Fernando M. Torres-Gil
Walter Zifkin

Lydia H. Kennard
Executive Director

The Los Angeles World Airports (LAWA) respectfully requests a Federal Aviation Administration advisory opinion, on the acceptability under applicable law and regulations, for the use of airport revenues for the First Source Hiring Program at the Los Angeles International Airport (LAX) as part of the implementation of the LAX Master Plan Program. The First Source Hiring Program will require certain airport employers to give priority consideration to specified categories of individuals in hiring for airport-related jobs, as described below. LAWA expenditures on the program would simply be for staff time and equipment to implement and monitor the program.

Background

The LAX Coalition for Economic, Environmental and Educational Justice (Coalition) expressed legal and policy concerns during the completion of the LAX Master Plan Program. LAWA and the Coalition agreed that it was in their mutual interest to resolve these concerns through cooperation and settlement, rather than litigation. LAWA and the Coalition negotiated an agreement to ensure that communities located east of the airport and impacted by the LAX Master Plan Program (Program) receive benefits as a result of the implementation of the Program. These communities are referred to as the "Project Impact Area" (PIA) in the LAX Environmental Impact Study, Part I, Volume 3, Environmental Justice Chapter 4.4.3. The agreements between the parties are comprised of a Cooperation Agreement that sets out the legal framework including conditions, commitments, obligations, enforcement, and the Community Benefits Agreement (CBA) that details mitigation and commitments.

On December 6, 2004, the Board Of Airport Commissioners (BOAC) approved by Board Resolution No. 22554, the Cooperation Agreement and Community Benefits Agreement (Attachment 1) that included the creation of the First Source Hiring Program (FSHP) and the LAX Job Training Program (LAXJTP). On December 7, 2004, the Los Angeles City Council adopted the LAX Master Plan Program, Alternative D for the Los Angeles International Airport (LAX). On December 14, 2004, the City Council approved these Agreements (Council File Number 00-1774-S6). The City Council action authorized LAWA to enter into a Memorandum of Understanding (MOU)

Mark A. McClardy
March 8, 2006
Page 2 of 5

with the City of Los Angeles Community Development Department (CDD) and the Workforce Investment Board (WIB) for five years, to implement the First Source Hiring Program (FSHP) and the LAX Jobs Training Program (LAXJTP). The CBA established that these programs be initiated by July 1, 2005. Since April 2005, LAWA has engaged in the planning and the design of both programs in cooperation with CDD and the Coalition members. The Cooperation Agreement (Section IIB, FAA Determination of Proposed LAWA Funding Under Federal Anti-Revenue Diversions Laws) and CBA (Section IV A Job Training Program) state that LAWA's obligations are conditioned upon FAA approval of the use of airport revenues for these specific purposes.

Based on preliminary informal discussions with FAA staff, LAWA moved forward on April 18, 2005, to seek further BOAC approval by Board Resolution 22674 (Attachment 2) and the adoption of the First Source Hiring Policy for inclusion in all LAX new and amended contracts, leases and licenses effective July 1, 2005 and the Memorandum of Understanding between LAWA, CDD and WIB for the management and implementation of the FSHP and LAXJTP. The FSHP Policy has been included as a requirement in all bid documents as well as included as a material term of all contracts, leases, permits and licenses as of July 1, 2005 to be implemented once FAA approval is received. Although the FSHP Policy is required by BOAC as an approved policy to provide early access to airport jobs for specified period, the actual employment decision of whether an employer would hire any of the referred individuals is entirely up to the airport employer, it is voluntary. This program recruits, screens and refers qualified candidates from the PIA in order for them to have early access to airport jobs.

LAWA is now requesting a FAA advisory opinion on the use of airport revenues for the FSHP, (approximately \$300,000 annual budget for city staff) in accordance with Section IV A of the CBA. This revenue will fund CDD staff (City staff dedicated 100%) to the FSHP and associated costs such as office space to be leased by LAWA, to promote the FSHP with airport employers, such as airport contractors, concessionaires, lessees, licensees and permittees.

During the negotiation with the Coalition, it was agreed that CDD would be the main entity responsible for managing this program on behalf of LAWA. They currently are responsible for managing all employment programs funded through state and federal grants on behalf of the City of Los Angeles. They have extensive experience in operating and/or funding employment services for job seekers and employers. In the past, LAWA has coordinated with CDD to sponsor job fairs to provide employment assistance when airlines or other airport employers have experienced major layoffs. These job fairs have resulted in many job placements for the impacted laid-off airport employees.

The Work Force Investment funds managed by CDD, provide various employment services and training to city residents through contracts with WorkSource Centers that provide pre-employment (resume preparation, job interview skills and other soft pre-employment skills) and employment training services (classroom, on-job-training and pre-apprenticeship training). Dedicated airport revenue funded services would greatly benefit the PIA, which has a significant low-income resident population experiencing a high unemployment rate, and is in need of such services to allow residents to be considered for jobs at LAX. CDD manages major procurement and certification processes that ensure that only viable certified entities are funded to provide these services.

First Source Hiring Program

The FSHP will provide early access to targeted applicants for available airport-related jobs and provide airport employers prompt, cost-free referrals of qualified and trained applicants from the PIA. The early referral is limited to a period of 5-14 days subject to type of LAWA agreement and its status as either a new or amended agreement. The airport employer can request more referrals after the initial time period from the FSHP or other recruitment services. CDD currently funds WorkSource Centers, with WIA grants, that use the SkillsMatch System for posting job openings listed by employers and match registered job applicants throughout the City of Los Angeles. Referrals are made based on matched skills. CDD has modified the SkillsMatch System to capture PIA residents specifically for the early referrals to LAX airport jobs.

The FSHP applies only to the following employers:

- New airport contractors, airport lessees, and/or airport licensees resulting from the approved LAX Master Plan;
- Airport contractors, airport lessees and airport licensees that enter into or receive amended or renewed airport contracts, or that receive voluntary extensions of existing airport contracts; and
- Construction contractors employing individuals for non-construction-related tasks.

The FSHP applies only to such employers' jobs that are performed on-site at the airport, and/or are directly related to a contract, lease, licensing arrangement, or permitting arrangement with the airport. The CBA does not require FSHP participation by employers subject to collective bargaining agreements that conflict with the terms of the FSHP; nor to construction, trade workers, or contractors that operate Transportation Charter's Party limousines, non tenant shuttles, or taxis.

Mark A. McClardy
March 8, 2006
Page 4 of 5

Job referrals will be made in the following priority:

- 1) Low-income individuals living in the PIA for at least one year and Special Needs Individuals (individual who has received public assistance through Temporary Assistance for Needy Families within 24 months of applying for a job or job training, homeless, ex-offenders, chronically unemployed and or dislocated airport workers; and/or
- 2) Low-income individuals residing in the City of Los Angeles.

Program Implementation

Since April of 2005, CDD and LAWA staff have worked together to plan the FSHP program design and implementation process with CDD and the Coalition members. Preliminary presentations have been made to the Concession and Property Divisions of LAWA to introduce the program concept and to seek input.

In preliminary meetings with employers, CDD determined that there is a significant interest by employers in getting prescreened applicants. Airport employers have also identified training needs that can be addressed by the LAXJTP to assist them in recruiting and retaining good employees and more importantly, ensure that PIA residents and the Special Needs population can compete and retain these airport jobs. During these planning meetings with airport employers, CDD signed up 10 airport employers who voluntarily listed their jobs to seek potential candidates. Although the program has not been officially started, the initial interest is very promising for the success of the FSHP.

The FSHP will have dedicated city staff to work with airport employers to seek job listings, provide business services support to build and sustain airport employer relations, and coordinate with the WorkSource Centers who in turn will provide information, employment assistance and referral to applicants interested in LAX airport jobs. The funding of the WorkSource Centers ensures that airport revenues will directly support and coordinate the FSHP with the LAXJTP. A separate letter will be sent to your office regarding an advisory opinion for the use of airport revenues for the LAXJTP that addresses the aviation-related job training opportunities.

Mark A. McClardy
March 8, 2006
Page 5 of 5

The Coalition, CDD staff and LAWA staff are available to meet with you and your staff to discuss the FSHP and respond to any questions that you may have regarding the use of airport revenue for this program. If the FAA does have concerns about the First Source Hiring Program, we would appreciate the opportunity to discuss with you the grounds for those concerns prior to issuance of an opinion letter. Please contact me at (310) 417-2342 should you have any questions.

Thank you for your consideration of this request.

Sincerely

A handwritten signature in black ink, appearing to read "Jim Ritchie", with a long horizontal flourish extending to the right.

Jim Ritchie
Deputy Executive Director

JR:BM:jdg

Attachments

cc: Dave Kessler, FAA
William Smart, LAX Coalition



Los Angeles World Airports

March 23, 2006

Mr. Mark A. McClardy
Manager, Airports Division, AWP-600
Federal Aviation Administration
Western-Pacific Region
P.O. Box 92007
Los Angeles, CA 90009-2007

Re: Request for FAA Advisory Opinion for Use of Airport Revenue for the LAX Job Training Program

LAX
Ontario
Van Nuys
Palmdale
City of Los Angeles

Antonio Villaraigosa
Mayor

Board of Airport
Commissioners

Alan I. Rothenberg
President

Valeria C. Velasco
Vice President

Joseph A. Aredas
Michael A. Lawson
Sylvia Patsouras
Fernando M. Torres-Gil
Walter Zifkin

Lydia H. Kennard
Executive Director

The Los Angeles World Airports (LAWA) respectfully requests an advisory opinion from the Federal Aviation Administration regarding the application of existing laws and regulations to the use of LAWA revenues for the job training program described herein. The LAX Job Training Program (LAXJTP) would be implemented as part of the Master Plan Program for the Los Angeles International Airport (LAX). The LAXJTP will be operated jointly with the First Source Hiring Program, for which we have submitted a separate letter dated March 8, 2006 for an advisory opinion.

We believe that LAWA expenditures on this job training program would be consistent with relevant laws and regulations, and hereby request the FAA's opinion on this point. If you have concerns about specific aspects or applications of the job training program, we would look forward to working cooperatively with you to adapt the program to ensure compliance with all applicable rules. We would appreciate your prompt consideration of this request.

BACKGROUND

The LAX Job Training Program (LAXJTP) arose as part of a community benefits agreement (CBA) between LAWA and the LAX Coalition for Economic, Environmental and Educational Justice (Coalition). After LAWA announced its proposal for the LAX Master Plan Program, the Coalition expressed to LAWA a range of concerns. LAWA and the Coalition entered into negotiations over these concerns, and eventually entered into the CBA. The CBA sets forth various mitigation measures and airport-related programs that were deemed important by the Coalition with regard to the Master Plan Program. The CBA also requires all Coalition members to refrain from litigation over approval and implementation of the Master Plan Program.¹ Persons who will benefit from the mitigation measures and programs set forth

¹ The term "CBA," as used in this letter, includes two documents: a "Cooperation Agreement," setting forth both parties' technical and legal responsibilities, rights, and remedies, and a "Community Benefits Agreement," setting forth the mitigation measures and airport-related benefits in question.

Mr. Mark A. McClardy
March 23, 2006
Page 2

in the CBA are overwhelmingly residents of the Project Impact Area (PIA) described in the Environmental Impact Study (EIS) for the Master Plan Program. Further definition of the PIA is found in the Environmental Impact Study (EIS), Part 1, Volume 3, Environmental Justice Chapter 4.4.3.

In general, the CBA's mitigation measures and airport-related programs are ones that LAWA found to be reasonable commitments as it implements the Master Plan Program.² Resolving the Coalition's concerns through a voluntary, cooperative negotiation process had many advantages for LAWA when compared with the usual scenario, in which community concerns are addressed through costly and delay-inducing litigation. LAWA therefore has a strong commitment to the programs set forth in the CBA, such as the LAXJTP.

During the negotiations with the Coalition, it was agreed that the City of Los Angeles Community Development Department (CDD) would be the main entity responsible for managing both jobs programs on behalf of the airport. The CDD is responsible for managing employment programs funded through state and federal grants on behalf of the City of Los Angeles. Since April 2005, LAWA has engaged in the planning and the design of both the First Source Hiring and LAXJTP programs in cooperation with CDD and the Coalition.

THE JOB TRAINING PROGRAM

The LAXJTP would require an expenditure by LAWA of \$3 million dollars per year, for a five-year period, for job training for "Airport Jobs" and "Aviation-Related Jobs." The CBA defines "Airport Jobs" as jobs for which the employer is LAWA, an airport contractor, or a lessee or licensee, and either (1) the job can be performed on-airport or (2) the job is directly related to a relevant contract, lease, licensing arrangement, or permitting arrangement with the airport. "Aviation-Related Jobs" are other jobs for which FAA approves job training expenditures. Jobs operating transportation, charter party limousines, non-tenant shuttles, and taxis are not considered "Airport Jobs."

The LAXJTP would train approximately 4,000 individuals in these categories over the five-year period. The program would be operated by the CDD under a Memorandum of Understanding with LAWA. The CDD has extensive experience operating and/or funding employment training services for job seekers and business services for employers. The CDD already manages the procurement process that results in certifying WorkSource centers that must meet state and local operational and performance standards such as training and placement goals for clients. The MOU is awaiting signature, pending FAA approval of the LAXJTP expenditures. The MOU will ensure that LAWA

² The CBA repeatedly makes clear that it does not require LAWA to take any action prohibited by law or statute and contemplates explicit FAA approval before programs move forward.

Mr. Mark A. McClardy
March 23, 2006
Page 3

expenditures toward the LAXJTP are used only for training for Airport Jobs and Aviation-Related Jobs, in order to ensure compliance with relevant rules and regulations.

LAXJTP expenditures will cover staff time to administer the programs, as well as concrete costs of job training. For performance of the job training itself, CDD would contract with three WorkSource centers that are located in or near the Project Impact Area, and that have extensive experience working with this population. The WorkSource centers will provide some training themselves, and will also subcontract with appropriate, experienced job training providers.

Operation of the LAXJTP will be fully integrated with operation of LAWA's First Source Hiring Program, to ensure that airport employers have access to individuals with training that has been tailored to job responsibilities. Job training provided will focus on concrete skills needed by airport employers, and will include classroom training, on-the-job-training, work experience, and pre-apprenticeship programs. The LAXJTP will also include crucial pre-employment training needed to support career advancement into jobs with airport employers, such as resume preparation and job interview skills.

The LAXJTP will predominantly serve:

- low income individuals living in the Project Impact Area for at least one year;
- "Special Needs Individuals," which includes various difficult-to-serve populations: individuals who have received public assistance within 24 months of applying for a job or job training; individuals who are homeless; ex-offenders; chronically unemployed; and dislocated airport workers;
- low-income individuals living in the City of Los Angeles; and
- individuals currently working in Airport Jobs or Aviation-Related Jobs and eligible for incumbent worker training.

CDD and the WorkSource centers will:

- Perform outreach to the above categories of individuals;
- Enroll and process applicants for the First Source Hiring Program, and assess training needs in order to qualify such applicants for Airport Jobs;
- Refer applicants to pre-employment training services, aviation-related training provided by qualified training providers and supportive services, as necessary;
- Monitor the qualified training providers to ensure participation of applicants in the training as well as job placement after successful completion of the training;

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- Perform other administrative functions to ensure that job training is tailored to the needs of airport employers, and to link the training and employment opportunities with qualified applicants;

THE JOB TRAINING PROGRAM WILL ASSIST AIRPORT EMPLOYERS IN RETAINING A HIGHLY QUALIFIED WORKFORCE, RESULTING IN IMPROVED AIRPORT OPERATIONS.

All airport employers have important roles to play in the complex entity that is LAX, and the quality of their workforces affect airport operations, efficiency, and revenue. Many of the concession and retail airport employers have expressed an urgent need for applicants that have basic customer service training and skills. Too often, these employers are faced with many applicants who know little or nothing about customer service which is critical at an airport. Technical training for the new in-line baggage system that is being planned for installation at LAX was also requested. Linkage of workers who have received customized job training with the right jobs will also be a tremendous benefit to airport employers, and will ensure that the benefits of the LAXJTP are realized.

FUNDING OF THE JOB TRAINING PROGRAM WILL HELP FULFILL LAWA'S ENVIRONMENTAL JUSTICE COMMITMENTS.

As noted, persons who will benefit from the mitigation measures and programs set forth in the CBA are overwhelmingly residents of the Project Impact Area described in the Environmental Impact Study (EIS) for the Master Plan Program. During the development of the EIS, LAWA undertook an extensive Environmental Justice Program to ensure participation of impacted communities near the airport. A fundamental principle of the Environmental Justice Program was to ensure that minorities or low-income communities benefits from projects affecting them. It was also to minimize or avoid adverse health, environmental, social and economic effects on these communities.

The Project Impact Area has critical indicators such as a high unemployment rate, large unskilled or low skilled population with limited education levels and low income that present certain challenges. Various PIA data information has been developed and attached for your information (Attachment I). Based on a preliminary analysis of the 2000 census data of the surrounding communities, the PIA map indicates that there are 337,658 total residents living in the impacted communities, of which the low-income population (at 80% of median family income) accounts for over 56% of those residents. A further breakdown of each surrounding community (City of Los Angeles, County of Los Angeles, Inglewood, Lennox and Hawthorne) is detailed in the same attachment. The Census 2000 Characteristics of the PIA reports the following: 82% are minorities, 11% unemployment rate; over 33% did not complete high school; 55% of the households are renters; 28% are foreign born; 8.6% speak a language (Spanish, Indo-European, Asian and other languages) other than English, of this group 88% are considered linguistically isolated.

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There are 40,000 LAX employees badged by LAWA at any given time. Of that total, 7,176, or 18%, reside in the PIA. LAX employees living in the PIA employed in restricted areas represent 6,767, or 17% of the total LAX workforce. They work for the airlines, as ramp workers, construction workers, government employees, screeners, law enforcement officers and LAWA staff. Approximately 400, or 1% of the total LAX employees who live in the PIA, work in concession jobs such as food and beverage services, retail and/or vendors who deliver goods. In reviewing the total of LAX employees by zip codes in the PIA, there were no residents from the City of Inglewood, one of the two closest impacted cities located directly under the flight path. Inglewood as a community is burdened significantly by the current airport operation and will also be impacted by the future modernization efforts, yet the residents receive minimal economic benefits and minimally participate in job opportunities.

Despite these needs, the EIS reports that the PIA would attract the smallest percentage of the incremental direct jobs generated by the LAX Master Plan Program. Studies indicate that under 6% of these jobs (2,722 of an estimated 46,481 jobs) will accrue to the communities most impacted by the LAX Master Plan (Table S13, Page 15, Supplemental Economic Impact Technical Report, Supplement to the Draft Environmental Impact Statement, July 2003). In the actual distribution of jobs generated, the PIA will account for 3.6% (12,575 of an estimated 350,557 jobs), (Table S14, page 16, Supplemental Economic Impact Technical Report, Supplement to the Draft Environmental Impact Statement, July 2003). The LAXJTP, therefore, is the appropriate mitigation to these communities that experience the most immediate impact from the airport operation.

THE LAX JOB TRAINING PROGRAM IS DIRECTLY AND SUBSTANTIALLY RELATED TO AIRPORT OPERATIONS.

In conjunction with the Coalition, we have crafted the LAXJTP to ensure that job training expenditures are "directly and substantially related to the operation of the airport," as required by Section V(a)(8) of the relevant regulations. See Federal Register, Vol. 64, no. 30, at p. 7718. As noted, we have limited eligibility for expenditure of these job training funds to "Airport Jobs," defined as jobs for which the employer is LAWA, an airport contractor, or a lessee or licensee, and either (1) the job can be performed on-airport or (2) the job is directly related to a relevant contract, lease, licensing arrangement, or permitting arrangement with the airport.

Skilled performance of all such jobs is directly and substantially related to airport operations. LAWA, of course, hires employees, enters into service contracts, and grants airport licenses or permits, only for performance of functions related to airport operations. Airport employers hire employees to perform airline related jobs in terminals and on the airfield, concessionaires provide various retail and food services, contractors provide project related

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services from planning to construction. Other employers provide transportation related services and other miscellaneous services. Expenditures to improve the quality of workers in these jobs – the workers who are actually performing these airport functions – will make a substantial contribution to airport functioning.

CDD prepared several lists (Attachment 2) to support the various training that could be funded and tailored for applicants based on the availability of the jobs. Types of training could range from clerical support, administrative support, technical support, professional, technical, engineering, specialized sales and retail. This type of training is suitable for the type of applicants we are trying to reach with the LAXJTP. Based on demand, training would be developed to address occupations listed in the:

- Summary of Airport Jobs.
- Dictionary of Occupations Titles (DOT), Air Transportation Industry Sector. The list includes occupational title, industry classification(s) and DOT Code.
- List of current jobs voluntarily listed by LAX airport employers with CDD for the First Source Hiring Program that may require training.

Use of training funds for jobs that are considered to be airport jobs may include fuel maintenance technicians, mechanics, cabin services and/or baggage handlers. The Special Needs population will present certain challenges, but LAWA is committed to making a reasonable effort to identify opportunities that may be off airport property but still in aviation related jobs that could be considered for these individuals who cannot pass the stringent security badge requirements for on-airport jobs. These types of jobs may include off-airport freight and cargo handlers, food, supply and materials companies doing business with LAX. Providing trained skilled workforces at all such businesses will contribute to efficient airport operations.

If the FAA has any concerns about job training expenditures with regard to specific types of Airport Jobs, we would appreciate the opportunity to hear these concerns, to discuss the issue with you, and to adapt the program if necessary. In addition, if the FAA believes that job training expenditures could occur for any jobs that are not currently within the definition of Airport Jobs, we would like to discuss such expenditures, so as to expand the reach of our program.³

IN CONCLUSION

LAWA believes that the LAXJTP is a permissible expenditure of airport revenues, in that it is directly and substantially related to airport operations,

³ If the FAA designates any new categories of employment as suitable for job training expenditures, those categories will qualify as "Aviation-Related Jobs" under the CBA.

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and that it is an important mitigation to address the impacts of the Master Plan Program within the Project Impact Area.

More generally, LAWA hopes that the FAA will approve expenditures on the First Source Hiring Program and the LAXJTP because LAWA believes in and supports the program. The airport and its various employers would benefit by receiving enhanced acceptance by the community, in-kind services, and, ultimately, a pool of qualified workers. The community will benefit by receiving a much-needed infusion of job training funds into an area facing severe employment problems and which is heavily impacted by airport operations. FAA approval of both Programs will enable all parties to realize these benefits, and will provide important support for the cooperative approach the community and LAWA took by negotiating the CBA, rather than entering into adversarial litigation.

The Coalition, CDD and LAWA staff would be pleased to provide a presentation on the LAXJTP program and respond to any questions that you may have regarding the use of the airport revenue for this program. Please contact me at (310) 417-2342 should you have any questions.

Sincerely,



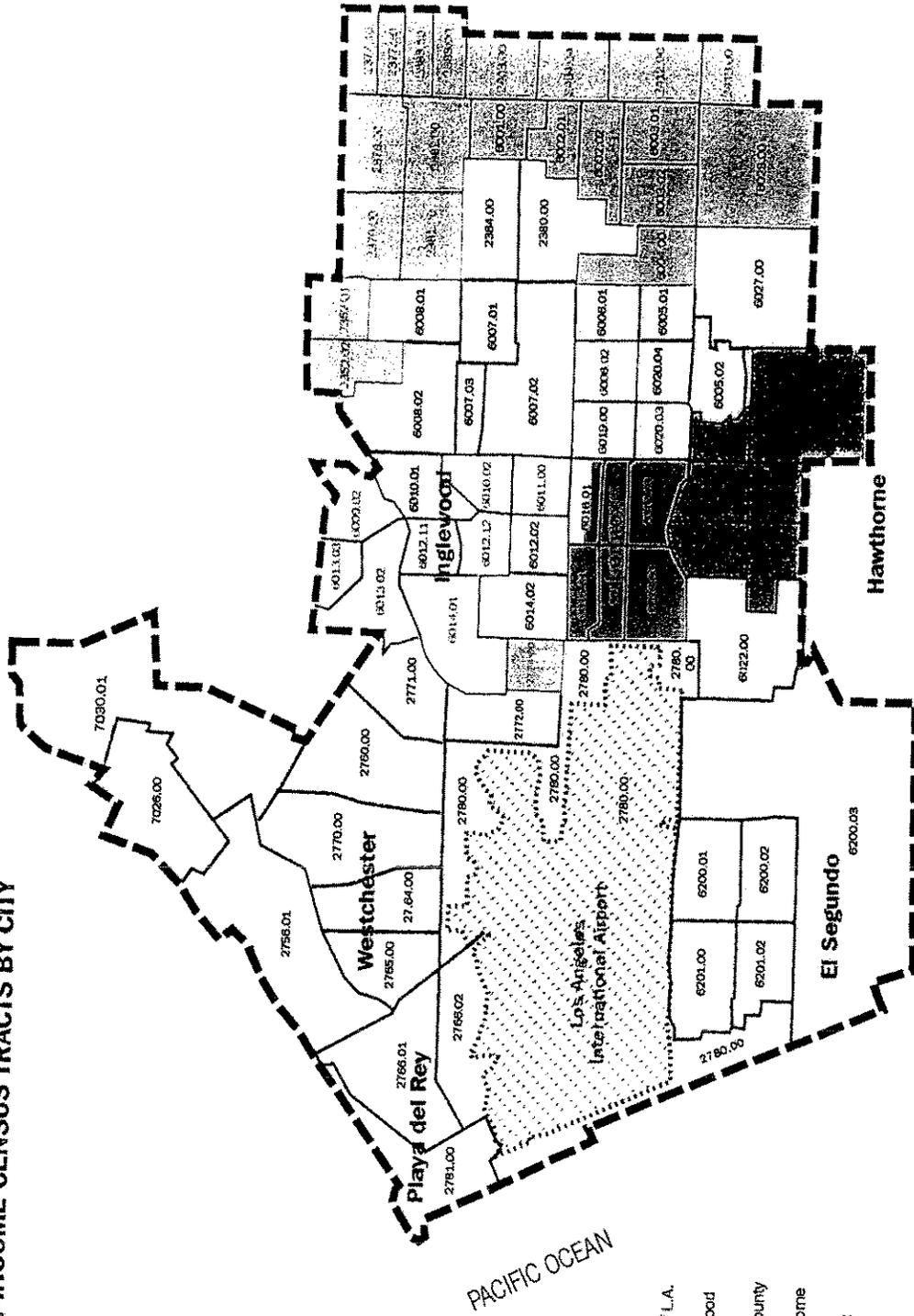
Jim Ritchie
Deputy Executive Director

JR:BEM:bm

cc: Dave Kessler, Acting Supervisor, FAA
William Smart, LAX Coalition

ATTACHMENT I

MAP 3- LOW-INCOME CENSUS TRACTS BY CITY



- City of L.A.
- Inglewood
- L.A. County
- Hawthorne
- Lennox

**Cities with Low Income Census Tracts within the
LAX Master Plan Project Impact Area**

	City of L.A.	LA County	Lennox	Totals
Total Population (Census 2000)	3,694,834	5,824,504	22,699	9,799,560
Low income Population (at 80% Median Family Income, Los Angeles County)	1,800,397	2,197,793	22,699	4,174,832
Percentage of Low Income	48.73%	37.73%	100.00%	42.60%

**LAX Master Plan
Project Impact Area Totals**

	City of L.A.	L.A. County	Lennox	Totals
Total Population in PIA (Census 2000)	127,346	43,209	22,699	337,658
Low income Population in PIA (80% Median Family Income, Los Angeles County)	58,289	24,013	22,699	191,454
Percentage of Low Income	45.77%	55.57%	100.00%	56.70%

ATTACHMENT II

CENSUS2000 CITY OF LOS ANGELES - DEPARTMENT OF CITY PLANNING

LAX PROJECT IMPACT AREA

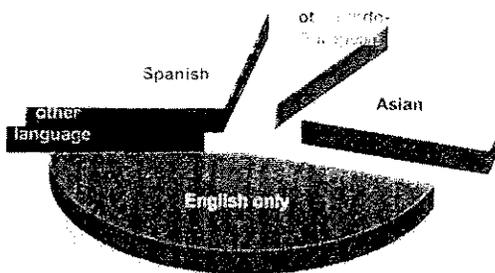
(LA CITY PART ONLY) page 2

POPULATION 2000 ⁽¹⁾		percent
april 1st, 2000 (includes group quarters)		
238,579		
CITIZENSHIP 2000 ⁽¹⁾		percent
native born	171,865	72%
foreign born - naturalized	18,769	8%
foreign born - non citizen	47,971	20%
LANGUAGE SPOKEN AT HOME-2000 ⁽²⁾		percent
English only	52,076	64%
Spanish	22,645	28%
linguistic isolation ⁽³⁾	7,462	33%
other Indo-European	2,932	4%
linguistic isolation	321	11%
Asian	2,823	3%
linguistic isolation	704	25%
other language	954	1%
linguistic isolation	143	15%

HOUSING AND TENURE-2000 ⁽⁴⁾		percent
Total dwelling units		
86,753		
DWELLING UNITS PER GROSS ACRE ⁽⁵⁾		percent
5		
Vacant units		
5,460		6%
Occupied units		
81,294		94%
Owner occupied		
36,875		45%
Renter occupied		
44,418		55%
Households and children		
81,294		
Married couple with related children under age 18		
17,373		21%
Single female with related children under age 18		
12,249		15%
Single male with related children under age 18		
2,975		4%
No related children in the household under age 18		
48,697		60%

CHILDREN IN HOUSEHOLDS - 2000

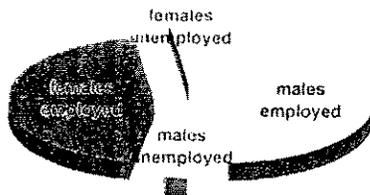
LANGUAGE SPOKEN AT HOME



Category	Count	Percent
Persons per household	2.90	
Persons in owner occupied units	106,553	45%
Persons per owner occupied unit	2.89	
Persons in renter occupied units	128,806	55%
Persons per renter occupied unit	2.90	
Total families	53,176	
Families per household	0.65	
Persons in families	189,897	
Persons per family	3.57	

EMPLOYMENT-2000⁽³⁾

Category	Count	percent
males employed	47,061	
males unemployed	5,567	11%
females employed	43,611	
females unemployed	5,321	11%
total unemployed	10,888	11%



2000 HOUSEHOLD SIZE and FAMILY SIZE

Persons per renter unit	2.90
HOUSEHOLDS	2.90
FAMILIES	3.57

PERSONS IN HOUSEHOLDS

Household Type	Count	Percent
HOUSEHOLDS	235,380	
Single person household	81,294	
Two person households	22,231	27%
Three person households	21,747	27%
Four person households	12,583	15%
Five person households	10,353	13%
Six person households	6,380	8%
Seven+ person households	3,646	4%
	4,353	5%



(1) Universe: Persons. Group Quarters populations include persons in institutions, in nursing homes, in college dormitories, or in military barracks.
 (2) Universe: All persons 5 years of age or older in households. Does not include group quarters populations.
 (2.a) No person age 14 or older can communicate "very well" while using the English language. See the attached notes for a complete explanation.
 (3) a: Universe: Persons 15 years or older. b: Combination chart. This is a measure of all employed and unemployed persons in the study area by sex.
 (4) Universe: Occupied housing units; HOUSEHOLDS reflect the number of occupied units and persons in those units. They may consist of one person, one family, more than one family, or a group of non-related individuals. TENURE describes ownership status (owner or renter occupied).
 (5) Gross acreage includes streets, parkways, sidewalks, open space, and all other common usage land.

INFORMATION INCLUDED IN THIS REPORT COMES FROM A COUNTYWIDE DATASET AT CENSUS TRACT LEVEL. SOME MINOR ADJUSTMENTS MUST BE MADE TO EXACTLY MATCH THE CITYWIDE DATASET (not yet available).



CENSUS2000 CITY OF LOS ANGELES - DEPARTMENT OF CITY PLANNING

LAX PROJECT IMPACT AREA

(LA CITY PART ONLY)

POPULATION 2000 ⁽¹⁾		percent	GENERALIZED LAND USE 2002 ⁽⁵⁾		NUMBER	GROSS FOOTAGE (thousands)	NET ACREAGE	
april 1st, 2000 (includes group quarters)			(from Assessor land use files)					
238,579								
EDUCATION 2000 ⁽²⁾		percent	RESIDENTIAL PARCELS (TOTAL) ⁽⁶⁾					
less than High School education		24,239	17%	(percent of total parcels)	50,337	86,560	6,904	
High School (no diploma)		22,801	16%	Single Family Dwelling Parcels	41,514	56,763	5,496	
High School graduate (incl equivalency)		26,026	18%	(percent of total RESIDENTIAL)	82%	66%	80%	
some college (no degree)		28,772	20%	Multiple Family Dwelling Parcels	8,818	29,783	1,407	
AA degree		8,249	6%	(percent of total RESIDENTIAL)	18%	34%	20%	
Bachelors degree		19,959	14%	Dwelling Unit Parcels	50,332	86,546	6,904	
Post graduate degree		7,205	5%	Rooming House (included in TOTAL above)	5	14	1	
professional degree or certification		4,167	3%	NON-RESIDENTIAL PARCELS (TOTAL) ⁽⁷⁾		4,228	48,054	5,110
POVERTY-2000 DISTRIBUTION by AGE ⁽³⁾		percent	(percent of total parcels)					
PERCENT POVERTY WITHIN THE STUDY AREA			Retail		1,301	6,223	253	
all persons: in poverty		61,422	26%	(percent of total NON-RESIDENTIAL)	31%	13%	5%	
children in poverty (less than 12 years old)		19,192	31%	Office	325	11,273	168	
youth in poverty (12 to 17 years of age)		7,441	12%	(percent of total NON-RESIDENTIAL)	8%	23%	3%	
all other persons in poverty		34,789	57%	Food Service	180	1,017	61	
POVERTY-2000 within each AGE GROUP ⁽⁴⁾		percent	(percent of total NON-RESIDENTIAL)					
PERCENT POVERTY WITHIN THE STUDY AREA FOR EACH POPULATION AGE GROUP			Amusement		27	309	14	
all persons: in poverty		61,422	26%	(percent of total NON-RESIDENTIAL)	1%	1%	0%	
children in poverty (less than 12 years old)		19,192	39%	Hotel:Motel	105	7,095	82	
youth in poverty (12 to 17 years of age)		7,441	36%	(percent of total NON-RESIDENTIAL)	2%	15%	2%	
all other persons in poverty		34,789	21%	Hospital:Rest Home	23	515	14	
POVERTY BY AGE			(percent of total NON-RESIDENTIAL)					
39%			Other Institution		332	2,742	258	
36%			(percent of total NON-RESIDENTIAL)		8%	6%	5%	
21%			Government		222	333	1,761	
			(percent of total NON-RESIDENTIAL)		5%	1%	34%	
			All Other NON-RESIDENTIAL Land Uses		1,713	18,547	2,497	
			(percent of total NON-RESIDENTIAL)		41%	39%	49%	
			NET ACREAGE AS A PERCENT OF GROSS ACREAGE ⁽⁸⁾				63%	

AVERAGE ANNUAL HOUSEHOLD INCOME

children in poverty (less than 12 years old)	youth in poverty (12 to 17 years of age)	all other persons in poverty	\$60,000	\$54,756	\$58,724
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SOURCE OF INCOME-2000

	study area	citywide	
aggregate household income by specific source of income			\$40,000
total household earnings	\$54,756	\$58,724	\$30,000
wage or salary	\$54,162	\$55,041	
self employment	\$33,394	\$35,452	\$20,000
wealth (property ownership, etc)	\$12,842	\$17,166	
social security	\$10,614	\$10,830	\$10,000
supplemental income	\$6,494	\$6,967	
public assistance (see above)	\$4,852	\$4,771	
retirement	\$18,341	\$18,338	
other (child support, unemployment comp, etc)	\$8,937	\$9,026	

LAX PROJECT IMPACT AREA

CITYWIDE

(1) Universe: Persons. Group Quarters populations include persons in institutions, in nursing homes, in college dormitories, or in military barracks.
 (2) Universe: Persons 25 years of age or older.
 (3/4) Universe: Persons for whom poverty status is determined. (3) This is a measure of total poverty. (4) This is a measure of poverty within each specific age group.
 (5) Source of Data: Los Angeles County Assessor; Land Use Plannings And Management Subsystem (LUPAMS)
 (6) Residential Parcels: Multiple Family includes all attached dwellings and mobile homes. Single Family dwelling units are detached only. Rooming House not included in percentage calculations.
 (7) Non-Residential Parcels: "Other" non-residential land uses may include open space, agricultural uses, industrial uses, and quasi-public (private schools, churches, lodges, etc.) land use.
 (8) Gross acreage includes streets and large government open spaces (in some cases, these may not be recorded by the County Assessor).



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ATTACHMENT III

Airport Jobs

Accounting and Finance

- Accountant, Bookkeeper, Mileage Plan Agent, Data Entry

Airplane Cleaning

- Cabin Cleaner, Cabin Groomer, Cleaning Agent, Aircraft Exterior Cleaner

Baggage Services

- Baggage Service Agent, Skycap, Baggage Handler, Bag Runner, Airport Baggage Delivery

Car Rental

- Customer Service Agent, Sales Agent, Service Agent, Rental Agent, vehicle Service Attendant, Return Agent, Courtesy Shuttle Driver

Customer Service and Sales

- Customer Service Agent, Reservation Sales Agent, Passenger Service Agent, Ticket Agent, Special Services Agent, Retail Sales Associate, Stock Associate, Wheel Chair Aid, Travel Agent

Drivers and Delivery Service

- Driver, Drivers Helper, Merchandiser, Flight Crew Driver

Flight Operations

- Aircraft Records Analyst, Dispatcher, Pilot, Flight attendant, A&P Mechanic, Avionics Technician, Machinery Maintenance Worker, Airfield Operations Agent, Weather Clerk, Air Traffic Control Specialist, Air Transportation Systems Specialists, Air traffic Aviation Safety Inspector,

Food Service

Source: D.O.T. – Bureau of Labor Statistics,
American Airlines, Delta Airlines, United Airlines,
LA Unified School District

- **Cook, Chef, Bussers, Cashier, Food Runner, Host/Hostess, Barista, Food Prep Dishwasher, Galley Pack, Liquor Clerk, Fast Food Attendant, Server, Crewmember**

Hotel/Motel

- **Front Desk Agent, Guest Service Agent, Guest Services Aid, Host/Hostess, Room Service/Wait Staff, Servers, Banquet Server, House Keeper, Room Attendant, Auditor, Maintenance Worker**

Information Technology

- **Systems Analyst, Systems Aid, Software Architect, ERP Developer, Systems Engineer**

Janitorial

- **Utility Worker, Custodian, Cleaner, Window Cleaner**

Office and Professional

- **Secretary, Administration Assistant, Purchasing Agent, Recruiter, Office Clerk, Clerical Support, Payroll Agent, Cash Room Associate,**

Other

- **Service Associate, Courier, Parking Lot Attendant, Animal Caretaker**

Police and Security

- **Police Officer, Firefighter, Private Security Officer, Transportation Security Screener,**

Ramp Service

- **Operations Agent, Load Master, Ramp Agent, Ground Service Agent, Equipment Service Agent, Baggage Make-up Agent, Lavatory Agent, Provisioning Agent**

Skilled Trades and Technicians

- **Sheet Metal Specialists, Jet Bridge Mechanic, Airframe and Power Plant Mechanic, Avionics Technician, Ground Service Equipment Mechanic, Facilities Maintenance Technician, Assistant Electronics**

Source: D.O.T. – Bureau of Labor Statistics,
American Airlines, Delta Airlines, United Airlines,
LA Unified School District

**Technician, Radar Specialist, Navigational Aids Specialists,
Telecommunications Specialists, Automation Specialists,
Environmental Systems and Equipment Specialists,**

Warehouse and Freight

- **Cargo Runner, Cargo Agent, Customer Service Agent, Import/Export Agent, Warehouse Agent, Stores Agent, Loader/Un-loader, Sorter, Post Office Agent, Stock Clerk, Logistics Agent**

Note: The above airport jobs list does not include job titles from the following government agencies: LAWA, FAA, DEA, US Customs, Dept. Agriculture, US Department of Immigration.

Source: D.O.T. – Bureau of Labor Statistics,
American Airlines, Delta Airlines, United Airlines,
LA Unified School District

Dictionary Of Occupational Titles AIR TRANSPORTATION INDUSTRY

air trans.--AIR TRANSPORTATION INDUSTRY: This designation includes occupations concerned with operating, maintaining, and repairing aircraft; controlling and operating air transportation systems; and operating airports. aerial navigator 196.167-014
aircraft and engine electrician, field and hangar 825.261-018
AIRCRAFT BODY REPAIRER 807.261-010
aircraft charter dispatcher 295.367-010
Aircraft-Engine Assembler 621.281-014
Aircraft-Engine-Cylinder Mechanic 621.281-014
Aircraft-Engine Dismantler 621.281-014
Aircraft-Engine Installer 621.281-014
Aircraft-Engine Mechanic 621.281-014
Aircraft-Engine Mechanic, Overhaul 621.281-014
aircraft-inspection-record clerk 221.362-010
Aircraft Instrument Repairer 710.281-026
AIRCRAFT-LOG CLERK 221.362-010
aircraft mechanic 621.281-014
aircraft mechanic, electrical 825.261-018
aircraft-time clerk 221.362-010
AIRFRAME-AND-POWER-PLANT MECHANIC 621.281-014
AIRFRAME-AND-POWER-PLANT-MECHANIC APPRENTICE 621.281-018
AIRFRAME-AND-POWER-PLANT-MECHANIC HELPER 621.684-010
Airframe-And-Power-Plant Mechanic, Line Service 621.281-014
air-freight agent 248.367-018
AIRLINE-RADIO OPERATOR 193.262-010
AIRLINE-RADIO OPERATOR, CHIEF 193.162-022
AIRLINE SECURITY REPRESENTATIVE 372.667-010
airplane-and-engine inspector 621.261-010
airplane-cabin attendant 352.367-010
Airplane Captain 196.263-014
AIRPLANE-CHARTER CLERK 295.367-010
Airplane Cleaner 919.687-014
AIRPLANE COVERER 849.381-010
AIRPLANE-DISPATCH CLERK 248.367-010
airplane dispatcher 912.167-010
Airplane First-Officer 196.263-014
AIRPLANE-FLIGHT ATTENDANT 352.367-010
AIRPLANE INSPECTOR 621.261-010
airplane mechanic 621.281-014
airplane-mechanic apprentice 621.281-018
airplane-mechanic helper 621.684-010
airplane navigator 196.167-014
Airplane Pilot 196.263-014
airplane pilot, chief 196.167-010
AIRPLANE PILOT, COMMERCIAL 196.263-014
airplane-rental clerk 295.367-010
AIRPORT ATTENDANT 912.364-010
Airport Clerk 219.362-010
AIRPORT ELECTRICIAN 824.281-010
Airport Guide 353.367-014
AIRPORT-MAINTENANCE CHIEF 899.137-010

AIRPORT UTILITY WORKER 912.663-010
avionics and radar technician 823.261-026
avionics mechanic 823.261-026
AVIONICS TECHNICIAN 823.261-026
BAGGAGE CHECKER 357.477-010
CABIN-EQUIPMENT SUPERVISOR 869.131-010
Cabin-Service Agent 919.687-014
Carburetor Mechanic 621.281-014
CARGO AGENT 248.367-018
CHECK PILOT 196.263-022
CHIEF PILOT 196.167-010
commercial pilot 196.263-014
Commissary Agent 922.687-058
COMMUNICATION-CENTER COORDINATOR 235.132-014
COMMUNICATION-CENTER OPERATOR 235.662-014
Copilot 196.263-014
Corporate Pilot 196.263-014
CREW SCHEDULER 215.362-010
CREW SCHEDULER, CHIEF 215.137-010
customer security clerk 372.667-010
customer service agent 248.367-018
customer services instructor 099.227-018
departure clerk 912.367-014
director, airport 184.117-026
Director, Airport Operations 184.117-026
DISPATCHER 912.167-010
DOCK HAND 919.683-010
DOCUMENTATION-BILLING CLERK 214.362-014
dope-and-fabric worker 849.381-010
doper 849.381-010
ELECTRICAL INSPECTOR 825.381-026
ELECTRICIAN, AIRCRAFT 825.261-018
Electrician Supervisor, Airplane 829.131-014
ENGINE TESTER 621.261-014
equipment scheduler 221.362-010
fire fighter, airport 373.663-010
FIRE FIGHTER, CRASH, FIRE, AND RESCUE 373.663-010
FLIGHT ATTENDANT, RAMP 352.367-014
FLIGHT-CREW-TIME CLERK 215.362-018
FLIGHT ENGINEER 621.261-018
flight follower 209.367-050
FLIGHT-INFORMATION EXPEDITER 912.367-010
flight mechanic 621.261-018
flight-operations-dispatch clerk 248.367-010
flight security specialist 372.667-010
Freight-Traffic Agent 252.257-010
GATE AGENT 238.367-010
GENERAL AGENT, OPERATIONS 184.167-042
GENERAL CLAIMS AGENT 186.117-030
ground instructor, advanced 099.227-018
GUIDE, CHIEF AIRPORT 353.137-010
helicopter dispatcher 912.167-010
Helicopter Mechanic 621.281-014
HOST/HOSTESS, GROUND 352.377-010

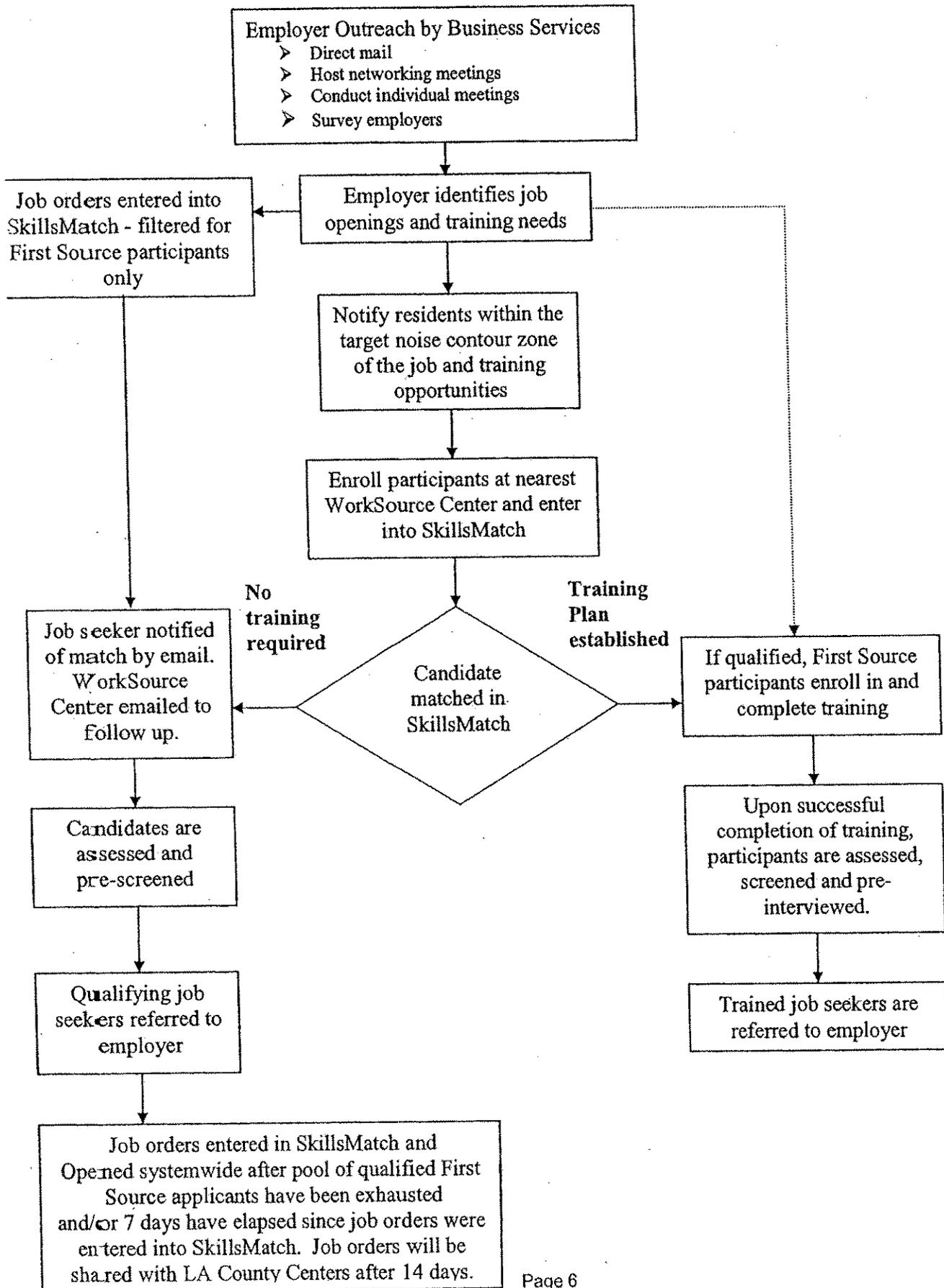
Hydraulic Tester 621.281-014
Ignition Specialist 621.281-014
inspector, electrical bench 825.381-026
inspector, precision electrical assembly 825.381-026
INSTRUCTOR, GROUND SERVICES 099.227-018
INSTRUCTOR, PILOT 196.223-014
INSTRUMENT INSPECTOR 722.381-014
LABORER, AIRPORT MAINTENANCE 899.687-014
lead ticket-sales agent 238.137-022
LINE-SERVICE ATTENDANT 912.687-010
luggage checker 357.477-010
maintenance-planning clerk 221.362-010
MANAGER, AIRPORT 184.117-026
Manager, Airport-Property-And-Development 184.117-026
MANAGER, CARGO-AND-RAMP-SERVICES 184.167-058
Manager, Commissary Service 184.167-082
MANAGER, FLIGHT CONTROL 184.167-066
Manager, Flight Dispatching 184.167-082
MANAGER, FLIGHT OPERATIONS 184.117-038
MANAGER, FLIGHT-RESERVATIONS 184.167-070
Manager, Flight Service 184.167-082
MANAGER, OPERATIONS 184.117-050
Manager, Passenger Service 184.167-082
manager, rates and schedules 184.117-066
Manager, Reservations-And-Ticketing 184.167-082
MANAGER, SCHEDULE PLANNING 184.117-058
MANAGER, STATION 184.167-082
MANAGER, TRAFFIC 184.117-066
Manifest Clerk 214.362-014
Master Rigger 912.684-010
NAVIGATOR 196.167-014
operations agent 912.367-014
operations manager 184.117-050
Painter, Aircraft 845.381-014
PAINTER APPRENTICE, TRANSPORTATION EQUIPMENT 845.381-010
PAINTER, TRANSPORTATION EQUIPMENT 845.381-014
parachute packer 912.684-010
PARACHUTE RIGGER 912.684-010
Passenger-Interline Clerk 214.382-022
PASSENGER SERVICE REPRESENTATIVE 359.677-022
Passenger Traffic Agent 252.257-010
pilot 196.263-014
PORTER 357.677-010
porter, baggage 357.677-010
radio and radar technician 823.261-026
RATE ANALYST, FREIGHT 214.267-010
RECEPTIONIST, AIRLINE LOUNGE 352.677-014
redcap 357.677-010
RESERVATIONS AGENT 238.367-018
sales representative 252.257-010
screening representative 372.667-010
SENIOR-COMMISSARY AGENT 922.137-010
senior gate agent 238.137-018
senior passenger agent 238.137-022
senior radio operator 193.162-022
SENIOR RESERVATIONS AGENT 238.137-014

senior ticket-sales agent 238.137-022
service center manager 184.167-042
service coordinator 912.367-014
Skycap 357.677-010
Supercharger Mechanic 621.281-014
SUPERCHARGER-REPAIR SUPERVISOR 621.131-010
superintendent, airport 184.117-026
Superintendent, Airport-Buildings-Maintenance 184.117-026
Superintendent, Airport-Facilities-Repair-And-Maintenance 184.117-026
SUPERINTENDENT, MAINTENANCE 184.167-174
superintendent, maintenance, airports 899.137-010
SUPERVISOR, AIRCRAFT CLEANING 891.137-014
SUPERVISOR, AIRCRAFT MAINTENANCE 621.131-014
SUPERVISOR, AIRPLANE-FLIGHT ATTENDANT 352.137-010
SUPERVISOR, AVIONICS SHOP 823.131-018
SUPERVISOR, GATE SERVICES 238.137-018
Supervisor, Lost And Found 241.137-014
SUPERVISOR, TICKET SALES 238.137-022
telephone-sales agent 238.367-018
teleticketing agent 248.382-010
ticket agent 248.382-010
TICKETING CLERK 248.382-010
ticket sales instructor 099.227-018
Tire Changer, Aircraft 915.684-010
TRAFFIC AGENT 252.257-010
TRANSPORTATION AGENT 912.367-014
Transport Pilot 196.263-014
Traveling-Freight-And-Passenger Agent 252.257-010
TRIP FOLLOWER 209.367-050
watch supervisor 193.162-022
Waybill Clerk 214.362-014
WEATHER CLERK 248.362-014

**LAX First Source Hiring
Business Jobs List
(As of 1/4/06)**

Company Name	Job Title
Smarte Carte	<ul style="list-style-type: none"> ▪ Service Associate
HMS Host	<ul style="list-style-type: none"> ▪ Utility Worker ▪ Fast Food Attendant
CREWS OF CALIFORNIA	<ul style="list-style-type: none"> ▪ Sales Support ▪ Sales Associate ▪ Sales Supervisor
PLH Aviation Services Corp	<ul style="list-style-type: none"> ▪ Ground Service Equipment Mechanic ▪ Aircraft Fueler
DFS	<ul style="list-style-type: none"> ▪ Sales Associate ▪ Beauty Advisor
Garrett Aviation	<ul style="list-style-type: none"> ▪ A&P Mechanic
DNC Travel Hospitality Services, Inc.	<ul style="list-style-type: none"> ▪ Cook ▪ Cashier
ASIG	<ul style="list-style-type: none"> ▪ Auto/Diesel Mechanic ▪ Ground Service Agent ▪ Cargo Agent

First Source Hiring and Aviation Related Training Flow Chart





U.S. Department
of Transportation
Federal Aviation
Administration

Western-Pacific Region
Airports Division

Federal Aviation Administration
P.O. Box 92007
Los Angeles, CA 90009-2007

May 16 2006

Jim Ritchie
Deputy Executive Director
Los Angeles World Airports
1 World Way
P.O. Box 92216
Los Angeles, CA 90009-2216

Dear Mr. Ritchie:

Los Angeles International Airport (LAX)
First Source Hiring Program
LAX Jobs Training Program
Advisory Opinion Regarding Use of Airport Revenue

This is in reply to your letters dated March 8 and 23, 2006, in which you requested an advisory opinion from the Federal Aviation Administration (FAA) regarding Los Angeles World Airports' (LAWA's) use of airport revenue to fund the First Source Hiring Program (FSHP) and LAX Job Training Program (LAXJTP). As disclosed in your letter, LAWA and the LAX Coalition for Economic, Environmental, and Educational Justice negotiated agreements to bring some relief to the communities that are located east of LAX, called the Project Impact Area (PIA), that bear the affect of LAX flight operations passing over their communities.

We have given careful consideration to the proposed use of airport revenue to finance the FSHP and LAXJTP. As you are aware, the FAA's Revenue Use Policy (Policy) requires that an airport sponsor limit uses of airport revenue to the capital and operating costs of the airport, the local airport system, or other local facilities owned or operated by the airport owner that directly and substantially relate to the air transportation of passengers and property.

Within the definition of permitted revenue uses, an airport sponsor may pay for the hiring and training of its own employees whether employed directly or through contractors. However, training and hiring costs of employees that work for other employers are not considered capital and operating costs of the airport sponsor. In other words, whether non-LAWA employers are located at the airport or off the airport, those employees do not represent a capital or operating cost of the airport sponsor or the airport itself.

With respect to your question on use of airport revenue to fund a job training and referral program for residents of the PIA, we consider these activities to be economic development programs. If job training and referral efforts were expanded, as LAWA is proposing to do, LAWA would be funding an economic development program with airport revenue. This would be contrary to 49 USC 47107(1)(2), which prohibits use of airport revenues for general economic development, marketing, and promotional activities, that are unrelated to the airport. Therefore, FSHP and LAXJTP, as economic development programs, may not be funded with airport revenue.

The Policy permits the use of airport revenue to pay to support community activities if the cost represents a minimal expenditure. The FAA recognizes that a contribution for community or charitable purposes can provide a public relations boost for the airport and enhance community acceptance of the airport. Where the contribution is minimal, the use of airport revenue will not usually be questioned. For example, an expenditure of \$250 for an airport booth at a local school fair would be acceptable. Conversely, more robust expenditures would represent a prohibited use of airport revenue. We find that LAWA's proposal to expend \$3,300,000 annually to the FSHP and LAXJTP does not comply with the Policy.

With respect to your question on usage of airport revenue to make payments for impact-associated costs, the Policy permits that airport funds can only be used for the actual costs of measured off-airport impacts. For example, aircraft noise can be considered to have an adverse impact on residents within the airport's CNEL 65dB noise contour, and that impact can be mitigated. In this case, the use of airport revenue to mitigate noise impacts is considered a permitted use of airport revenue. With regard to the job referral and training programs, however, we do not believe that the airport is causing an unemployment problem that must be mitigated with airport revenue. In fact, the opposite may be true. Jobs for residents located within the PIA and other nearby communities may have been created because of the existence of a viable airport.

We do not doubt that the proposed programs are well intentioned. Nevertheless, it is our opinion that they do not comply with the Policy and, therefore, do not meet the statutory requirements of 49 USC § 47107(b) and § 47133.

We suggest that LAWA explore whether or not job training and referrals can be incorporated into the Disadvantaged Business Enterprise program. If this can be done legally, the airport's employers, contractors, and concessionaires can be asked to cooperate and provide job opportunities for the residents in the PIA.

If you have any questions, you can either reach me at (310) 725-3600 or Anthony Garcia at (310) 725-3434.

Sincerely,



Mark A. McClardy
Manager, Airports Division

cc: William C. Withycombe, Regional Administrator – Western Pacific Region - FAA
Monroe Balton, Regional Counsel – Western Pacific Region - FAA
George Aiken, Manager, Safety & Standards Branch – Western Pacific Region - FAA
John Milligan, Supervisor, Southern California Standards Section - FAA
Dave Bennett, Director of Airports Safety & Standards - FAA



Los Angeles World Airports

August 25, 2006

Catherine Lang
Deputy Associate Administrator for Airports
Federal Aviation Administration
800 Independence Avenue, SW
Washington, D.C., 20591

LAX

Ontario

Van Nuys

Palmdale

Re: Jobs Training Funds Under Stipulated Settlement in
City of El Segundo v. City of Los Angeles

City of Los Angeles

Dear Ms. Lang:

Antonio Villaraigosa
Mayor

This is to request confirmation of the Federal Aviation Administration's ("FAA") authorization of the use by Los Angeles World Airports ("LAWA") of airport revenues to fund the program of job training for airport and aviation related jobs, to be administered by the South Bay Work Force Investment Board ("WIB") in Inglewood, California, pursuant to the provisions of Appendix A, § H of the stipulated settlement between LAWA and Petitioners City of Inglewood ("Inglewood"), City of Culver City, County of Los Angeles, City of El Segundo and Alliance for a Regional Solution to Airport Congestion ("ARSAC") in *City of El Segundo et al. v. City of Los Angeles et al.*, Riverside Superior Court Case No. RIC 426822 ("Stipulated Settlement"). This letter has been drafted jointly by LAWA and City of Inglewood Petitioners.

Board of Airport
Commissioners

Alan I. Rothenberg
President

Valeria C. Velasco
Vice President

Joseph A. Aredas
Michael A. Lawson
Sylvia Patsouras
Fernando M. Torres-Gil
Walter Zifkin

Lydia H. Kennard
Executive Director

This request is made on the grounds that: (1) the jobs to which training funds are to be dedicated are directly and substantially related to air transportation and/or airport operations; (2) the dedication of jobs training funds for use within Inglewood is entirely appropriate because Inglewood is the community most directly and substantially impacted by operations at Los Angeles International Airport ("LAX"); and (3) Inglewood's participation in the settlement process and Stipulated Settlement, which was at least partially based on the job training provisions of the Stipulated Settlement, enabled commencement of the improvement of the South Runway Complex ("South Runway Improvement Project") which the FAA deems critical to safe operations at LAX.

I. BACKGROUND.

LAX is the primary commercial air transportation hub of the Los Angeles region. LAX is owned and operated by the City of Los Angeles whose Board of Airport Commissioners ("BOAC") oversees the policy, management, operation and regulation of LAX. The Executive Director and the staff of LAWA administer the day to day operations of LAX under the direction of the BOAC.

LAWA has sought for a number of years to improve and modernize LAX. Commencing in 1994, LAWA undertook the drafting of a new LAX Master Plan to serve as a conceptual framework for future improvements at LAX. In 1997, LAWA and the FAA initiated the preparation of an Environmental Impact Statement/Environmental Impact Report ("EIS/EIR") to evaluate the potential environmental effects of a number of alternatives being considered for the LAX Master Plan.

Petitioners state that they have long been concerned about the ongoing and projected impacts of LAX operations on traffic, noise, air quality, human health risks, environmental justice and, generally, the quality of life in communities surrounding LAX. During the public review period for the EIS/EIR, Petitioners submitted extensive comments on issues including mitigation measures to offset the potentially significant environmental effects of the LAX Master Plan. Petitioners' comments also addressed the need to limit future growth of activity at LAX in conjunction with the broad regional effort to satisfy growing air transportation demand at other airports in the Southern California region.

In light of the greatly elevated issue of airport security following the events of September 11, 2001, LAWA formulated a LAX Master Plan alternative, Alternative D, to be considered within the range of options for the LAX Master Plan. LAWA indicated that Alternative D was designed to accommodate passengers and cargo activity at LAX comparable to activity levels that would likely result without LAX Master Plan improvements, thereby encouraging other airports in the region to absorb a greater share of the regional demand. LAWA also designed Alternative D with an emphasis on airport safety and security.

On or about December 7, 2004, the Los Angeles City Council approved the LAX Master Plan (Alternative D), and various related entitlements. In January, 2005, Petitioners filed lawsuits challenging the approval of the LAX Master Plan and Final EIR under CEQA in State Court. In July, 2005, Petitioners El Segundo, Inglewood, Culver City and the County of Los Angeles filed lawsuits challenging the Record of Decision under the National Environmental Policy Act and Clean Air Act in the Ninth Circuit Court of Appeals.

On or about February 15, 2006, the parties signed a Settlement Agreement ("Stipulated Settlement") of the above actions, whereby, among other things, LAWA committed to provide funding for job training, beginning in fiscal year 2006/2007, in the amount of \$500,000 per year for five years. The settlement amount would fund a job training program at the WIB in Inglewood for airport jobs at LAX, aviation related jobs related to LAX, and pre-apprenticeship programs. Stipulated Settlement, Exhibit A, § H.1. Pre-apprenticeship programs are defined as job readiness and job training programs designed to prepare individuals to enter apprenticeships in the construction and building trades for LAX Master Plan Program related construction. Stipulated Settlement, Exhibit A, § H.2. These commitments by LAWA are subject to FAA's review as set forth in §I.G of the Stipulated Settlement. In return for LAWA's promise

of job training funds once approved by FAA, among other things, Petitioners agreed to dismiss all pending actions, thus allowing LAWA to proceed with the already planned South Runway Improvement Project. The South Runway Improvement Project will reconstruct the South Runway Complex by moving the southern most runway to the south by approximately 50' and adding a Center Taxiway which will improve airfield operational safety.

II. THE JOBS TO WHICH TRAINING FUNDS ARE DEDICATED ARE DIRECTLY AND SUBSTANTIALLY RELATED TO AIRPORT OPERATIONS.

As you are aware, airports receiving Federal assistance are subject to restrictions on the use of airport revenues. Pursuant to 49 U.S.C. §§ 47107(b)(1) and 47133(a), an airport operator or owner receiving Federal assistance must provide assurances that, among other things, the revenues generated by a public airport will be expended for "the capital or operating costs of: (A) the Airport; (B) the local Airport system; or (C) other local facilities owned or operated by the airport owner and directly and substantially related to the air transportation of passengers or property." Moreover, airport revenue may be used "on or off the airport for a noise mitigation purpose." 49 U.S.C. §§ 47107(b)(3), 47133(c).

These limitations were interpreted and explained by the Federal Aviation Administration ("FAA") in its "Policies and Procedures Concerning Airport Revenue" ("Policies and Procedures") 64 Fed. Reg. 7696 *et seq.* In particular, the Policies and Procedures provide that "[E]xpenditures that are directly and substantially related to the operation of the airport qualify inherently as operating costs of the airport." *Id.* at 7704 (emphasis added). Therefore, as an example, "Airport funds may be used to support community activities, or community organizations, if the expenditures are directly and substantially related to the operation of the airport." *Id.*

Here, the jobs to which training funds are to be dedicated are directly and substantially related to the operation of LAX, and, therefore, qualify inherently as operating costs of LAX. LAWA currently uses FAA funds for job training for, among others: airport police officers, concession managers, equipment operators, equipment mechanics, equipment repair supervisors, instrument mechanics, risk managers, and safety engineering associates.¹ In addition to these job categories, funding would also be dedicated to training in operations related jobs, including, but not limited to: airport safety and security officers, airport operations coordinators, airport maintenance, airplane mechanics, baggage porters, gate agents, and radio and radar technicians.² Operations at LAX are dependent on the competent and execution of these services. Without knowledgeable and well-trained individuals in these positions, LAX could not function and the overall safety both on the ground and

¹ A list of the civil service jobs at LAWA is set forth in Exhibit "A" to this letter.

² A complete set of jobs is set forth in Exhibit "B" to this letter. All jobs listed in Exhibit "A" are incorporated by reference in Exhibit "B."

in the air at LAX could be jeopardized. Accordingly, funding for training for these jobs is directly and substantially related to the maintenance and furtherance of airport operations at LAX.

In addition, Petitioners propose that job training will include personnel to implement sound insulation and other noise mitigation programs in the vicinity of LAX. Pursuant to the Stipulated Settlement, LAWA will provide \$24.5 million in Airport Noise Mitigation Program ("ANMP") funding to the City of Inglewood in two annual installments in calendar years 2006 and 2007. Stipulated Settlement, Exhibit A, § A.1. LAWA will provide \$14.9 million to the City of El Segundo, and an additional \$20.6 million to the County of Los Angeles over the same period of time. *Id.* LAWA provides these funds in order to satisfy its obligation to mitigate noise impacts in surrounding communities under both the Stipulated Settlement, and, more generally, FAR Part 150. Clearly, a substantial number of contractors and associated personnel will be required to complete the sound attenuation of the thousands of housing units to be involved in the various programs.

III. THE DEDICATION OF JOB TRAINING FUNDS FOR USE WITHIN INGLEWOOD IS APPROPRIATE BECAUSE INGLEWOOD IS THE COMMUNITY MOST DIRECTLY AND SIGNIFICANTLY IMPACTED BY LAX OPERATIONS.

Petitioners note, moreover, it is entirely appropriate to devote job training funding to Inglewood, because Inglewood, including its residences, schools, churches, and hospitals, is the community most severely impacted by operations at LAX. As of 1996, 22,140 Inglewood residents were exposed to noise at the level of 65 CNEL, including 12 schools, 9 churches and 1 hospital. *LAX Master Plan Final Environmental Impact Statement/Environmental Impact Report*, Part 1, Vol. 2, Table F4.2-4, p. 4-148. By 2000, 25,430 residents were exposed to noise at the level of 65 CNEL, including 18 schools, 14 churches, 3 hospitals, 2 parks, and 1 library. *Id.* Petitioners state that these impacts will be amplified in the future by the increased operations enabled by the facility improvements sanctioned by the Stipulated Settlement. In short, the funds to be dedicated to training in noise mitigation technologies have the most direct and substantial relationship to airport operations because, without such operations, neither the need for noise mitigation construction of the type to be implemented in the communities surrounding LAX, nor the need for personnel to do the job, would exist.

Finally, pursuant to 49 U.S.C. §§ 47107(b)(3) and 47133(c), the restrictions on the use of airport revenue "may not be construed to prevent ... the use of airport revenue on or off the airport for a noise mitigation purpose." Accordingly, airport revenue may be used on or off the airport for a noise mitigation purpose. Here, LAWA's provision of funding for job training to implement noise mitigation programs in surrounding communities is, pursuant to 49 U.S.C. §§ 47107(b)(3) and 47133(c), an appropriate use of noise airport revenue.

IV. INGLEWOOD'S PARTICIPATION IN THE SETTLEMENT PROCESS AT LEAST PARTIALLY ENABLED EXPEDITIOUS COMMENCEMENT OF THE SOUTH RUNWAY IMPROVEMENT PROJECT.

Funding for job training within the City of Inglewood is also directly and substantially related to operations at LAX through the early improvement of safety and efficiency of operations on the South Runway Complex enabled by the Stipulated Settlement.

As attested by FAA Administrator Marion Blakey, one of the FAA's top priorities is the reduction in the number and risk of runway incursions. See *Aviation Safety Issues: Hearings Before the Subcommittee on Aviation of the Senate Committee on Commerce, 109th Congress 6 (2005)*(statement of Marion Blakey, Administrator of the FAA). At the LAX airport, significant attention has been placed on this matter. See *Meeting Future Aviation Capacity Needs in Southern California: Hearings Before the Subcommittee on Aviation of the House of Representatives Committee on Transportation and Infrastructure, 109th Congress 4 (2006)*(background materials). "Runway incursions at LAX are as follows: FY 2006 (through 3/8/06): 2 runway incursions (both in D category with 0 in A, B, or C); FY 2005: 8 runway incursions (6 in D category, 2 in C and 0 in B or A); and FY 2004: 7 runway incursions (4 in D category, 2 in C, 1 in B and 0 in A." *Id.* at 4-5.³ As identified by FAA Administrator Blakey, "roughly 80 percent of runway incursions at LAX occur on the south side of the airport." (emphasis added). *Aviation Safety Issues: Hearings Before the Subcommittee on Aviation of the Senate Committee on Commerce, 109th Congress 8 (2005)*(statement of Marion Blakey, Administrator of the FAA).

This priority is shared at the regional level. As attested by Mr. Bill Withycombe, Regional Administrator of the Western-Pacific Region, in order to reduce incursions at LAX the FAA has provided funding to LAWA "for the relocation of the southern most runway and the addition of a new parallel taxiway at LAX." *Meeting Future Aviation Capacity Needs in Southern California: Hearings Before the Subcommittee on Aviation of the House of Representatives Committee on Transportation and Infrastructure, 109th Congress 4 (2006)*(statement of Bill Withycombe, Regional Administrator, Western-Pacific Region). Specifically, in 2005 the FAA provided \$38.3 million to LAWA to begin design and construction of a new taxiway project, and in 2006 an additional \$29.5 million in Airport Improvement Program (AIP) funds to relocate Runway 7R/25L, a prerequisite for building a center taxiway. See *Meeting Future Aviation Capacity Needs in Southern California: Hearings Before the Subcommittee on Aviation of the House of Representatives Committee on Transportation and Infrastructure, 109th Congress 5 (2006)*(background materials).

³ "Category D: Little or no chance of collision but meets the definition of a runway incursion. Category C: Separation decreases but there is ample time and distance to avoid a potential collision. Category B: Separation decreases and there is a significant potential for collision. Category A: Separation decreases and participants take extreme action to narrowly avoid a collision, or the event results in a collision." *Id.*

Catherine Lane – FAA
August 25, 2006
Page 6 of 6

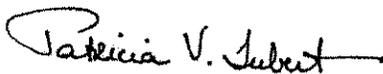
However, this critical South Runway Improvement Project, designed to improve the safety and efficiency of operations at LAX, might not have gone forward at the time scheduled without the Stipulated Settlement of which Inglewood was a critical component. In return for LAWA's commitment to the provision of job training funds, among other things, Petitioners agreed to dismiss all pending actions, thus allowing LAWA to immediately proceed with the South Runway Improvement Project. Without going into the merits of Petitioners' action, with which LAWA disagrees, merely the time needed for a court decision which often requires weeks or even months in a case as complex as this one, would potentially have delayed initiation of the South Runway Improvement Project which both LAWA and the FAA, national and regional administrators, agree is a critical factor in improving operational safety at LAX.

V. CONCLUSION.

In summary, the jobs for which training will be provided, and the communities from which those jobs will be filled are, for the reasons set forth above, directly and substantially related to operations at LAX and thus fall squarely within the funding parameters established in 49 U.S.C. §§ 47107 and 47133.

LAWA and Petitioners thank the FAA in advance for its consideration, and confirmation of the use of FAA funds for job training pursuant to the obligations set forth in Stipulated Settlement, Exhibit A, § H.

Sincerely,



Patricia V. Tubert
Deputy Executive Director

cc: Mark McClardy



EXHIBIT A

CLASSIFICATIONS

AT
LAWA
6/30/06

CLASSIFICATIONS @ LAWA

Accountant I
Accountant II
Accounting Clerk I
Accounting Clerk II
Administrative Intern
Air Conditioning Mechanic
Air Conditioning Mechanic Supervisor I
Air Conditioning Mechanic Supervisor II
Airport Aide
Airport Guide I
Airport Guide II
Airport Information Specialist I
Airport Information Specialist II
Airport Manager II
Airport Manager III
Airport Operations Coordinator
Airport Police Captain I
Airport Police Captain II
Airport Police Officer I
Airport Safety Officer
Airports Maintenance Superintendent
Airports Maintenance Supervisor I
Airports Maintenance Supervisor II
Airports Maintenance Supervisor III
Airports Pub. and Community Rel. Dir. I
Airports Pub. and Community Rel. Dir. II
Architect
Architectural Associate III
Architectural Associate IV
Arts Manager III
Asset Manager
Auditor II
Auto Body Builder & Repairer V
Building Electrical Engineer I
Building Operating Engineer
Building Repair Supervisor
Building Repairer I
Bus Operator
Bus Operator Supervisor
Carpenter
Carpenter
Carpet Layer
Cement Finisher

CLASSIFICATIONS

AT
LAWA
RAC/06

Cement Finisher Worker
Chief Airport Safety Officer
Chief Airports Engineer I
Chief Airports Engineer II
Chief Building Operating Engineer
Chief Communications Operator
Chief Construction Inspector
Chief Information Officer
Chief Management Analyst
Chief of Airport Planning I
Chief of Airport Planning II
Chief of Aviation Technology
Chief of Operations I
Chief of Operations II
City Planner
City Planning Associate
Civil Engineer
Civil Engineering Associate II
Civil Engineering Associate III
Civil Engineering Associate IV
Civil Engineering Drafting Technician
Clerk
Clerk Typist
Commission Executive Assistant I
Commission Executive Assistant II
Commissioner II
Communications Cable Worker
Communications Electrician
Communications Engineer
Communications Engineering Associate II
Communications Engineering Associate III
Communications Engineering Associate IV
Communications Operator II
Communications Operator III
Computer Operator II
Concessions Manager
Construction & Maintenance Supervisor II
Construction Equip. Service Worker
Construction Inspector
Custodian
Custodian Supervisor
Database Architect
Delivery Driver II
Delivery Driver III

CLASSIFICATIONS

AT
LAWA
0/00/00

Departmental Chief Accountant IV
Deputy General Manager Airports/1
Deputy General Manager Airports/2
Director of Air Service Marketing
Director of Airports Administration
Director of Airports Operations
Director of Airports Safety Services
Director of Maintenance Airports II
Electrical Craft Helper
Electrical Engineering Associate III
Electrical Engineering Associate IV
Electrical Engineering Drafting Technician
Electrician
Electrician Supervisor
Elevator Mechanic
Elevator Mechanic Helper
Elevator Repair Supervisor I
Elevator Repair Supervisor II
Emergency Preparedness Coordinator I
Emergency Preparedness Coordinator II
Engineering Designer
Environmental Affairs Officer
Environmental Specialist II
Environmental Specialist III
Environmental Supervisor II
Equipment Mechanic V
Equipment Operator
Equipment Repair Supervisor
Equipment Specialist II
Executive Administrative Assistant II
Executive Administrative Assistant III
Executive Assistant Airports
Field Engineering Aide
Financial Analyst I
Financial Analyst II
Financial Manager I
Financial Manager II
Fiscal Systems Specialist I
Fiscal Systems Specialist II
Garage Attendant
Gardener Caretaker
General Manager Airports
Geographic Information Systems Specialist
Geographic Information Systems Supervisor II

CLASSIFICATIONS

AT
LAWA
6/30/01

Graphics Designer II
Graphics Designer III
Graphics Supervisor I
Graphics Supervisor II
Head Custodian Supervisor
Heavy Duty Equipment Mechanic
Heavy Duty Truck Operator
Industrial Hygienist
Information Systems Manager I
Information Systems Manager II
Information Systems Operations Manager II
Instrument Mechanic
Instrument Mechanic Supervisor
Internal Auditor II
Labor Supervisor
Land Surveying Assistant
Light Equipment Operator
Locksmith
Maintenance & Construction Helper
Maintenance Laborer
Management Aide
Management Analyst I
Management Analyst II
Management Assistant
Mechanical Engineering Associate III
Mechanical Engineering Associate IV
Mechanical Helper
Mechanical Repairer II
Mechanical Repairer Supervisor
Motor Sweeper Operator
Painter
Painter Supervisor
Park Maintenance Supervisor
Parking Manager I
Parking Manager II
Payroll Supervisor I
Personnel Analyst II
Personnel Director III
Personnel Records Supervisor
Photographer II
Pipefitter
Plasterer
Plumber
Plumber Supervisor

CLASSIFICATIONS

AT
LAWA
1/10/00

Principal Accountant II
Principal Clerk
Principal Communications Operator
Principal Construction Inspector
Principal Public Relations Representative
Principal Security Officer
Principal Special Officer
Procurement Analyst II
Procurement Supervisor
Programmer Analyst III
Programmer Analyst IV
Programmer Analyst V
Property Manager II
Property Manager III
Property Manager IV
Public Relations Specialist II
Real Estate Associate II
Real Estate Officer
Real Estate Trainee
Reprographics Operator II
Risk Manager I
Risk Manager II
Safety Engineering Associate II
Secretary
Security Officer
Senior Accountant I
Senior Accountant II
Senior Airport Safety Officer
Senior Auditor
Senior Automotive Supervisor
Senior Building Operating Engineer
Senior Carpenter
Senior Civil Engineer
Senior Civil Engineering Drafting Tech.
Senior Clerk
Senior Clerk Stenographer
Senior Clerk Typist
Senior Communications Engineer
Senior Communications Operator II
Senior Computer Operator II
Senior Construction Estimator
Senior Construction Inspector
Senior Custodial Services Attendant I
Senior Electrician

CLASSIFICATIONS

AT
LAWA
8/30/06

Senior Equipment Mechanic V
Senior Gardener
Senior Heavy Duty Equipment Mechanic
Senior Management Analyst I
Senior Management Analyst II
Senior Painter
Senior Park Maintenance Supervisor
Senior Personnel Analyst I
Senior Personnel Analyst II
Senior Plumber
Senior Real Estate Officer
Senior Security Officer
Senior Special Officer
Senior Storekeeper I
Senior Systems Analyst I
Senior Systems Analyst II
Senior Transportation Engineer
Sign Painter
Storekeeper II
Street Services Worker I
Street Services Worker II
Structural Engineering Associate IV
Student Professional Worker
Student Worker
Superintendent of Operations I
Superintendent of Operations II
Supervising Transportation Planner I
Supervising Transportation Planner II
Supply Services Manager I
Survey Party Chief II
Systems Aide
Systems Analyst II
Systems Programmer II
Systems Programmer III
Telecomm. Planning & Utilization Officer
Telecommunications Planner
Tiler
Traffic Painter & Sign Poster II
Traffic Painter & Sign Poster III
Transportation Engineer
Transportation Engineering Associate III
Transportation Planning Associate II
Upholsterer V
Warehouse and Toolroom Worker I

CLASSIFICATIONS

AT

LAWA

8/30/06

Warehouse and Toolroom Worker II

Water Utility Worker

Welder

Welder Supervisor II

Window Cleaner

Window Cleaner Supervisor

Worker's Comp Claim Assistant

Worker's Compensation Analyst

EXHIBIT B

ALL JOBS LISTED IN EXHIBIT "A".

Occupational Title	Industry	DOT Code
Thermodynamics Engineer	(aircraft mfg.)	002.061-010
cost development engineer	(aircraft mfg.)	002.167-010
AERONAUTICAL PROJECT ENGINEER	(aircraft mfg.)	002.167-018
DRAFTER, AERONAUTICAL	(aircraft mfg.)	002.261-010
laboratory test mechanic	(aircraft mfg.)	002.261-014
FLIGHT-TEST DATA ACQUISITION TECHNICIAN	(aircraft mfg.)	002.262-010
Experimental Electronics Developer	(aircraft mfg.)	003.161-014
AIRPORT ENGINEER	(profess. & kn.)	005.061-010
TOOL DESIGN CHECKER	(aircraft mfg.)	007.267-014
computer-numerical-control nesting operator	(aircraft mfg.)	007.362-010
NESTING OPERATOR, NUMERICAL CONTROL	(aircraft mfg.)	007.382-010
Tool Liaison	(aircraft mfg.)	012.167-038
PROCUREMENT ENGINEER	(aircraft mfg.)	162.157-034
Director, Airport Operations	(air trans.)	184.117-026
service center manager	(air trans.; motor trans.; r.r. trans.)	184.167-042
airplane pilot, chief	(air trans.)	196.167-010
ENGINEERING-DOCUMENT-CONTROL CLERK	(aircraft mfg.; electron. comp.)	206.367-010
equipment scheduler	(air trans.)	221.362-010
aircraft-delivery checker	(aircraft mfg.)	222.387-010
lead ticket-sales agent	(air trans.)	238.137-022
WEATHER CLERK	(air trans.)	248.362-014
CARGO AGENT	(air trans.)	248.367-018
Traveling-Freight-And-Passenger Agent	(air trans.; motor trans.; r.r. trans.; water trans.)	252.257-010
RECEPTIONIST, AIRLINE LOUNGE	(air trans.)	352.677-014
porter, baggage	(air trans.; motor trans.; r.r. trans.)	357.677-010
MOLDER	(aircraft mfg.; concrete prod.; foundry)	518.361-010
platen operator, metal bond	(aircraft mfg.)	553.382-026
Router Operator, Pin	(aircraft mfg.)	605.382-034
Router Operator, Radial	(aircraft mfg.)	605.382-034
industrial robot operator	(aircraft mfg.)	606.382-026
DROPHAMMER OPERATOR	(aircraft mfg.; forging)	610.362-010
SHOT-PEENING OPERATOR	(aircraft mfg.)	617.280-010
HIGH-ENERGY-FORMING EQUIPMENT OPERATOR	(aircraft mfg.)	619.380-010
EXPERIMENTAL AIRCRAFT MECHANIC	(aircraft mfg.)	621.261-022
experimental preflight mechanic	(aircraft mfg.)	621.261-022
Aircraft-And-Engine Mechanic, Field-And- Hangar	(aircraft mfg.)	621.281-014
airplane mechanic	(aircraft mfg.; air trans.)	621.281-014
Hydraulic Tester	(air trans.)	621.281-014
Ignition Specialist	(air trans.)	621.281-014
Spares Rework Mechanic	(aircraft mfg.)	621.281-014

<u>ROCKET-ENGINE-COMPONENT MECHANIC</u>	(aircraft mfg.)	621.281-030
<u>power hammer repairer</u>	(forging)	626.261-010
<u>aircraft armorer</u>	(government ser.)	632.261-010
<u>DEVELOPER PROVER, INTERIOR ASSEMBLIES</u>	(aircraft mfg.)	693.261-010
<u>developer prover, upholstery</u>	(aircraft mfg.)	693.261-010
<u>Controls Development Mechanic</u>	(aircraft mfg.)	693.261-014
<u>Model Builder, Display</u>	(aircraft mfg.)	693.261-018
<u>Form Block Maker</u>	(aircraft mfg.)	693.281-030
<u>ELECTRICAL AND RADIO MOCK-UP MECHANIC</u>	(aircraft mfg.)	693.381-026
<u>Water Router Operator</u>	(aircraft mfg.)	699.382-010
<u>CHEMICAL-ETCHING PROCESSOR</u>	(aircraft mfg.)	704.381-014
<u>Process Equipment Operator</u>	(aircraft mfg.)	704.381-014
<u>engineering test mechanic</u>	(aircraft mfg.)	710.361-014
<u>INSTRUMENT INSPECTOR</u>	(aircraft mfg.; air trans.)	722.381-014
<u>Numerical-Control-Wire-Preparation-Machine Tender</u>	(aircraft mfg.)	728.685-010
<u>ELECTRICAL ASSEMBLER</u>	(aircraft mfg.)	729.384-026
<u>Undercoat Sprayer</u>	(aircraft mfg.; auto. mfg.)	741.687-018
<u>Bonding And Composite Fabricator</u>	(aircraft mfg.)	754.381-018
<u>Filament-Wound Parts Fabricator</u>	(aircraft mfg.)	754.381-018
<u>Bagger</u>	(aircraft mfg.)	754.684-042
<u>Composite Bond Worker</u>	(aircraft mfg.)	754.684-042
<u>Composite Laminator</u>	(aircraft mfg.)	754.684-042
<u>Composite Layup Worker</u>	(aircraft mfg.)	754.684-042
<u>Smooth And Burr Worker, Composites</u>	(aircraft mfg.)	754.684-042
<u>model maker, plaster and plastic</u>	(aircraft mfg.)	777.281-018
<u>UPHOLSTERER</u>	(aircraft mfg.)	780.384-014
<u>Inspector, Final Assembly, Mechanical</u>	(aircraft mfg.)	806.261-030
<u>INSPECTOR, MATERIAL DISPOSITION</u>	(aircraft mfg.)	806.261-034
<u>INSPECTOR, OUTSIDE PRODUCTION</u>	(aircraft mfg.)	806.261-042
<u>INSPECTOR, PLASTICS AND COMPOSITES</u>	(aircraft mfg.)	806.261-046
<u>Mechanic, General Operational Test</u>	(aircraft mfg.)	806.261-050
<u>INSPECTOR, FABRICATION</u>	(aircraft mfg.)	806.381-022
<u>Riveting Machine Operator, Programmed Control</u>	(aircraft mfg.)	806.380-010
<u>AIRCRAFT MECHANIC, RIGGING AND CONTROLS</u>	(aircraft mfg.)	806.381-018
<u>engine buildup mechanic</u>	(aircraft mfg.)	806.381-022
<u>INSTALLER, INTERIOR ASSEMBLIES</u>	(aircraft mfg.)	806.381-078
<u>ASSEMBLER, GROUND SUPPORT EQUIPMENT</u>	(aircraft mfg.)	809.261-010
<u>HELPER, MANUFACTURING</u>	(aircraft mfg.)	809.687-014
<u>AVIONICS TECHNICIAN</u>	(aircraft mfg.; air trans.)	823.261-026
<u>radio and radar technician</u>	(aircraft mfg.; air trans.)	823.261-026
<u>inspector, electrical bench</u>	(aircraft mfg.; air trans.)	825.381-026
<u>PAINTER APPRENTICE, TRANSPORTATION EQUIPMENT</u>	(aircraft mfg.; air trans.; automotive ser.)	845.381-010

Painter, Aircraft-Production	(aircraft mfg.)	845.381-014
WIND TUNNEL MECHANIC	(aircraft mfg.)	869.261-026
service coordinator	(air trans.)	912.367-014
Master Rigger	(air trans.)	912.684-010
LINE-SERVICE ATTENDANT	(air trans.)	912.687-010
DOCK HAND	(air trans.)	919.683-010
Wrapper And Preserver	(aircraft mfg.)	920.587-018
Crane Operator-Hooktender	(aircraft mfg.)	921.663-010
AERODYNAMICIST	(aircraft mfg.)	002.061-010
aerodynamics engineer	(aircraft mfg.)	002.061-010
AERONAUTICAL ENGINEER	(aircraft mfg.)	002.061-014
AERONAUTICAL TEST ENGINEER	(aircraft mfg.)	002.061-018
AERONAUTICAL-DESIGN ENGINEER	(aircraft mfg.)	002.061-022
AERONAUTICAL-RESEARCH ENGINEER	(aircraft mfg.)	002.061-026
STRESS ANALYST	(aircraft mfg.)	002.061-030
SALES ENGINEER, AERONAUTICAL PRODUCTS	(aircraft mfg.)	002.151-010
SALES ENGINEER, AERONAUTICAL PRODUCTS	(aircraft mfg.)	002.151-010
design specialist, producibility, cost and component technology	(aircraft mfg.)	002.167-010
VALUE ENGINEER	(aircraft mfg.)	002.167-010
FIELD-SERVICE ENGINEER	(aircraft mfg.)	002.167-014
aerospace project engineer	(aircraft mfg.)	002.167-018
data acquisition laboratory technician	(aircraft mfg.)	002.262-010
technical aide, flight test data	(aircraft mfg.)	002.262-010
tool-drawing checker	(aircraft mfg.)	007.267-014
pattern data operator	(aircraft mfg.)	007.362-010
LIAISON ENGINEER	(aircraft mfg.)	012.167-038
commodities requirements analyst	(aircraft mfg.)	012.167-082
material planning and acquisition analyst	(aircraft mfg.)	012.167-082
MATERIAL SCHEDULER	(aircraft mfg.)	012.167-082
production control scheduler	(aircraft mfg.)	012.167-082
CALIBRATION LABORATORY TECHNICIAN	(aircraft mfg.; electron. comp.)	019.281-010
engineering laboratory technician	(aircraft mfg.)	019.281-010
quality assurance calibrator	(aircraft mfg.)	019.281-010
standards laboratory technician	(aircraft mfg.; electron. comp.)	019.281-010
test equipment certification technician	(aircraft mfg.)	019.281-010
AERIAL-PHOTOGRAPH INTERPRETER	(government ser.)	029.167-010
customer services instructor	(air trans.)	099.227-018
ground instructor, advanced	(air trans.)	099.227-018
INSTRUCTOR, GROUND SERVICES	(air trans.)	099.227-018
ticket sales instructor	(air trans.)	099.227-018
aviation-safety officer	(government ser.)	168.264-010
tool procurement coordinator	(aircraft mfg.)	169.167-054
TOOLING COORDINATOR, PRODUCTION ENGINEERING	(aircraft mfg.)	169.167-054
director, airport	(air trans.)	184.117-026
MANAGER, AIRPORT	(air trans.)	184.117-026

<u>Manager, Airport-Property-And-Development</u> <u>superintendent, airport</u>	(air trans.)	184.117-026
	(air trans.)	184.117-026
<u>Superintendent, Airport-Buildings-Maintenance</u>	(air trans.)	184.117-026
<u>Superintendent, Airport-Facilities-Repair-And-</u> <u>Maintenance</u>	(air trans.)	184.117-026
<u>MANAGER, FLIGHT OPERATIONS</u>	(air trans.)	184.117-038
<u>MANAGER, OPERATIONS</u>	(air trans.; motor trans.; r.r. trans.; water trans.)	184.117-050
<u>operations manager</u>	(air trans.; motor trans.; r.r. trans.; water trans.)	184.117-050
<u>MANAGER, SCHEDULE PLANNING</u>	(air trans.)	184.117-058
<u>manager, rates and schedules</u>	(air trans.; motor trans.; water trans.)	184.117-066
<u>MANAGER, TRAFFIC</u>	(air trans.; motor trans.; water trans.)	184.117-066
<u>GENERAL AGENT, OPERATIONS</u>	(air trans.; motor trans.; r.r. trans.)	184.167-042
<u>MANAGER, CARGO-AND-RAMP-SERVICES</u>	(air trans.)	184.167-058
<u>MANAGER, FLIGHT CONTROL</u>	(air trans.)	184.167-066
<u>MANAGER, FLIGHT-RESERVATIONS</u>	(air trans.)	184.167-070
<u>Manager, Commissary Service</u>	(air trans.)	184.167-082
<u>Manager, Flight Dispatching</u>	(air trans.)	184.167-082
<u>Manager, Flight Service</u>	(air trans.)	184.167-082
<u>Manager, Passenger Service</u>	(air trans.)	184.167-082
<u>Manager, Reservations-And-Ticketing</u>	(air trans.)	184.167-082
<u>MANAGER, STATION</u>	(air trans.)	184.167-082
<u>SUPERINTENDENT, MAINTENANCE</u>	(air trans.)	184.167-174
<u>GENERAL CLAIMS AGENT</u>	(air trans.; motor trans.; r.r. trans.; water trans.)	186.117-030
<u>AIR-TRAFFIC COORDINATOR</u>	(government ser.)	193.162-010
<u>AIR-TRAFFIC-CONTROL SPECIALIST,</u> <u>STATION</u>	(government ser.)	193.162-014
<u>airport-control operator</u>	(government ser.)	193.162-018
<u>AIR-TRAFFIC-CONTROL SPECIALIST,</u> <u>TOWER</u>	(government ser.)	193.162-018
<u>AIRLINE-RADIO OPERATOR, CHIEF</u>	(air trans.; business ser.)	193.162-022
<u>senior radio operator</u>	(air trans.; business ser.)	193.162-022
<u>watch supervisor</u>	(air trans.; business ser.)	193.162-022
<u>air-traffic-control supervisor</u>	(government ser.)	193.167-010
<u>AIRLINE-RADIO OPERATOR</u>	(air trans.; business ser.)	193.262-010
<u>radio operator, ground</u>	(aircraft mfg.)	193.262-026
<u>RADIO STATION OPERATOR</u>	(aircraft mfg.)	193.262-026
<u>CHIEF PILOT</u>	(air trans.)	196.167-010
<u>aerial navigator</u>	(air trans.)	196.167-014
<u>airplane navigator</u>	(air trans.)	196.167-014
<u>NAVIGATOR</u>	(air trans.)	196.167-014
<u>INSTRUCTOR, PILOT</u>	(air trans.)	196.223-014
<u>aircraft pilot</u>	(agriculture)	196.263-010

<u>AIRPLANE PILOT</u>	(agriculture)	196.263-010
<u>airplane pilot, crop dusting</u>	(agriculture)	196.263-010
<u>Airplane Captain</u>	(air trans.)	196.263-014
<u>Airplane First-Officer</u>	(air trans.)	196.263-014
<u>Airplane Pilot</u>	(air trans.)	196.263-014
<u>AIRPLANE PILOT, COMMERCIAL</u>	(air trans.)	196.263-014
<u>Airplane-Patrol Pilot</u>	(business ser.)	196.263-014
<u>commercial pilot</u>	(air trans.)	196.263-014
<u>Copilot</u>	(air trans.)	196.263-014
<u>Corporate Pilot</u>	(air trans.)	196.263-014
<u>pilot</u>	(air trans.)	196.263-014
<u>Transport Pilot</u>	(air trans.)	196.263-014
<u>CHECK PILOT</u>	(air trans.)	196.263-022
<u>CONTROLLER, REMOTELY-PILOTED VEHICLE</u>	(aircraft mfg.)	196.263-026
<u>engineering test pilot</u>	(aircraft mfg.)	196.263-042
<u>TEST PILOT</u>	(aircraft mfg.)	196.263-042
<u>blue print control clerk</u>	(aircraft mfg.; electron. comp.)	206.367-010
<u>drawing-release clerk</u>	(aircraft mfg.; electron. comp.)	206.367-010
<u>engineering-release clerk</u>	(aircraft mfg.; electron. comp.)	206.367-010
<u>release and technical records clerk</u>	(aircraft mfg.; electron. comp.)	206.367-010
<u>flight follower</u>	(air trans.)	209.367-050
<u>TRIP FOLLOWER</u>	(air trans.)	209.367-050
<u>RATE ANALYST, FREIGHT</u>	(air trans.; motor trans.; r.r. trans.; water trans.)	214.267-010
<u>DOCUMENTATION-BILLING CLERK</u>	(air trans.; motor trans.; r.r. trans.; water trans.)	214.362-014
<u>Manifest Clerk</u>	(air trans.; motor trans.; r.r. trans.; water trans.)	214.362-014
<u>Waybill Clerk</u>	(air trans.; motor trans.; r.r. trans.; water trans.)	214.362-014
<u>Passenger-Interline Clerk</u>	(air trans.)	214.382-022
<u>CREW SCHEDULER, CHIEF</u>	(air trans.)	215.137-010
<u>CREW SCHEDULER</u>	(air trans.)	215.362-010
<u>FLIGHT-CREW-TIME CLERK</u>	(air trans.)	215.362-018
<u>Airport Clerk</u>	(air trans.)	219.362-010
<u>aircraft-inspection-record clerk</u>	(air trans.)	221.362-010
<u>AIRCRAFT-LOG CLERK</u>	(air trans.)	221.362-010
<u>aircraft-time clerk</u>	(air trans.)	221.362-010
<u>maintenance-planning clerk</u>	(air trans.)	221.362-010
<u>INSPECTOR, RECEIVING</u>	(aircraft mfg.; elec. equip.; electron. comp.)	222.384-010
<u>AIRCRAFT-SHIPING CHECKER</u>	(aircraft mfg.)	222.387-010
<u>Paint Stocker</u>	(aircraft mfg.)	222.387-058
<u>COMMUNICATION-CENTER COORDINATOR</u>	(air trans.)	235.132-014

COMMUNICATION-CENTER OPERATOR	(air trans.)	235.662-014
SENIOR RESERVATIONS AGENT	(air trans.)	238.137-014
senior gate agent	(air trans.)	238.137-018
SUPERVISOR, GATE SERVICES	(air trans.)	238.137-018
senior passenger agent	(air trans.)	238.137-022
senior ticket-sales agent	(air trans.)	238.137-022
SUPERVISOR, TICKET SALES	(air trans.)	238.137-022
GATE AGENT	(air trans.)	238.367-010
RESERVATIONS AGENT	(air trans.)	238.367-018
telephone-sales agent	(air trans.)	238.367-018
Supervisor, Lost And Found	(air trans.; motor trans.)	241.137-014
AIRPLANE-DISPATCH CLERK	(air trans.)	248.367-010
flight-operations-dispatch clerk	(air trans.)	248.367-010
air-freight agent	(air trans.)	248.367-018
customer service agent	(air trans.)	248.367-018
teleticketing agent	(air trans.)	248.382-010
ticket agent	(air trans.)	248.382-010
TICKETING CLERK	(air trans.)	248.382-010
Freight-Traffic Agent	(air trans.; motor trans.; r.r. trans.; water trans.)	252.257-010
Passenger Traffic Agent	(air trans.; motor trans.; r.r. trans.; water trans.)	252.257-010
sales representative	(air trans.; motor trans.; r.r. trans.; water trans.)	252.257-010
sales representative	(air trans.; motor trans.; r.r. trans.; water trans.)	252.257-010
TRAFFIC AGENT	(air trans.; motor trans.; r.r. trans.; water trans.)	252.257-010
aircraft charter dispatcher	(air trans.)	295.367-010
AIRPLANE-CHARTER CLERK	(air trans.)	295.367-010
airplane-rental clerk	(air trans.)	295.367-010
SUPERVISOR, AIRPLANE-FLIGHT ATTENDANT	(air trans.)	352.137-010
airplane-cabin attendant	(air trans.)	352.367-010
AIRPLANE-FLIGHT ATTENDANT	(air trans.)	352.367-010
FLIGHT ATTENDANT, RAMP	(air trans.)	352.367-014
HOST/HOYESS, GROUND	(air trans.)	352.377-010
GUIDE, CHIEF AIRPORT	(air trans.)	353.137-010
Airport Guide	(air trans.)	353.367-014
BAGGAGE CHECKER	(air trans.; motor trans.)	357.477-010
luggage checker	(air trans.; motor trans.)	357.477-010
PORTER	(air trans.; motor trans.; r.r. trans.)	357.677-010
redcap	(air trans.; motor trans.; r.r. trans.)	357.677-010
Skycap	(air trans.)	357.677-010
PASSENGER SERVICE REPRESENTATIVE	(air trans.)	359.677-022
AIRLINE SECURITY REPRESENTATIVE	(air trans.)	372.667-010
customer security clerk	(air trans.)	372.667-010
flight security specialist	(air trans.)	372.667-010

screening representative	(air trans.)	372.667-010
fire fighter, airport	(air trans.)	373.663-010
FIRE FIGHTER, CRASH, FIRE, AND RESCUE	(air trans.)	373.663-010
Airport Safety And Security Duty Officer	(government ser.)	375.133-010
Airport Safety And Security Officer	(government ser.)	375.263-014
AIRPLANE-PILOT HELPER	(agriculture)	409.667-010
molder	(aircraft mfg.)	502.381-014
molder, closed molds	(aircraft mfg.)	502.381-014
MOLDER, PUNCH	(aircraft mfg.)	502.381-014
sand molder	(aircraft mfg.; concrete prod.; foundry)	518.361-010
MOLDER APPRENTICE	(aircraft mfg.; concrete prod.; foundry)	518.361-014
sand-molder apprentice	(aircraft mfg.; concrete prod.; foundry)	518.361-014
Sealant Mixer	(aircraft mfg.)	550.685-062
AUTOCLAVE OPERATOR	(aircraft mfg.)	553.382-014
bonding equipment operator	(aircraft mfg.)	553.362-014
METAL-BONDING PRESS OPERATOR	(aircraft mfg.)	553.382-026
ENCAPSULATOR	(aircraft mfg.)	556.684-014
molder, resin	(aircraft mfg.)	556.684-014
CURING OVEN ATTENDANT	(aircraft mfg.; electron. comp.)	590.685-090
all-around-gear-machine operator	(machine shop)	602.380-010
NUMERICAL-CONTROL ROUTER OPERATOR	(aircraft mfg.; electron. comp.)	605.382-046
Assembly Line Robot Operator	(aircraft mfg.)	606.382-026
ROBOTIC MACHINE OPERATOR	(aircraft mfg.)	606.382-026
SAW OPERATOR	(aircraft mfg.)	607.382-014
blacksmith, hammer operator	(aircraft mfg.; forging)	610.362-010
HAMMER OPERATOR	(aircraft mfg.)	617.382-014
planishing-hammer operator	(aircraft mfg.)	617.382-014
power-hammer operator	(aircraft mfg.)	617.382-014
SUPERCHARGER-REPAIR SUPERVISOR	(air trans.)	621.131-010
SUPERVISOR, AIRCRAFT MAINTENANCE	(air trans.)	621.131-014
FIELD-SERVICE REPRESENTATIVE	(aircraft mfg.)	621.221-010
technical specialist, aircraft systems	(aircraft mfg.)	621.221-010
AIRPLANE INSPECTOR	(air trans.)	621.261-010
airplane-and-engine inspector	(air trans.)	621.261-010
ENGINE TESTER	(aircraft mfg.; air trans.)	621.261-014
Test Cell Technician	(aircraft mfg.)	621.261-014
FLIGHT ENGINEER	(air trans.)	621.261-018
flight mechanic	(air trans.)	621.261-018
experimental aircraft and engine mechanic, field and hangar	(aircraft mfg.)	621.261-022
experimental flight test mechanic	(aircraft mfg.)	621.261-022
Experimental Mechanic, Spacecraft	(aircraft mfg.)	621.261-022
Aircraft-Engine Assembler	(air trans.)	621.281-014
Aircraft-Engine Dismantler	(air trans.)	621.281-014

Aircraft-Engine Installer	(air trans.)	621.281-014
Aircraft-Engine Mechanic	(air trans.)	621.281-014
Aircraft-Engine Mechanic, Overhaul	(air trans.)	621.281-014
Aircraft-Engine-Cylinder Mechanic	(air trans.)	621.281-014
Airframe-And-Power-Plant Mechanic, Line Service	(air trans.)	621.281-014
Carburetor Mechanic	(air trans.)	621.281-014
Flight-Line Mechanic	(aircraft mfg.)	621.281-014
Helicopter Mechanic	(air trans.)	621.281-014
Mechanic, Field-Service	(aircraft mfg.)	621.281-014
Overhaul and Repair Mechanic	(aircraft mfg.)	621.281-014
Supercharger Mechanic	(air trans.)	621.281-014
AIRFRAME-AND-POWER-PLANT-MECHANIC APPRENTICE	(air trans.)	621.281-018
airplane-mechanic apprentice	(air trans.)	621.281-018
AIRFRAME-AND-POWER-PLANT-MECHANIC HELPER	(aircraft mfg.; air trans.)	621.684-010
airplane-mechanic helper	(aircraft mfg.; air trans.)	621.684-010
Flight Line Service Attendant	(aircraft mfg.)	621.684-010
AIRCRAFT-ARMAMENT MECHANIC trimmer	(aircraft mfg.)	693.261-010
Developer-Prover, Mechanical	(aircraft mfg.)	693.261-014
DEVELOPMENT MECHANIC	(aircraft mfg.)	693.261-014
experimental mechanic	(aircraft mfg.)	693.261-014
Fabrication And Structures Development Mechanic	(aircraft mfg.)	693.261-014
Hydraulic And Plumbing Development Mechanic	(aircraft mfg.)	693.261-014
Mechanic, Experimental Structural Assembly	(aircraft mfg.)	693.261-014
Model Builder, Wind Tunnel	(aircraft mfg.)	693.261-018
MODEL MAKER	(aircraft mfg.)	693.261-018
Rocket-Engine Mechanic, Liquid	(aircraft mfg.)	693.261-022
ROCKET-MOTOR MECHANIC	(aircraft mfg.)	693.261-022
Jig And Fixture Builder	(aircraft mfg.)	693.281-030
Machine Tool Fixture Builder	(aircraft mfg.)	693.281-030
TOOL BUILDER	(aircraft mfg.)	693.281-030
Wood-Tool Maker	(aircraft mfg.)	693.281-030
MOCK-UP BUILDER	(aircraft mfg.)	693.361-014
AUTOMATED CUTTING MACHINE OPERATOR	(aircraft mfg.)	699.362-010
Abrasive Water Jet Cutter Operator	(aircraft mfg.)	699.382-010
FLUID JET CUTTER OPERATOR	(aircraft mfg.)	699.382-010
chemical-milling processor	(aircraft mfg.)	704.381-014
etcher, aircraft	(aircraft mfg.)	704.381-014
detail bench assembler	(aircraft mfg.)	706.381-050
PRECISION ASSEMBLER, BENCH	(aircraft mfg.)	706.381-050
Aircraft Instrument Repairer	(air trans.)	710.281-026
structural test mechanic	(aircraft mfg.)	710.361-014
TEST EQUIPMENT MECHANIC	(aircraft mfg.)	710.361-014
Inspector, Radar And Electronics	(aircraft mfg.)	722.381-014

Pressurization Mechanic	(aircraft mfg.)	806.384-038
Pressurization Mechanic, Air Control	(aircraft mfg.)	806.384-038
Pressurizer	(aircraft mfg.)	806.384-038
sealer, aircraft	(aircraft mfg.)	806.384-038
SKIN-LAP BONDER	(aircraft mfg.)	806.684-130
ROUTER OPERATOR, HAND	(aircraft mfg.; railroad equip.)	806.684-150
HELPER, METAL BONDING	(aircraft mfg.)	806.687-022
metal-bonding worker	(aircraft mfg.)	806.687-022
AIRCRAFT BODY REPAIRER	(air trans.)	807.261-010
BONDED STRUCTURES REPAIRER	(aircraft mfg.)	807.381-014
bonder, rework and repair	(aircraft mfg.)	807.381-014
AIRCRAFT SKIN BURNISHER	(aircraft mfg.)	807.684-018
ground equipment mechanic	(aircraft mfg.)	809.261-010
general helper	(aircraft mfg.)	809.687-014
SUPERVISOR, AVIONICS SHOP	(air trans.)	823.131-018
avionics and radar technician	(aircraft mfg.; air trans.)	823.261-026
avionics and radar technician	(aircraft mfg.; air trans.)	823.261-026
avionics mechanic	(aircraft mfg.; air trans.)	823.261-026
avionics mechanic	(aircraft mfg.; air trans.)	823.261-026
AVIONICS TECHNICIAN	(aircraft mfg.; air trans.)	823.261-026
AIRPORT ELECTRICIAN	(air trans.)	824.281-010
aircraft and engine electrician, field and hangar	(aircraft mfg.; air trans.)	825.261-018
aircraft mechanic, electrical	(aircraft mfg.; air trans.)	825.261-018
ELECTRICIAN, AIRCRAFT	(aircraft mfg.; air trans.)	825.261-018
EXPERIMENTAL-ROCKET-SLED MECHANIC	(aircraft mfg.)	825.281-038
AIRCRAFT MECHANIC, ELECTRICAL AND RADIO	(aircraft mfg.)	825.381-010
ELECTRICAL INSPECTOR	(aircraft mfg.; air trans.)	825.381-026
inspector, precision electrical assembly	(aircraft mfg.; air trans.)	825.381-026
ASSEMBLER, ELECTROMECHANICAL	(aircraft mfg.; electron. comp.; inst. & app.)	828.381-018
Electrician Supervisor, Airplane	(air trans.)	829.131-014
Painter, Aircraft	(aircraft mfg.; air trans.)	845.381-014
Painter, Decorative-Commercial Aircraft	(aircraft mfg.)	845.381-014
PAINTER, TRANSPORTATION EQUIPMENT	(aircraft mfg.; air trans.; automotive ser.)	845.381-014
AIRPLANE COVERER	(aircraft mfg.; air trans.)	849.381-010
dope-and-fabric worker	(aircraft mfg.; air trans.)	849.381-010
doper	(aircraft mfg.; air trans.)	849.381-010
CABIN-EQUIPMENT SUPERVISOR	(air trans.)	869.131-010
SUPERVISOR, AIRCRAFT CLEANING	(air trans.)	891.137-014
AIRPORT-MAINTENANCE CHIEF	(air trans.)	899.137-010
superintendent, maintenance, airports	(air trans.)	899.137-010
LABORER, AIRPORT MAINTENANCE	(air trans.)	899.687-014
airplane dispatcher	(air trans.)	912.167-010
DISPATCHER	(air trans.)	912.167-010
helicopter dispatcher	(air trans.)	912.167-010
AIRPORT ATTENDANT	(air trans.)	912.364-010
FLIGHT-INFORMATION EXPEDITER	(air trans.)	912.367-010

Inspector, Production Plastic Parts	(aircraft mfg.)	806.261-046
Inspector, Structural Bonding	(aircraft mfg.)	806.261-046
Metal Bond Inspector	(aircraft mfg.)	806.261-046
Checkout Mechanic, Hydraulic And Rigging	(aircraft mfg.)	806.261-050
Electrical Checkout Mechanic	(aircraft mfg.)	806.261-050
Mechanic, Electrical Operational Test	(aircraft mfg.)	806.261-050
OPERATIONAL TEST MECHANIC	(aircraft mfg.)	806.261-050
systems checkout mechanic	(aircraft mfg.)	806.261-050
INSPECTOR, PRECISION ASSEMBLY	(aircraft mfg.)	806.281-026
ASSEMBLER-INSTALLER, GENERAL	(aircraft mfg.)	806.361-014
line assembler, aircraft	(aircraft mfg.)	806.361-014
Inspector, Machined Parts	(aircraft mfg.)	806.361-022
Inspector, Sheet Metal Parts	(aircraft mfg.)	806.361-022
Inspector, Welded Parts	(aircraft mfg.)	806.361-022
AIRCRAFT MECHANIC, ARMAMENT	(aircraft mfg.)	806.361-030
RIVETING MACHINE OPERATOR, AUTOMATIC	(aircraft mfg.)	806.380-010
Riveting Machine Operator, Tape Control	(aircraft mfg.)	806.380-010
AIRCRAFT MECHANIC, ENVIRONMENTAL CONTROL SYSTEM	(aircraft mfg.)	806.381-014
aircraft mechanic, rigger	(aircraft mfg.)	806.381-018
assembler-installer, cable controlled systems	(aircraft mfg.)	806.381-018
ASSEMBLER, AIRCRAFT POWER PLANT	(aircraft mfg.)	806.381-022
aircraft mechanic, structures	(aircraft mfg.)	806.381-026
ASSEMBLER, AIRCRAFT, STRUCTURES AND SURFACES	(aircraft mfg.)	806.381-026
assembler-installer, structures	(aircraft mfg.)	806.381-026
Assembler-Installer, Wind Structures	(aircraft mfg.)	806.381-026
structures assembler	(aircraft mfg.)	806.381-026
ASSEMBLER, TUBING	(aircraft mfg.)	806.381-034
tube bender-assembler	(aircraft mfg.)	806.381-034
cable assembler	(aircraft mfg.)	806.381-042
CABLE ASSEMBLER AND SWAGER	(aircraft mfg.)	806.381-042
cable cutter and swager	(aircraft mfg.)	806.381-042
AIRCRAFT MECHANIC, PLUMBING AND HYDRAULICS	(aircraft mfg.)	806.381-066
assembler, aircraft, plumbing and hydraulics	(aircraft mfg.)	806.381-066
hydraulic and plumbing installer	(aircraft mfg.)	806.381-066
INSPECTOR, PROCESSING	(aircraft mfg.)	806.381-074
cabin furnishings installer	(aircraft mfg.)	806.381-078
PRECISION ASSEMBLER	(aircraft mfg.)	806.381-082
assembler, bonding	(aircraft mfg.)	806.384-030
ASSEMBLER, METAL BONDING	(aircraft mfg.)	806.384-030
ASSEMBLER, SUBASSEMBLY	(aircraft mfg.)	806.384-034
detail assembler	(aircraft mfg.)	806.384-034
sheet metal assembler	(aircraft mfg.)	806.384-034
Fuel Tank Sealer And Tester	(aircraft mfg.)	806.384-038
Integral Tank Sealer	(aircraft mfg.)	806.384-038
PRESSURE SEALER-AND-TESTER	(aircraft mfg.)	806.384-038

<u>ELECTRICIAN, RESEARCH</u>	(aircraft mfg.)	726.261-014
<u>ELECTRICAL-EQUIPMENT TESTER</u>	(aircraft mfg.)	729.381-010
<u>inspector, precision electrical assembly</u>	(aircraft mfg.)	729.381-010
<u>tester, electrical accessories</u>	(aircraft mfg.)	729.381-010
<u>assembler, radio and electrical</u>	(aircraft mfg.)	729.384-026
<u>assembler, wire group</u>	(aircraft mfg.)	729.384-026
<u>bench assembler, electrical</u>	(aircraft mfg.)	729.384-026
<u>Painter, Insulation</u>	(aircraft mfg.; auto. mfg.)	741.684-026
<u>Primer Sprayer</u>	(aircraft mfg.; auto. mfg.)	741.684-026
<u>TUBE BUILDER, AIRPLANE</u>	(rubber tire)	750.384-014
<u>Composites Fabricator And Assembler</u>	(aircraft mfg.)	754.381-018
<u>Experimental Plastics Fabricator</u>	(aircraft mfg.)	754.381-018
<u>Plastic Parts Fabricator</u>	(aircraft mfg.)	754.381-018
<u>plastics bench mechanic</u>	(aircraft mfg.; plastic prod.)	754.381-018
<u>PLASTICS FABRICATOR</u>	(aircraft mfg.; plastic prod.)	754.381-018
<u>plastics fabricator and assembler</u>	(aircraft mfg.; plastic prod.)	754.381-018
<u>Plastics Rework And Repair Mechanic</u>	(aircraft mfg.)	754.381-018
<u>Composite Assembler</u>	(aircraft mfg.)	754.684-042
<u>Composite Trim And Drill Worker</u>	(aircraft mfg.)	754.684-042
<u>composite worker</u>	(aircraft mfg.)	754.684-042
<u>Kitter</u>	(aircraft mfg.)	754.684-042
<u>Plastic Parts Fabricator-Trimmer</u>	(aircraft mfg.)	754.684-042
<u>PLASTICS WORKER</u>	(aircraft mfg.)	754.684-042
<u>AIRPLANE-GAS-TANK-LINER ASSEMBLER</u>	(rubber goods)	759.684-010
<u>loft patternmaker</u>	(aircraft mfg.)	777.281-018
<u>PATTERNMAKER, PLASTER</u>	(aircraft mfg.)	777.281-018
<u>patternmaker, plaster and plastic</u>	(aircraft mfg.)	777.281-018
<u>SUPERVISOR, INSPECTION</u>	(aircraft mfg.)	806.131-038
<u>SUPERVISOR, PRODUCTION</u>	(aircraft mfg.)	806.131-042
<u>DEPARTMENT</u>	(aircraft mfg.)	806.131-042
<u>tester, rocket engine</u>	(aircraft mfg.)	806.261-022
<u>TESTER, ROCKET MOTOR</u>	(aircraft mfg.)	806.261-022
<u>INSPECTOR, ASSEMBLIES AND</u>	(aircraft mfg.)	806.261-030
<u>INSTALLATIONS</u>	(aircraft mfg.)	806.261-030
<u>inspector, assembly</u>	(aircraft mfg.)	806.261-030
<u>inspector, Electrical And Electronic</u>	(aircraft mfg.)	806.261-030
<u>Installations</u>	(aircraft mfg.)	806.261-030
<u>inspector, Engines And Components</u>	(aircraft mfg.)	806.261-030
<u>Assembly</u>	(aircraft mfg.)	806.261-030
<u>inspector, Experimental Assembly</u>	(aircraft mfg.)	806.261-030
<u>inspector, Final Assembly</u>	(aircraft mfg.)	806.261-030
<u>inspector, Final Assembly, Electrical</u>	(aircraft mfg.)	806.261-030
<u>inspector, Structures</u>	(aircraft mfg.)	806.261-030
<u>inspector, Subassembly</u>	(aircraft mfg.)	806.261-030
<u>Material Review Board Representative, Quality</u>	(aircraft mfg.)	806.261-034
<u>Control</u>	(aircraft mfg.)	806.261-038
<u>Space Vehicle Inspector, Preflight</u>	(aircraft mfg.)	806.261-038
<u>Inspector, Advanced Composite</u>	(aircraft mfg.)	806.261-046
<u>Inspector, Plastics Fabrication-Developmental</u>	(aircraft mfg.)	806.261-046

departure clerk	(air trans.)	912.367-014
operations agent	(air trans.)	912.367-014
TRANSPORTATION AGENT	(air trans.)	912.367-014
AIRPORT UTILITY WORKER	(air trans.)	912.663-010
parachute packer	(air trans.)	912.684-010
PARACHUTE RIGGER	(air trans.)	912.684-010
Tire Changer, Aircraft	(air trans.)	915.684-010
Airplane Cleaner	(air trans.)	919.687-014
Cabin-Service Agent	(air trans.)	919.687-014
SENIOR-COMMISSARY AGENT	(air trans.)	922.137-010
Commissary Agent	(air trans.)	922.687-058
LOAD-TEST MECHANIC	(aircraft mfg.)	929.382-010
proof-load mechanic	(aircraft mfg.)	929.382-010
TEMPLATE REPRODUCTION TECHNICIAN	(aircraft mfg.)	976.381-022
tooling reproduction technician	(aircraft mfg.)	976.381-022
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None		



Los Angeles World Airports

September 6, 2006

Mr. Mark A. McClardy
Manager, Airports Division, AWP-600
Federal Aviation Administration
Western-Pacific Region
P.O. Box 92007
Los Angeles, CA 90009-2007

Re: Request for Advisory Opinion: First Source Hiring Program

LAX
Ontario
Van Nuys
Palmdale

City of Los Angeles
Antonio Villaraigosa
Mayor

Board of Airport
Commissioners

Alan I. Rothenberg
President

Valeria C. Velasco
Vice President

Joseph A. Aredas
Michael A. Lawson
Sylvia Petsaouras
Fernando M. Torres-Gil
Walter Zifkin

Lydia H. Kennard
Executive Director

Dear Mr. McClardy:

In order to address the concerns raised in your May 16, 2006 advisory letter and our June 28 teleconference, LAWA has modified its proposed First Source Hiring Program (FSHP). This letter details the revised proposal. We respectfully request your advisory opinion regarding the permissibility of this program under the revenue diversion rules.

Program Overview

The purpose of the First Source Hiring Program (FSHP) is to connect targeted, qualified job applicants to LAWA jobs and to airport employers. The modified FSHP program will include outreach and recruitment for LAWA jobs such as Vocational Worker, Airport Guides and Student Professional Workers. Airport employers will notify the FSHP of positions they need to fill, and the FSHP will promptly refer qualified job applicants to the employers, at no cost to the employers. Employers will consider any applicants who are promptly referred by the FSHP. If employers do not choose to hire applicants, who are timely referred by the FSHP, they are free to hire outside the system.

Operation of Program

Staff and offices for the FSHP will be located on-site at the airport. The program will be run by LAWA staff, with the assistance of experienced consultants brought in under contract as needed to assist operation, particularly in the early stages of the program. LAWA's Business and Job Resources Division will manage the program as part of its existing Job Resources Center (JRC). We believe that the cost of the program will be less than \$300,000 in the first year, with costs going down in subsequent years. These funds will go to staff time, consultant contracts, technical support for the "SkillsMatch" computer system, and other minor administrative costs.

Qualified Applicants

We hope to develop a deep pool of qualified applicants, who can be immediately referred when airport employers need workers. The first priority for referrals will be

Mark A. McClardy
September 6, 2006
Page 2

low-income individuals who have lived in the Project Impact Area for at least a year. The entire pool of potential workers will be pre-screened for security requirements and basic job skills

Participating Employers

Airport contractors, tenants, and licensees will participate in the First Source Hiring Program. Operators of transportation charter party limousines, non-tenant shuttles, and taxis will not be asked to participate.

Benefits to the Airport

We believe this program will provide substantial benefits to airport operations:

- The program will reduce costs of airport employers, by providing them with prompt referrals when they need workers. This will reduce recruitment costs, interview costs, and costs incurred while jobs remain unfilled. Referred applicants will have been pre-screened for security requirements and other qualifications, saving airport employers substantial time in the hiring process.
- The program will improve performance of airport employers and benefit airport operations because it will produce a workforce with an increased percentage of area residents which in turn is expected to reduce absenteeism and its associated financial and operational impacts.
- The program will reduce the environmental impacts of airport operations, since a more locally-based workforce will reduce commute distances. Given the huge numbers of airport jobs, this impact could be substantial.

In Conclusion

We believe that the FSHP will enhance LAWA's role as an aviation leader, and improve LAWA and airport operations in measurable ways. With the FAA's approval, we are eager to implement the FSHP as quickly as possible. We therefore request your review and early determination on this modified proposal.

If you have any questions, please contact me at (310) 417-2342. I would appreciate any guidance you can offer to make this program a success.

Sincerely,



Jim Ritchie
Deputy Executive Director



U.S. Department
of Transportation
Federal Aviation
Administration

Western-Pacific Region
Airports Division

Federal Aviation Administration
P.O. Box 92007
Los Angeles, CA 90009-2007

October 6, 2006

Jim Ritchie
Deputy Executive Director
Los Angeles World Airports
1 World Way
P.O. Box 92216
Los Angeles, CA 90009-2216

Dear Mr. Ritchie:

**Los Angeles International Airport (LAX)
Advisory Opinion Regarding Use of Airport Revenue - First Source Hiring Program**

This is in reply to your letter dated September 6, 2006, in which you submitted a modified proposal to the Federal Aviation Administration (FAA) regarding Los Angeles World Airports' (LAWA) use of airport revenue to fund the First Source Hiring Program (FSHP). As structured and presented to FAA in your latest proposal, the FSHP provides early referrals to targeted applicants of available LAWA jobs and provides airport employers with referrals of pre-screened qualified applicants from the Project Impact Area (PIA).

FAA has reviewed your September 6th letter. As discussed in our telephone conference on September 6, we have determined that LAWA's modified FSHP is acceptable provided the following conditions are met:

- The FSHP may screen the applications of local residents to determine qualifications to meet LAWA job classifications. The complete list of LAWA job classifications is identified in the document your office provided entitled "Classifications At LAWA 6/30/06" (copy attached.) LAWA revenue may be used only for screening for job classifications used by LAWA for hiring its own employees, and not for job classifications used by airport tenants but not LAWA.
- LAWA may refer the applications of screened employees not hired by LAWA to other Airport employers.
- LAWA may fund candidate security screening and reference checks for FSHP applicants for a LAWA job, even if the employee is not hired.

Please update your proposal to reflect the above conditions. Afterwards, please provide a final copy to our office for our records.

If you have any questions, you can either reach me at (310) 725-3600 or Brian Armstrong, Manager, Los Angeles Airports District Office, at (310) 725-3644.

Sincerely,



Mark A. McClardy
Manager, Airports Division
Western Pacific Region

Attachment: Classifications At LAWA 6/30/06

- cc: Brian Armstrong, Manager, Los Angeles ADO, Western Pacific Region-FAA
- George Aiken, Manager, Safety/Standards Branch, Western Pacific Region- FAA
- Bill Withycombe, Regional Administrator, Western-Pacific Region-FAA
- Monroe Balton, Regional Counsel, Western-Pacific Region-FAA
- David Bennett, Director, Airports Safety and Standards-FAA
- Charles Erhard, Manager, Airport Compliance Division-FAA

CLASSIFICATIONS

AT
LAWA
E30208

CLASSIFICATIONS @ LAWA

- Accountant I
- Accountant II
- Accounting Clerk I
- Accounting Clerk II
- Administrative Intern
- Air Conditioning Mechanic
- Air Conditioning Mechanic Supervisor I
- Air Conditioning Mechanic Supervisor II
- Airport Aide
- Airport Guide I
- Airport Guide II
- Airport Information Specialist I
- Airport Information Specialist II
- Airport Manager II
- Airport Manager III
- Airport Operations Coordinator
- Airport Police Captain I
- Airport Police Captain II
- Airport Police Officer I
- Airport Safety Officer
- Airports Maintenance Superintendent
- Airports Maintenance Supervisor I
- Airports Maintenance Supervisor II
- Airports Maintenance Supervisor III
- Airports Pub. and Community Rel. Dir. I
- Airports Pub. and Community Rel. Dir. II
- Architect
- Architectural Associate III
- Architectural Associate IV
- Arts Manager III
- Asset Manager
- Auditor II
- Auto Body Builder & Repairer V
- Building Electrical Engineer I
- Building Operating Engineer
- Building Repair Supervisor
- Building Repairer I
- Bus Operator
- Bus Operator Supervisor
- Carpenter
- Carpenter
- Carpet Layer
- Cement Finisher

CLASSIFICATIONS
AT
LAWA
FUNCTION

- Cement Finisher Worker
- Chief Airport Safety Officer
- Chief Airports Engineer I
- Chief Airports Engineer II
- Chief Building Operating Engineer
- Chief Communications Operator
- Chief Construction Inspector
- Chief Information Officer
- Chief Management Analyst
- Chief of Airport Planning I
- Chief of Airport Planning II
- Chief of Aviation Technology
- Chief of Operations I
- Chief of Operations II
- City Planner
- City Planning Associate
- Civil Engineer
- Civil Engineering Associate II
- Civil Engineering Associate III
- Civil Engineering Associate IV
- Civil Engineering Drafting Technician
- Clark
- Clark Typist
- Commission Executive Assistant I
- Commission Executive Assistant II
- Commissioner II
- Communications Cable Worker
- Communications Electrician
- Communications Engineer
- Communications Engineering Associate II
- Communications Engineering Associate III
- Communications Engineering Associate IV
- Communications Operator II
- Communications Operator III
- Computer Operator II
- Concessions Manager
- Construction & Maintenance Supervisor II
- Construction Equip. Service Worker
- Construction Inspector
- Custodian
- Custodian Supervisor
- Database Architect
- Delivery Driver II
- Delivery Driver III

CLASSIFICATIONS

41
LAWA
CR/CR

- Departmental Chief Accountant IV
- Deputy General Manager Airports/1
- Deputy General Manager Airports/2
- Director of Air Service Marketing
- Director of Airports Administration
- Director of Airports Operations
- Director of Airports Safety Services
- Director of Maintenance Airports II
- Electrical Craft Helper
- Electrical Engineering Associate III
- Electrical Engineering Associate IV
- Electrical Engineering Drafting Technician
- Electrician
- Electrician Supervisor
- Elevator Mechanic
- Elevator Mechanic Helper
- Elevator Repair Supervisor I
- Elevator Repair Supervisor II
- Emergency Preparedness Coordinator I
- Emergency Preparedness Coordinator II
- Engineering Designer
- Environmental Affairs Officer
- Environmental Specialist II
- Environmental Specialist III
- Environmental Supervisor II
- Equipment Mechanic V
- Equipment Operator
- Equipment Repair Supervisor
- Equipment Specialist II
- Executive Administrative Assistant II
- Executive Administrative Assistant III
- Executive Assistant Airports
- Field Engineering Aide
- Financial Analyst I
- Financial Analyst II
- Financial Manager I
- Financial Manager II
- Fiscal Systems Specialist I
- Fiscal Systems Specialist II
- Garage Attendant
- Gardener Caretaker
- General Manager Airports
- Geographic Information Systems Specialist
- Geographic Information Systems Supervisor II

CLASSIFICATIONS
AT
LAJWA
MAY 2008

- Graphics Designer II
- Graphics Designer III
- Graphics Supervisor I
- Graphics Supervisor II
- Head Custodian Supervisor
- Heavy Duty Equipment Mechanic
- Heavy Duty Truck Operator
- Industrial Hygienist
- Information Systems Manager I
- Information Systems Manager II
- Information Systems Operations Manager II
- Instrument Mechanic
- Instrument Mechanic Supervisor
- Internal Auditor II
- Labor Supervisor
- Land Surveying Assistant
- Light Equipment Operator
- Locksmith
- Maintenance & Construction Helper
- Maintenance Laborer
- Management Aide
- Management Analyst I
- Management Analyst II
- Management Assistant
- Mechanical Engineering Associate III
- Mechanical Engineering Associate IV
- Mechanical Helper
- Mechanical Repairer II
- Mechanical Repairer Supervisor
- Motor Sweeper Operator
- Painter
- Painter Supervisor
- Perk Maintenance Supervisor
- Parking Manager I
- Parking Manager II
- Payroll Supervisor I
- Personnel Analyst II
- Personnel Director III
- Personnel Records Supervisor
- Photographer II
- Pipefitter
- Pitmaster
- Plumber
- Plumber Supervisor

CLASSIFICATIONS
AT
LAWA
GRADE

- Principal Accountant II
- Principal Clerk
- Principal Communications Operator
- Principal Construction Inspector
- Principal Public Relations Representative
- Principal Security Officer
- Principal Special Officer
- Procurement Analyst II
- Procurement Supervisor
- Programmer Analyst III
- Programmer Analyst IV
- Programmer Analyst V
- Property Manager II
- Property Manager III
- Property Manager IV
- Public Relations Specialist II
- Real Estate Associate II
- Real Estate Officer
- Real Estate Trainee
- Reprographics Operator II
- Risk Manager I
- Risk Manager II
- Safety Engineering Associate II
- Secretary
- Security Officer
- Senior Accountant I
- Senior Accountant II
- Senior Airport Safety Officer
- Senior Auditor
- Senior Automotive Supervisor
- Senior Building Operating Engineer
- Senior Carpenter
- Senior Civil Engineer
- Senior CMT Engineering Drafting Tech.
- Senior Clerk
- Senior Clerk Stenographer
- Senior Clerk Typist
- Senior Communications Engineer
- Senior Communications Operator II
- Senior Computer Operator II
- Senior Construction Estimator
- Senior Construction Inspector
- Senior Custodial Services Attendant I
- Senior Electrician

CLASSIFICATIONS

01
LAWA
04/01/05

- Senior Equipment Mechanic V
- Senior Gardener
- Senior Heavy Duty Equipment Mechanic
- Senior Management Analyst I
- Senior Management Analyst II
- Senior Painter
- Senior Park Maintenance Supervisor
- Senior Personnel Analyst I
- Senior Personnel Analyst II
- Senior Plumber
- Senior Real Estate Officer
- Senior Security Officer
- Senior Special Officer
- Senior Storekeeper I
- Senior Systems Analyst I
- Senior Systems Analyst II
- Senior Transportation Engineer
- Sign Painter
- Storekeeper II
- Street Services Worker I
- Street Services Worker II
- Structural Engineering Associate IV
- Student Professional Worker
- Student Worker
- Superintendent of Operations I
- Superintendent of Operations II
- Supervising Transportation Planner I
- Supervising Transportation Planner II
- Supply Services Manager I
- Survey Party Chief II
- Systems Aide
- Systems Analyst II
- Systems Programmer II
- Systems Programmer III
- Telecomm. Planning & Utilization Officer
- Telecommunications Planner
- Tilsetter
- Traffic Painter & Sign Poster II
- Traffic Painter & Sign Poster III
- Transportation Engineer
- Transportation Engineering Associate III
- Transportation Planning Associate II
- Upholsterer V
- Warehouse and Toolroom Worker I

CLASSIFICATIONS
AT
LAWA
230005

- Warehouse and Toolroom Worker II
- Water Utility Worker
- Welder
- Welder Supervisor II
- Window Cleaner
- Window Cleaner Supervisor
- Worker's Comp Claim Assistant
- Worker's Compensation Analyst

APPENDIX E

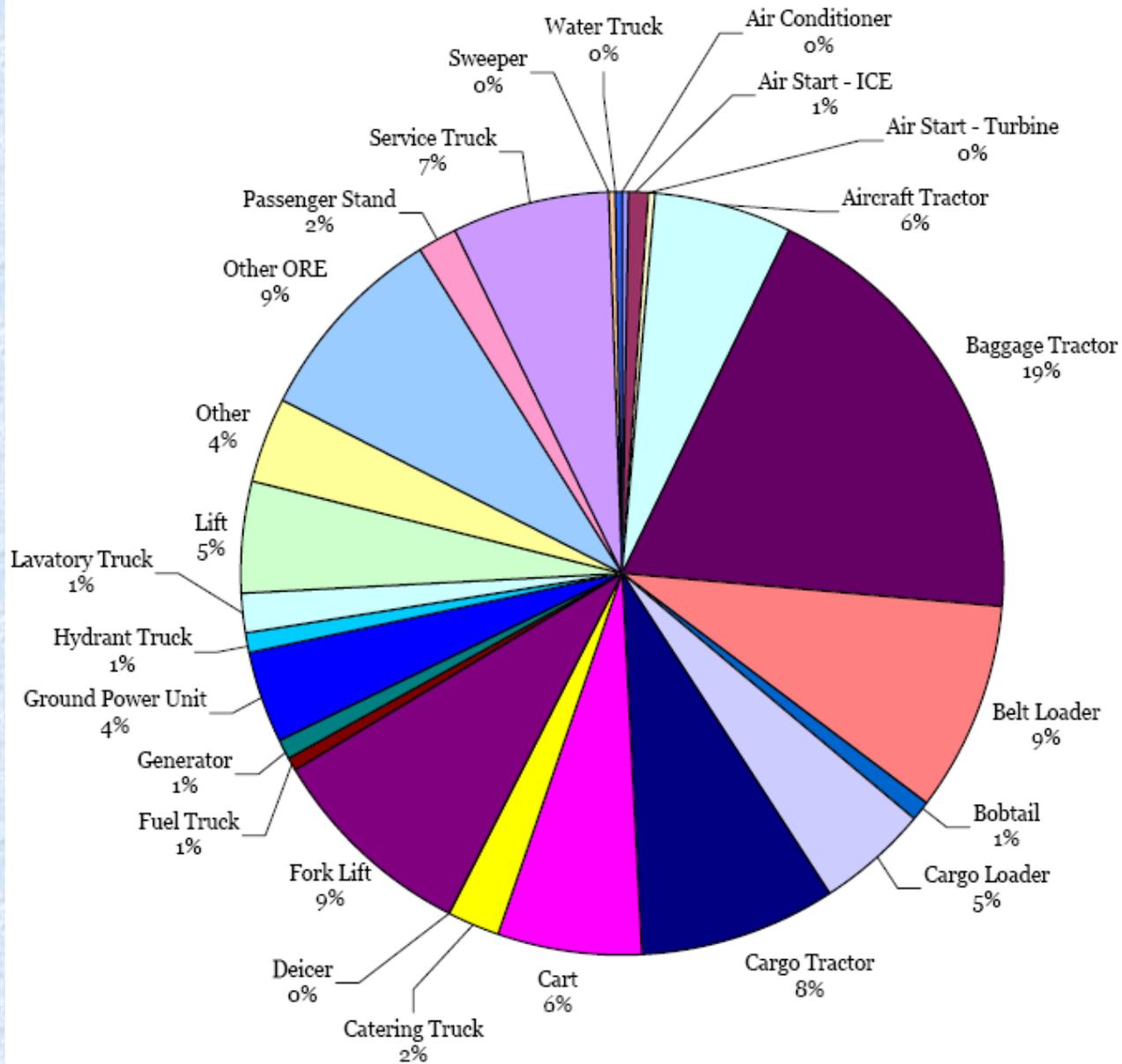
Preliminary GSE Inventory Results

**Summary of LAX GSE Equipment and Fuel Types
(October 2006)**

GSE Category	Equipment Type		Fuel Type									
			Diesel		Gasoline		Electric		LPG/CNG		Not Specified	
	Count	% of Total	Count	% of Category	Count	% of Category						
Air Conditioner	9	0.3%	8	88.9%		0.0%	1	11.1%		0.0%		0.0%
Air Start	29	1.1%	29	100.0%		0.0%		0.0%		0.0%		0.0%
Aircraft Tractor	157	5.7%	138	87.9%	3	1.9%	14	8.9%	2	1.3%		0.0%
Baggage Tractor	531	19.2%	51	9.6%	72	13.6%	293	55.2%	115	21.7%		0.0%
Belt Loaders	246	8.9%	30	12.2%	76	30.9%	103	41.9%	30	12.2%	7	2.8%
Bobtails	22	0.8%	2	9.1%	18	81.8%		0.0%	2	9.1%		0.0%
Cargo Loader	133	4.8%	132	99.2%	1	0.8%		0.0%		0.0%		0.0%
Cargo Tractor	229	8.3%	21	9.2%	109	47.6%	4	1.7%	95	41.5%		0.0%
Cart	162	5.9%	6	3.7%	2	1.2%	152	93.8%	2	1.2%		0.0%
Catering Truck	61	2.2%	41	67.2%	16	26.2%		0.0%	4	6.6%		0.0%
Deicer	1	0.0%		0.0%	1	100.0%		0.0%		0.0%		0.0%
Fork Lift	245	8.9%	20	8.2%	15	6.1%	54	22.0%	151	61.6%	5	2.0%
Fuel Truck	20	0.7%	14	70.0%	4	20.0%		0.0%	2	10.0%		0.0%
Generator	17	0.6%	11	64.7%	6	35.3%		0.0%		0.0%		0.0%
Ground Power Unit	111	4.0%	82	73.9%	16	14.4%	12	10.8%	1	0.9%		0.0%
Hydrant Truck	26	0.9%	15	57.7%	11	42.3%		0.0%		0.0%		0.0%
Lavatory Truck	40	1.4%	8	20.0%	31	77.5%		0.0%		0.0%	1	2.5%
Lift	135	4.9%	32	23.7%	44	32.6%	38	28.1%	21	15.6%		0.0%
Other	99	3.6%	49	49.5%	34	34.3%	15	15.2%	1	1.0%		0.0%
Other ORE	236	8.6%	6	2.5%	208	88.1%	7	3.0%	15	6.4%		0.0%
Passenger Stand	47	1.7%	4	8.5%	23	48.9%	19	40.4%	1	2.1%		0.0%
Service Truck	180	6.5%	30	16.7%	140	77.8%	8	4.4%	2	1.1%		0.0%
Sweeper	10	0.4%	1	10.0%	4	40.0%	2	20.0%	1	10.0%	2	20.0%
Water Truck	6	0.2%	1	16.7%	4	66.7%		0.0%		0.0%	1	16.7%
Not Specified	7	0.3%		0.0%	1	14.3%		0.0%		0.0%	6	85.7%
TOTAL NUMBER AND % OF TOTAL	2759	100.0%	731	26.5%	839	30.4%	722	26.2%	445	16.1%	22	0.8%

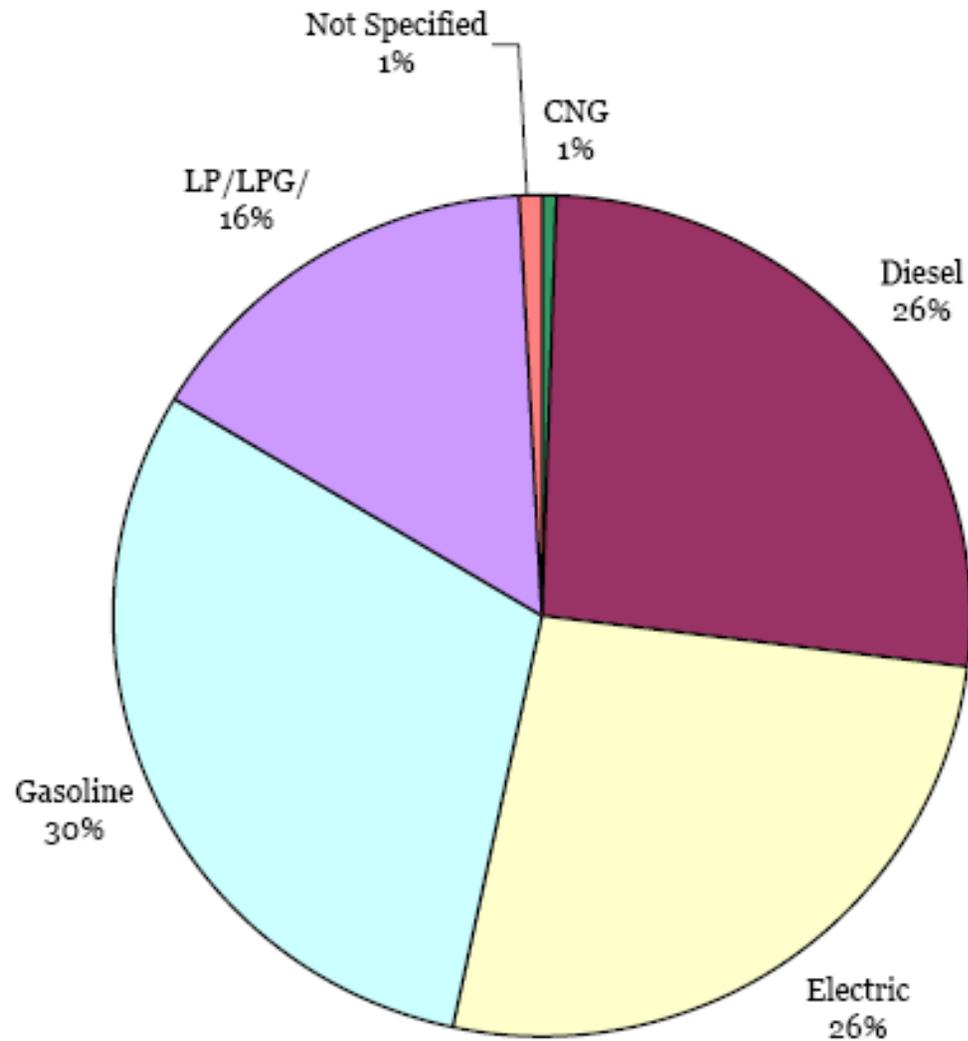
LAX GSE Inventory

GSE CATEGORIES - PERCENTAGE BREAKDOWN OF TOTAL GSE



LAX GSE Inventory

FUEL TYPES FOR TOTAL GSE - PERCENTAGE BREAKDOWN

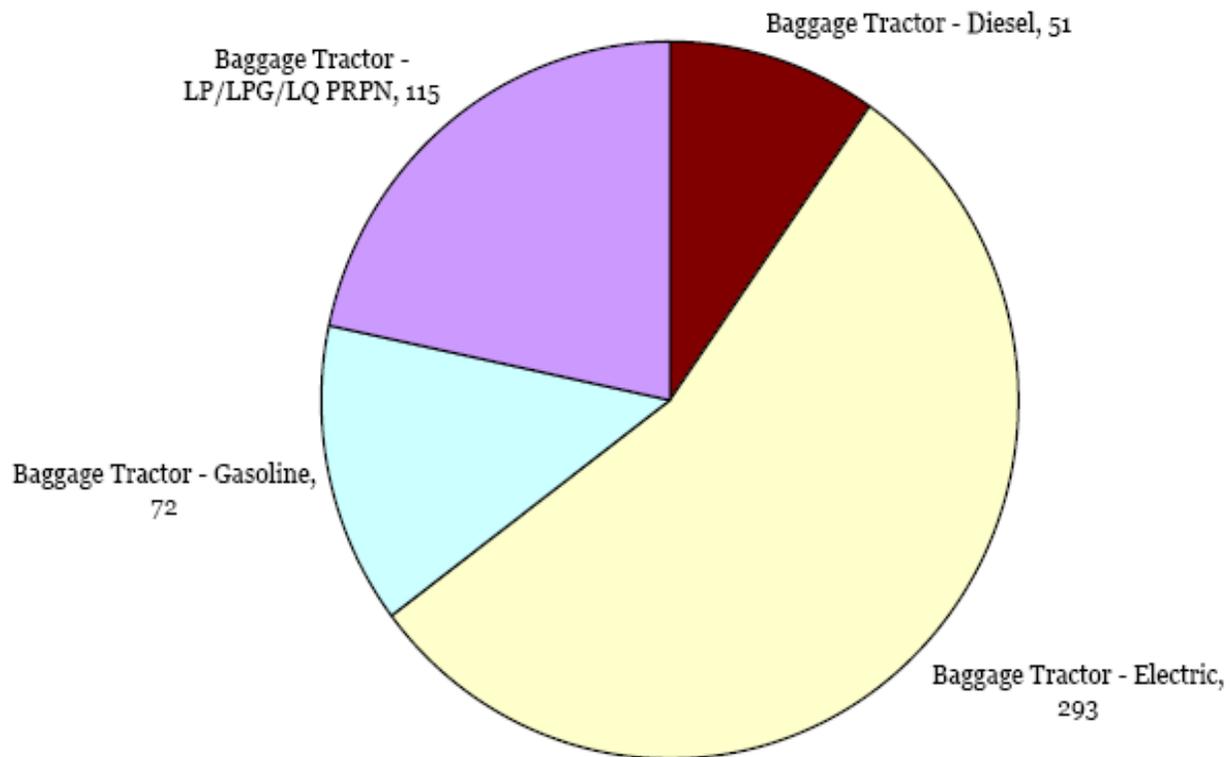


LAX GSE Inventory

Fuel Types of Top 10 GSE at LAX

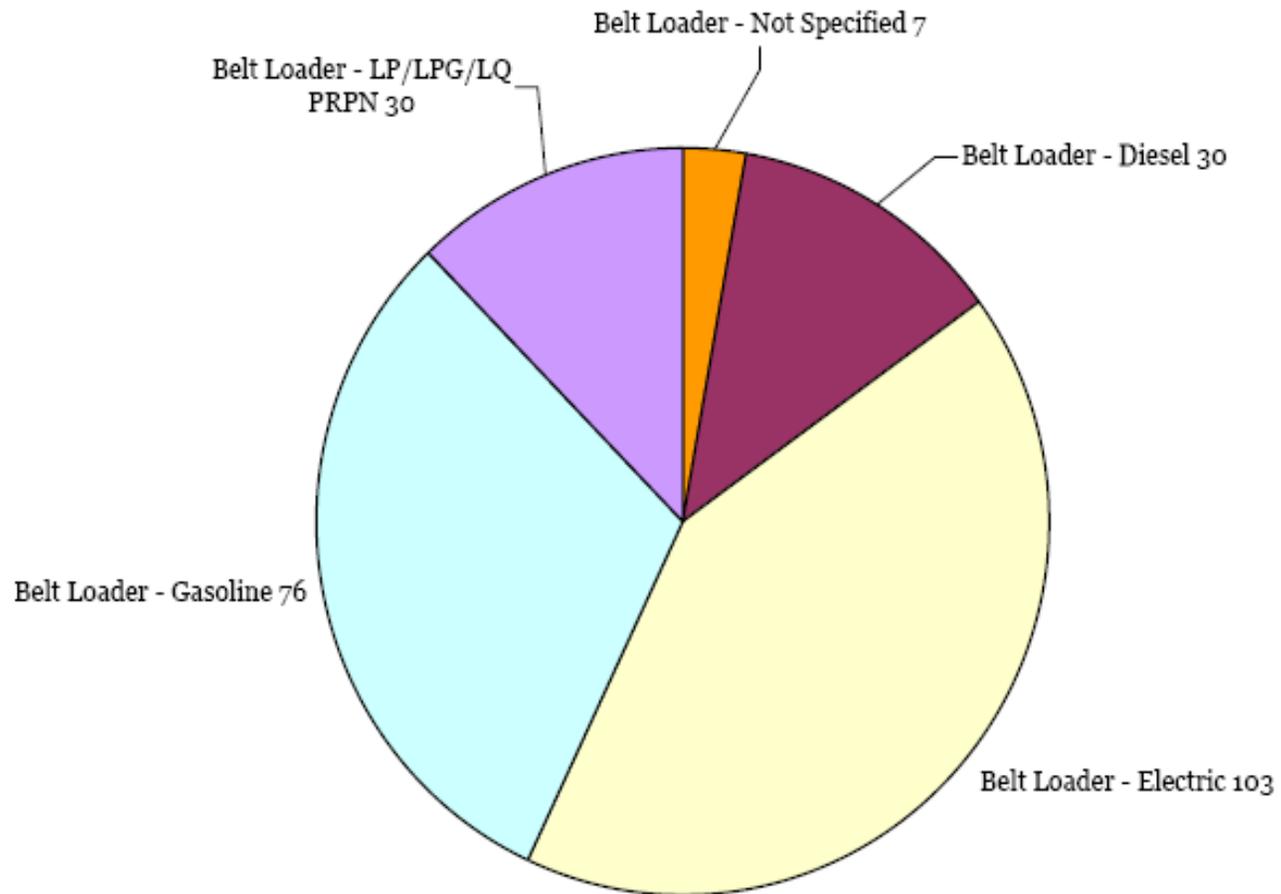
LAX GSE Inventory

BAGGAGE TRACTORS



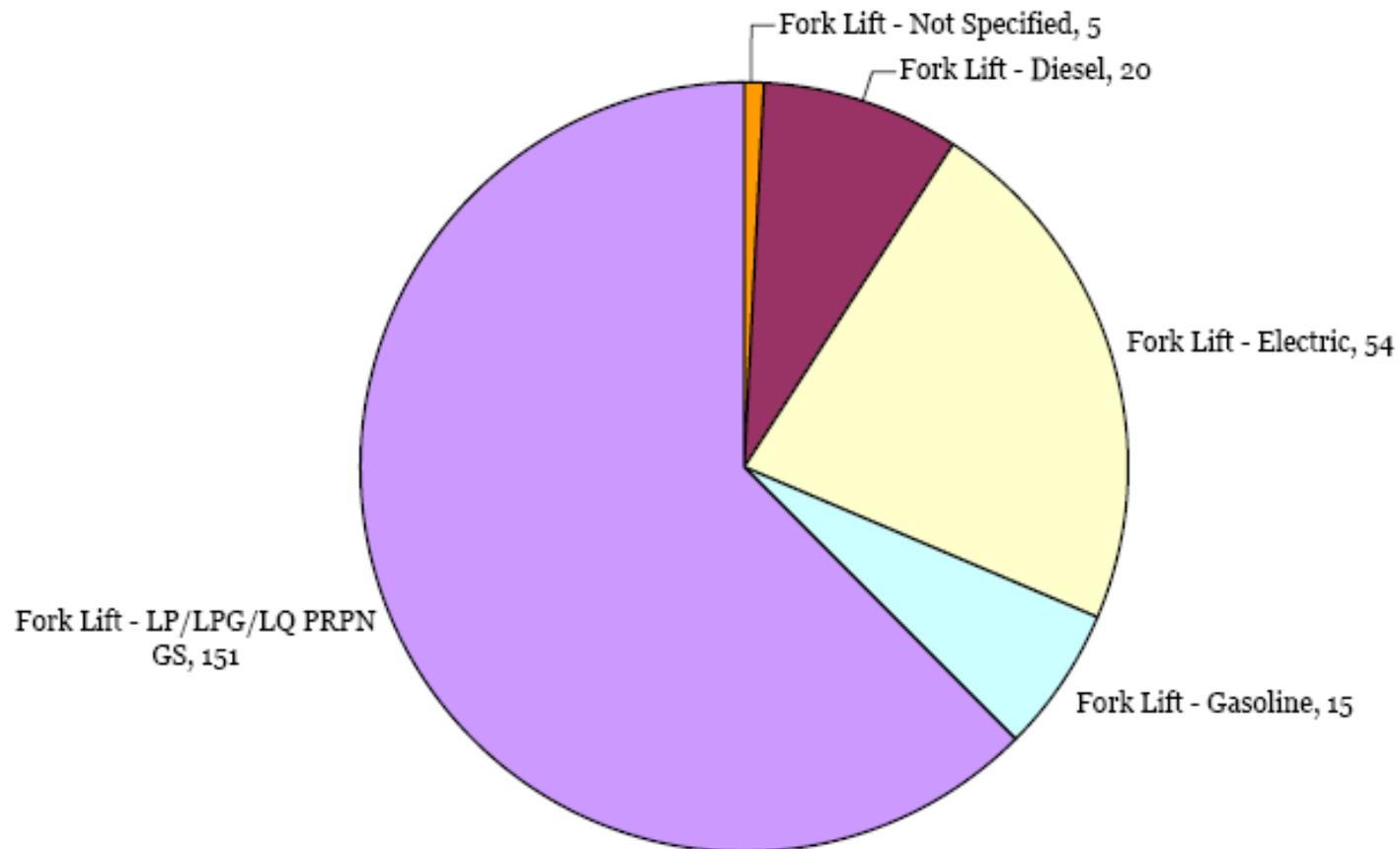
LAX GSE Inventory

BELT LOADERS



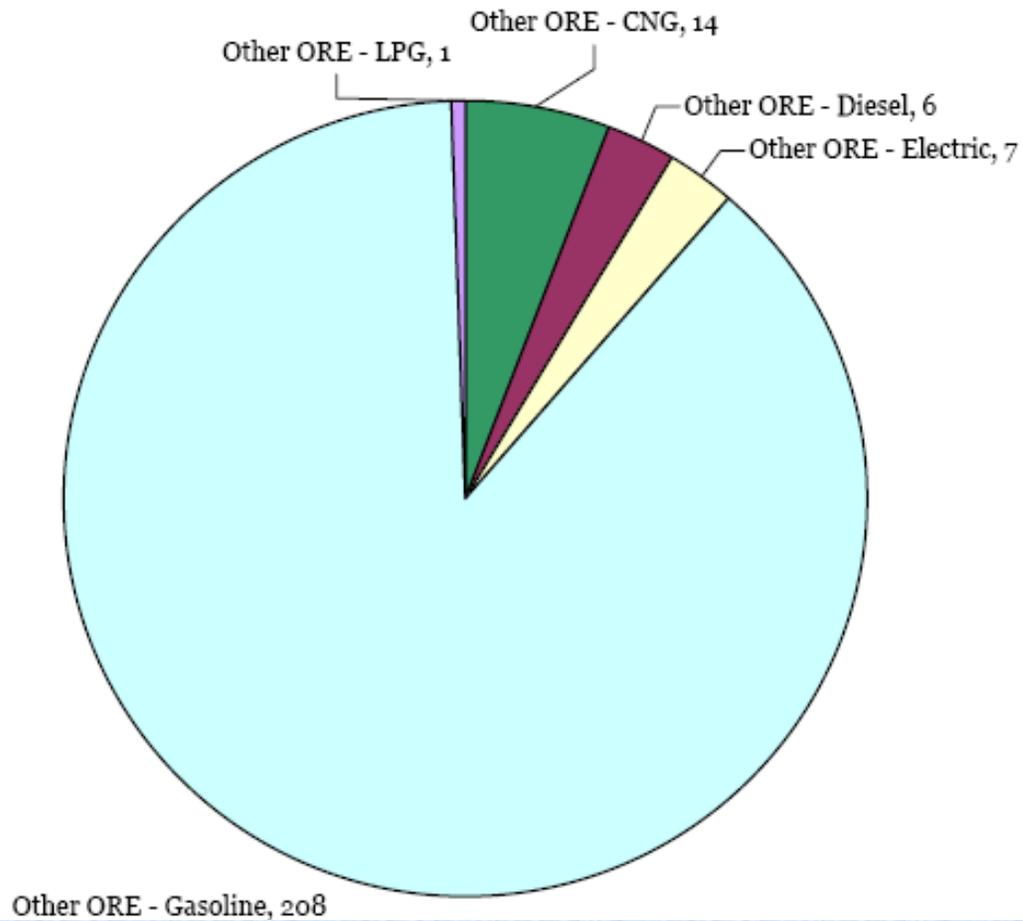
LAX GSE Inventory

FORK LIFTS



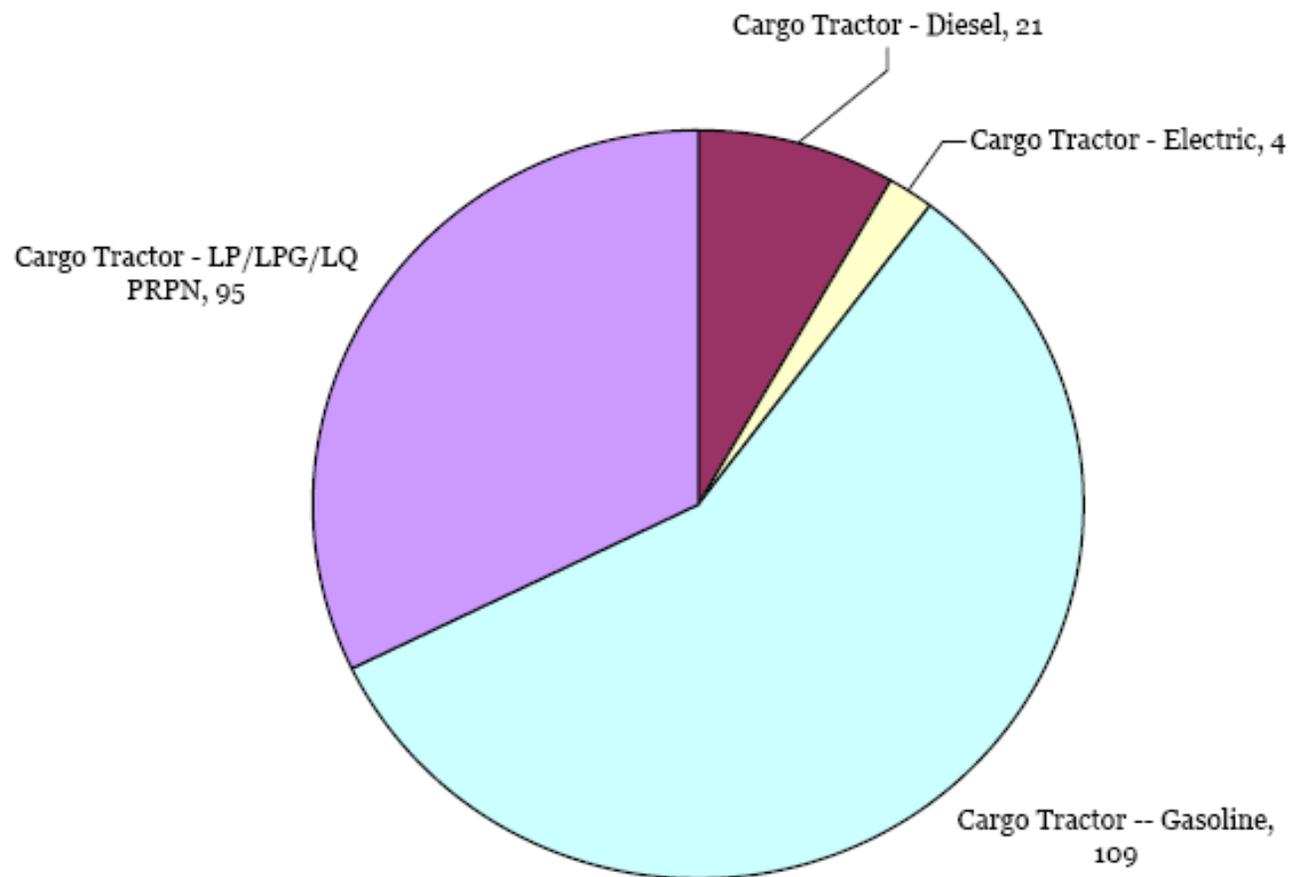
LAX GSE Inventory

OTHER ORE



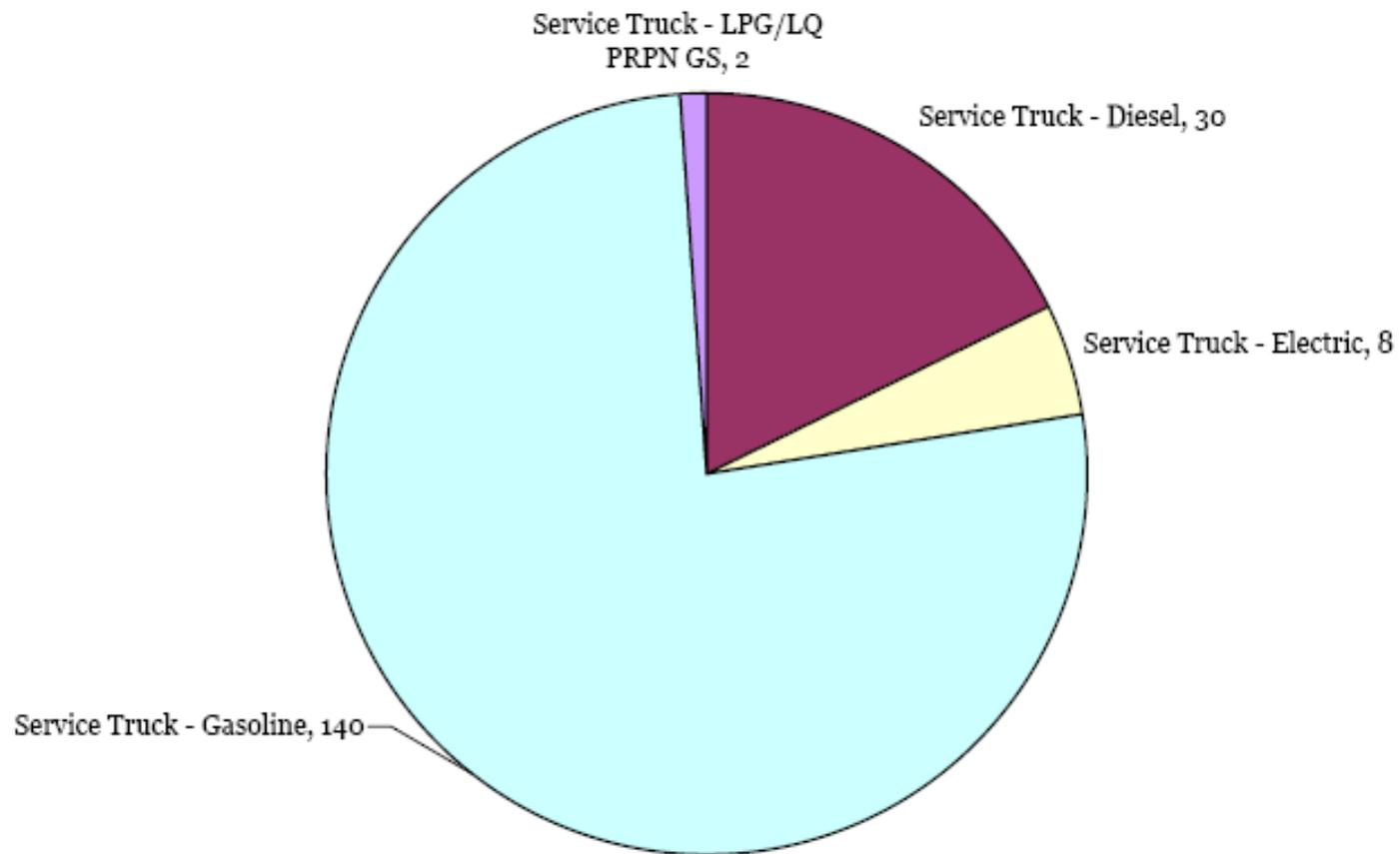
LAX GSE Inventory

CARGO TRACTORS



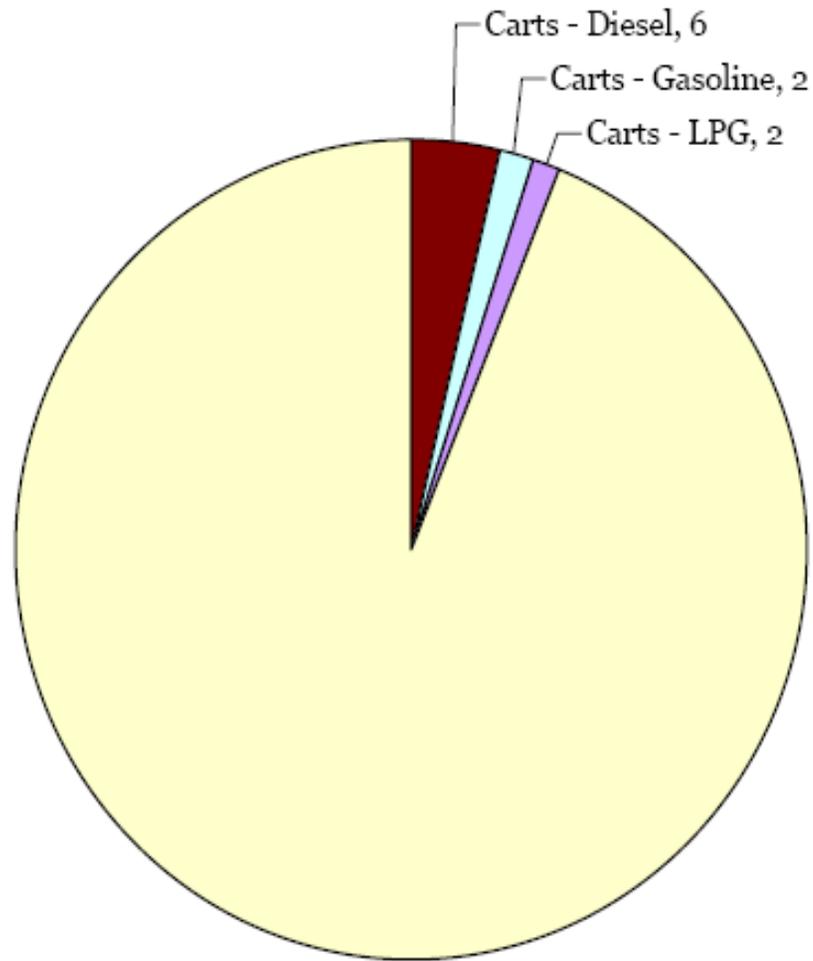
LAX GSE Inventory

SERVICE TRUCKS



LAX GSE Inventory

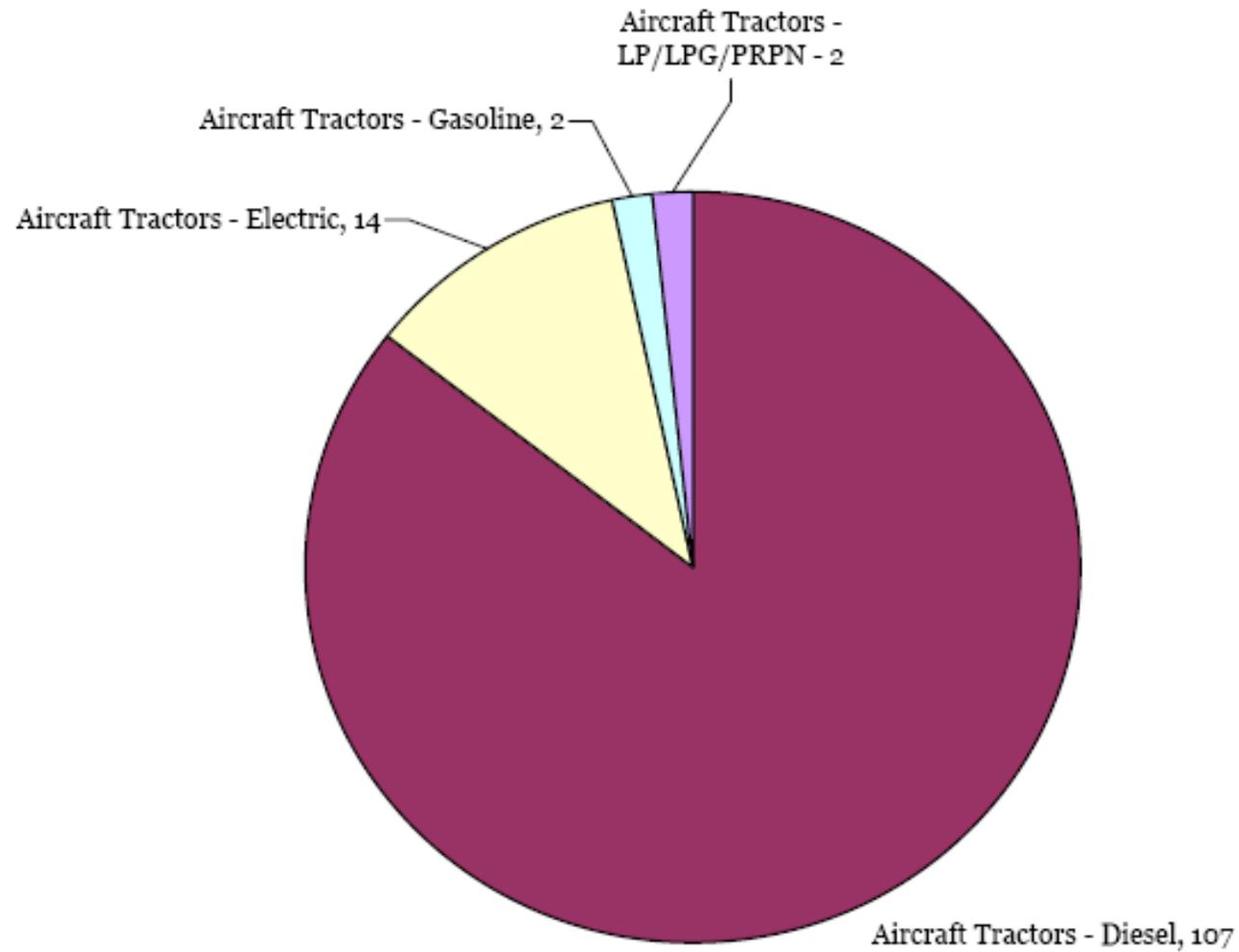
CARTS



Carts - Electric, 152

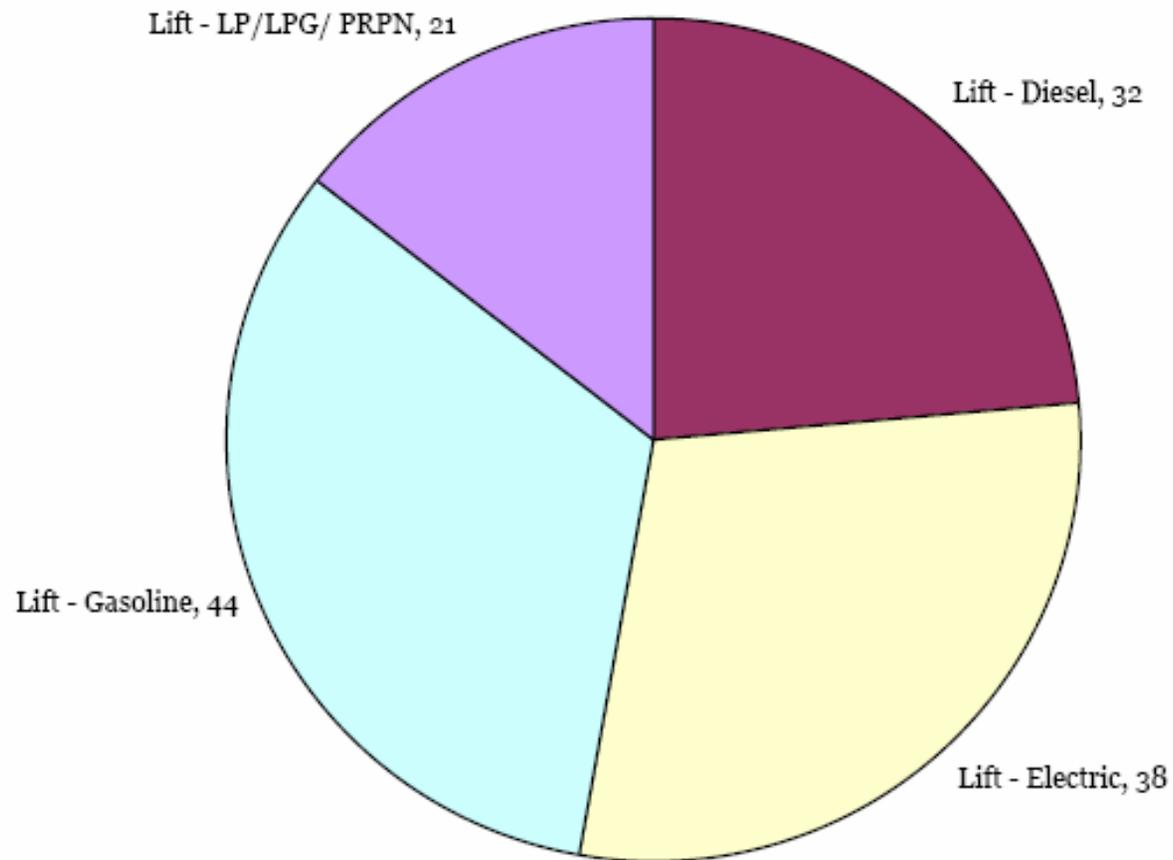
LAX GSE Inventory

AIRCRAFT TRACTORS



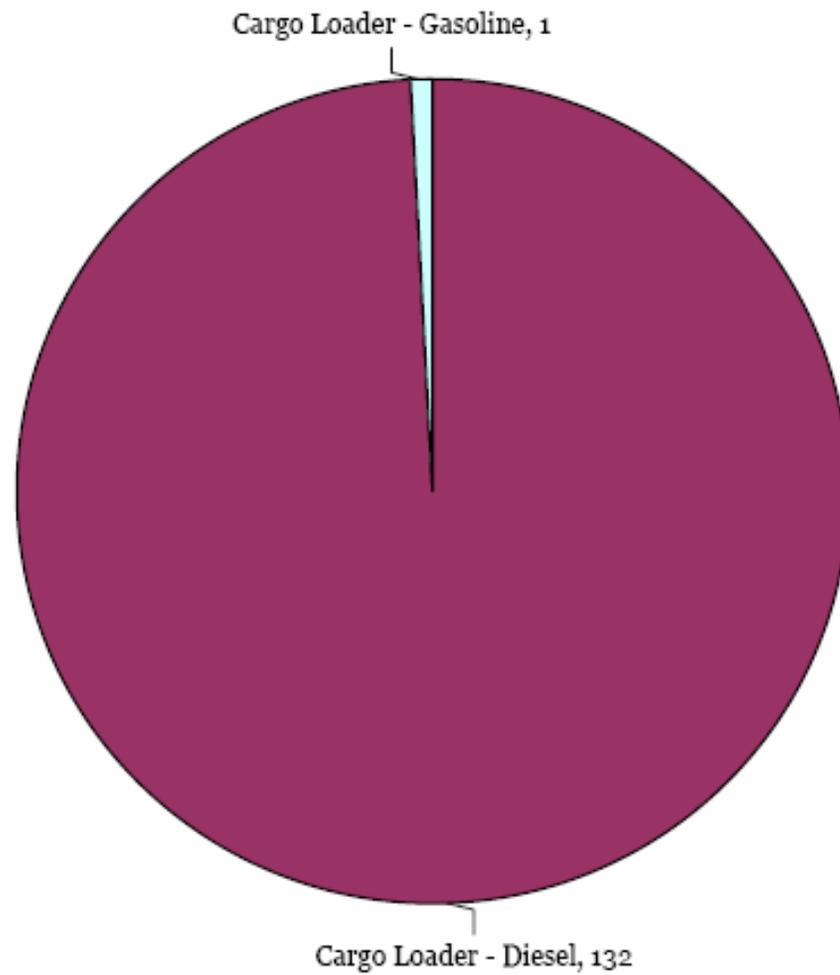
LAX GSE Inventory

LIFTS



LAX GSE Inventory

CARGO LOADERS



APPENDIX F

SAIP Construction Contractor Traffic Management Plan (CTMP)

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Runway 25L Relocation and Center Taxiway Improvements

Construction Traffic Management Plan

Tutor-Saliba/O&G, J.V.
Job No. 554
15901 Olden Street
Sylmar, CA 91342

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The intent is to describe how construction traffic impacts during both peak and off-peak traffic periods will be mitigated. The CTMP shall detail employee parking plan and shuttle system operations. Revisions may be required based on actual field conditions and will be reviewed with the Engineer for implementation.

Section 1. Haul Routes and/or Detours

Designated haul routes as shown in Sheets G200 & G201 will be used for all construction traffic, deliveries, and employee travel. Haul routes are located away from residential areas. Haul routes shall be maintained.

Section 2. Location for variable message and other signs

No variable message signs will be used. The location of other signs used for changes made to the traffic pattern on Pershing Drive and World Way West are shown on Sheet G202.

Section 3. Construction deliveries

All truck deliveries of bulk materials such as aggregate, bulk cement, dirt, etc. to the project site, and hauling of material from the project site, shall be scheduled during off peak hours to avoid the peak commuter traffic periods on designated haul routes as specified in Section 21-3.4. Peak commuter traffic periods are between 7:00 a.m. to 9:00 a.m. and 4:30 p.m. to 6:30 p.m. No staging of construction traffic in residential areas will be allowed. Should traffic staging areas be required, these areas shall be located away from residential development and shall comply with all local regulations.

No lane closures for delivery are anticipated.

Deliveries per delivery airport haul route shown on Sheet G001. Designated traffic routes are:

- i. Pershing Drive (World Way West to Imperial Highway)
- ii. Imperial Highway (Pershing Drive to I-405)
- iii. La Cienega Boulevard (I-405 Ramps north of Imperial Highway to Imperial Highway)
- iv. I-405
- v. I-105

Section 4. Construction employee shift hours

Day Shift (tentative)

- i. 7:00AM - 3:30PM (8 Hour)
- ii. 5:30AM – 4:00PM (10Hour)

Night Shift (tentative)

- i. 10:00PM - 6:00AM (8 Hour)
- ii. 8:30PM - 6:30AM (10 Hour)

Section 5. Construction employee parking locations

Employee parking lot location is on La Cienega south of W. 104th Street as shown in Sheet G204

Section 5.1. Employee parking plan and shuttle system operations

Employees will park offsite at a parking lot whose entrance is located on La Cienega south of W. 104th Street. Per section 21-5.1 of the Special Provisions, the employee shuttle shall comply with the applicable CARB, SCAQMD and local rules and regulations. A complete report on the School Bus which will be used for shuttling employees has been previously submitted in revision number 10 of submittal number 5.

The shuttle will run approximately from the hours of 5:00AM to 7:00AM and 3:30PM to 4:30PM. Night shifts, when applicable, the shuttle will run approximately from the hours of 8:00PM to 10:00PM and 6:00AM to 7:00AM. Hours of operation are subject to change based on actual field shifts (8 hour or 10 hour). The shuttle will follow the path between the Parking Lot and the Staging Area as shown on sheet G001. Employees will be dropped off in the Staging Area where they will be required to show proper Airport Identification to be allowed into the AOA. Access onto the AOA will be thru the pedestrian turnstile (pedestrians) shown on sheet G602 or thru the Security Access Post (S.A.P.) (vehicles). Employees who enter thru the pedestrian turnstile will be required to have proper AOA badging to enter and then will be shuttled to the work areas by their respective crew supervision along the designated haul routes shown on sheet G101. Vehicles entering thru the S.A.P. will be checked by the designated Contractor Security Personnel prior to entry into the S.A.P. At the S.A.P., L.A.W.A. police will perform the final badging verification to allow vehicle entry.

Section 5.2. Construction Employee Airport Orientation

All construction personnel will attend a pre-construction orientation meeting where the personnel will be advised where to park, where staging area is located, informed of construction policies and informed of the environmental mitigation requirements.

Section 6. Any striping changes

Striping Changes per G202. (Additional Pavement Markings shown on G607 & G608.)

Section 7. Any traffic signal modifications

N/A

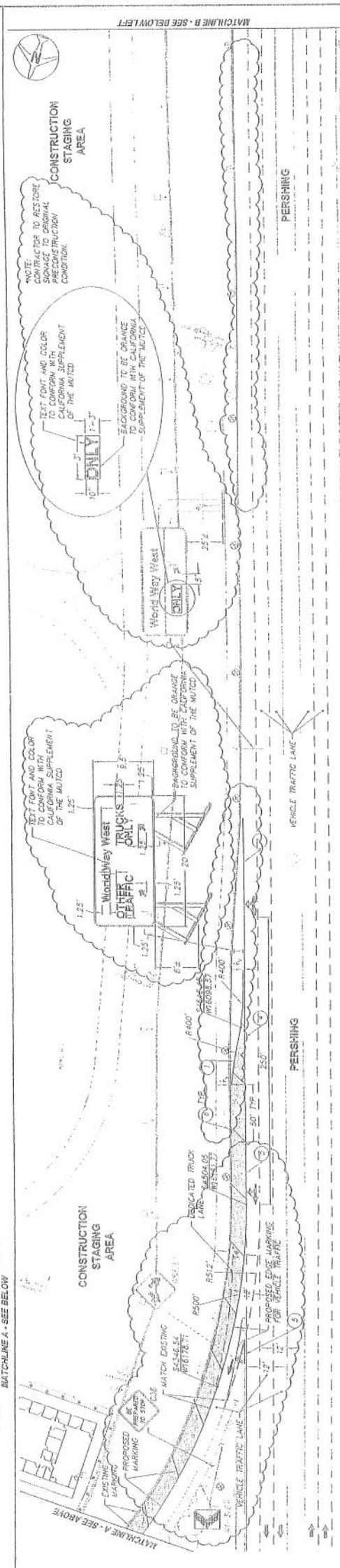
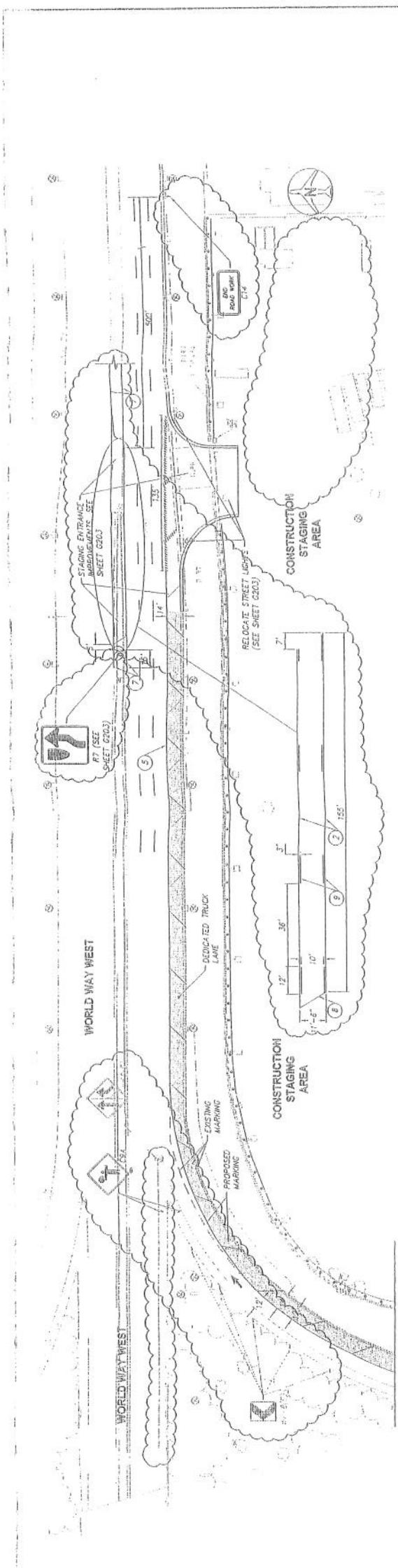
Section 8. Other relevant traffic factors

N/A

LOCATION FOR VARIABLE MESSAGE STRIPING CHANGES SHEET G202

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GENERAL NOTES

- TRUCKS CROSSING VEHICLE TRAFFIC LANES SHALL HAVE FLASERS PRESENT TO COORDINATE CROSSING NORTH AND SOUTH BOUND LANES ON WORLD WAY WEST.
- THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN ALL NECESSARY BARRICADES, SIGNS, DANGER SIGNALS AND LIGHTS FOR THE PROTECTION OF THE WORK AND THE SAFETY OF THE PUBLIC IN ACCORDANCE WITH THE SPECIFICATIONS (AC 150/5370-20).
- EXISTING AREAS BEYOND PROJECT LIMITS INCLUDING THE MAIN ROADWAY AND STAGING AREAS DISTURBED BY THE CONTRACTOR SHALL BE RESTORED BY THE CONTRACTOR TO THE PRE-CONSTRUCTION CONDITION AT NO ADDITIONAL COST TO THE OWNER AND TO THE SATISFACTION OF THE ENGINEER.
- ALL EXISTING ROADS USED AS A MAIN ROAD BY THE CONTRACTOR SHALL BE RESTORED TO THEIR PRE-CONSTRUCTION CONDITION OR TO THE SATISFACTION OF THE ENGINEER AND LAVA THE COST OF MAINTAINING.
- CONSTRUCTION OF PAUL ROADS SHALL BE INCUMBENT TO THE CONTRACTOR.
- ALL ADVANCED WARNING SIGN INSTALLATIONS SHALL BE EQUIPPED WITH FLASERS FOR DAYTIME CLOSURES. FLASHING BEACONS SHALL BE PLACED AT THE LOCATIONS INDICATED FOR NIGHTTIME CLOSURES.
- ALL CONES USED FOR NIGHT LANE CLOSURES SHALL BE FITTED WITH REFLECTIVE SLEEVES AS SPECIFIED IN THE SPECIFICATIONS.
- THE CONTRACTOR SHALL REMOVE INTERFERING EXISTING ROADWAY MARKING PRIOR TO INSTALLING FINAL MARKING.
- CONTRACTOR SHALL PROVIDE CONSTRUCTION SIGNS AND SUPPORTS TO PREVENT OVERTURNING FROM WIND OR OTHER CONDITIONS. SANGEBARS SHALL BE USED TO WEIGHT SIGN SUPPORTS AS REQUIRED.

LEGEND

- CONSTRUCTION SIGN
- FLASER REQUIRED FOR TRAFFIC COORDINATION
- TRAFFIC FLOW
- TRUCKS ONLY
- PAVEMENT MARKING
- DEDICATED TRUCK LANE REMOVE EXISTING INTERFERING ROADWAY MARKINGS
- REMOVE EXISTING ROADWAY MARKING

CONSTRUCTION NOTES

- INSTALL 4" SOLID WHITE STRIPE
- INSTALL 4" SOLID YELLOW STRIPE
- INSTALL 20' LONG 8" DASHED WHITE STRIPE WITH 30' SPACING
- INSTALL 8" WHITE DASHED
- INSTALL 12" SOLID WHITE
- INSTALL 4" DOUBLE YELLOW
- INSTALL 12" SOLID YELLOW
- INSTALL 4" YELLOW STRIPE, 12' LONG WITH 30' SPACING
- INSTALL 8" SOLID WHITE

FIELD MEMO - RUNWAY 25E RELOCATION - PACKAGE 1
CONSTRUCTION TRAFFIC LANE

DATE: 3/15/06
DRAWN BY: [Signature]
CHECKED BY: [Signature]
SCALE: 1" = 40'-0"

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CONSTRUCTION NOTES:

1. PROJECT IN PLACE
2. INSTALL AOA CHAIN LINK FENCE AND K-RAIL PER DETAIL 1 SHEET G302
3. INSTALL PEDESTRIAN TURNSTILES, SEE DETAIL 2 ON SHEET G611
4. CONSTRUCT TYPE C INTEGRAL CURB PER CITY OF LOS ANGELES STANDARD PLAN S-410
5. CONSTRUCT 6" PCC CURB AND GUTTER TYPE C PER LA STANDARD PLAN S-410-2
6. MARKING SHALL BE YELLOW, UNLESS OTHERWISE NOTED.
7. REMOVE EXISTING CALTRANS DIVIDED HIGHWAY SIGN
8. CONSTRUCT PROPOSED CALTRANS DIVIDED HIGHWAY SIGN (R4-7)
9. SEE ELECTRICAL PLANS FOR DISPOSITION, SEE SHEETS G620 - G626.
10. REMOVE EXISTING WHITE MARKING AND INSTALL PROPOSED MARKING PER STANDARD LOS ANGELES COUNTY HIGHWAY PLAN.
11. THE PROPOSED SECURITY FENCE INTO EXISTING SECURITY FENCE

GENERAL NOTES:

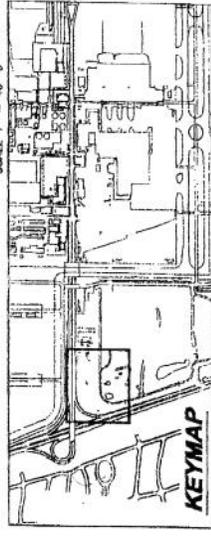
1. IN PCC PAVEMENT INSTALL WEAKEN PLANE JOINTS EVERY 15'.

LEGEND

- PLACE 9" PCC (3000 psi COMPRESSIVE) OVER 4" PAB
- PLACE 4" GREENBOOK AC (A-AR-8000) OVER 6" PAB
- PROPOSED EDGE OF ROAD
- PROPOSED CENTERLINE OF ROAD
- PROPOSED SECURITY FENCE

CURVE TABLE (THIS SHEET ONLY)

CURVE	LENGTH	RADIUS	DELTA	TANGENT
C01	94.25'	120.00'	45.0000°	49.71'
C02	49.57'	80.00'	35.0017°	26.81'

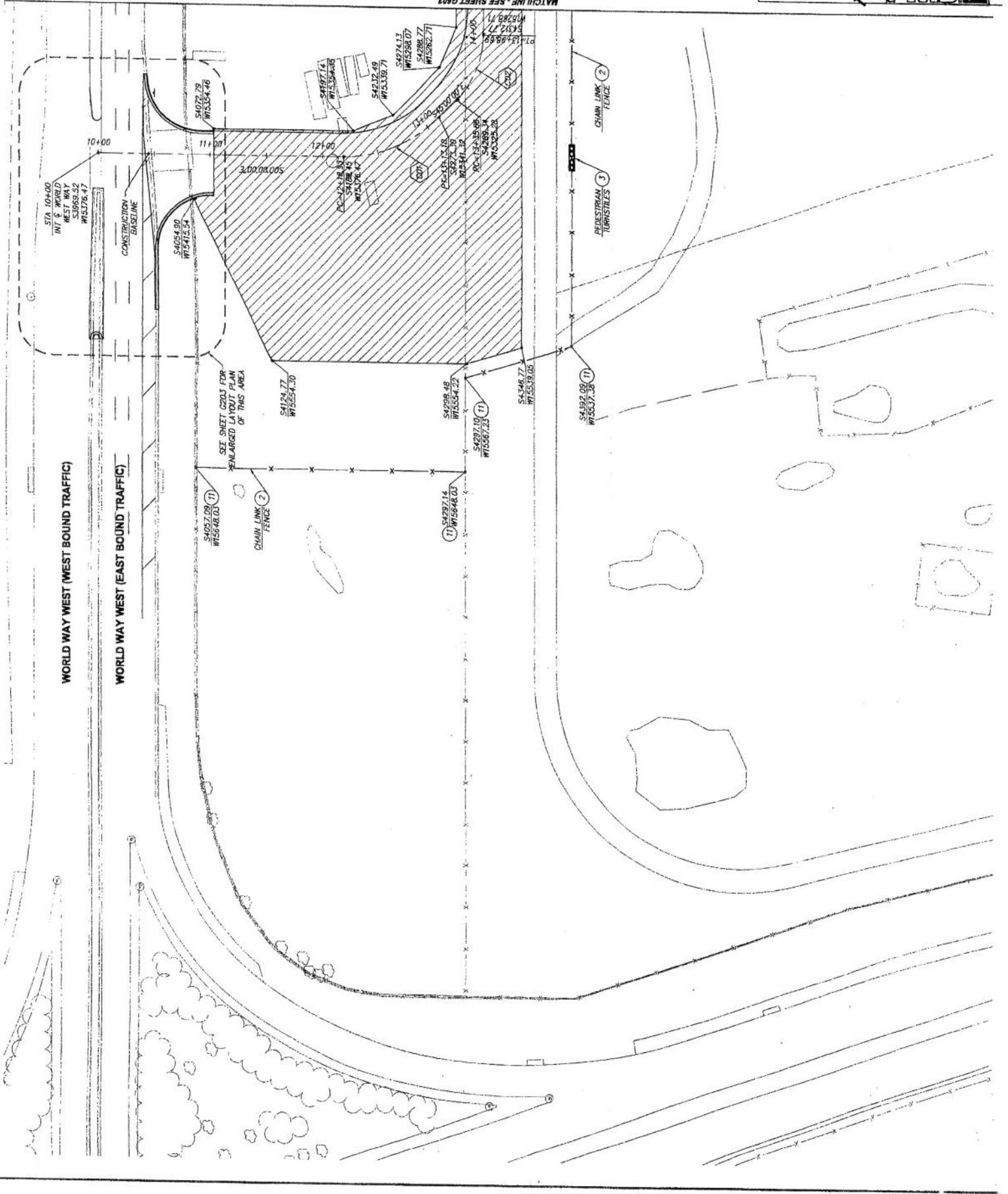


ANTE
ENGINEERING ARCHITECTS PLAN
ARCHITECTS
1000 W. 10TH STREET, SUITE 1
LOS ANGELES, CA 90024
TEL: 213-417-3307

Los Angeles World Airports
RUNWAY 26L RELOCATION - PACKAGE 1
SECURED ACCESS POST
HORIZONTAL CONTROL AND PAVEMENT PLAN
1 OF 2

APPROVED BY: *[Signature]*
DATE: 07/12/05

PROJECT NO: G602



MATCHLINE - SEE SHEET G603

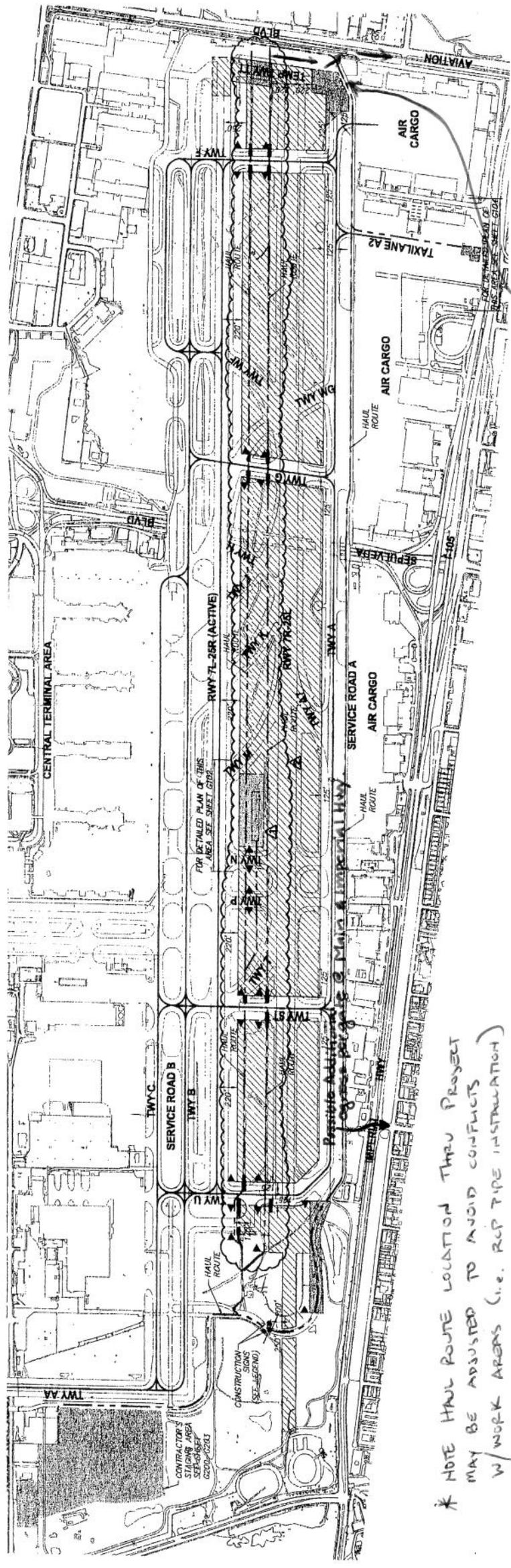
WORLD WAY WEST (WEST BOUND TRAFFIC)

WORLD WAY WEST (EAST BOUND TRAFFIC)

SEE SHEET G603 FOR ENLARGED LAYOUT PLAN OF THIS AREA

DESIGNATED HAUL ROUTES SHEET G101

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* NOTE HAUL ROUTE LOCATION THRU PROJECT MAY BE ADJUSTED TO AVOID CONFLICTS W/WORK AREAS (i.e. REP PIPE INSTALLATION)

POSSIBLE EXIT ONLY GATE FOR TRUCKING

PHASE 1 - CONSTRUCTION			
DESCRIPTION OF WORK	EARLIEST START DAY	DURATION	WORK HOURS
CONTRACTOR MOBILIZATION AND SETUP, CONTRACTOR'S STAGING AREA, SECURED ACCESS POINT, SERVICE ROAD IMPROVEMENTS INCLUDING CONCRETE BATCH PLANTS) AND MATERIAL CRUSHING EQUIPMENT. OBTAIN ALL REQUIRED PERMITS, PREPARATION OF REQUIRED SUBMITTALS, PRE-DEMOLITION WORK, HAUL ROUTE PAVEMENT, CONSTRUCTION STORAGE IMPROVEMENT TEST STRIP, PRE-CONSTRUCTION WORK, PAVEMENT IMPROVEMENT PROCEDURES AND TRANSPORT OF LONG LEAD CONSTRUCTION MATERIALS TO THE JOB SITE, FIBER OPTIC IMPROVEMENTS, TEMPORARY LIGHTING, TEMPORARY LIGHTING, TEMPORARY LIGHTING AND OTHER LIGHTING WORK REQUIRED TO MAINTAIN AN OPERATIONAL AIRFIELD, AND INSTALL BARRICADES, FLAG LINES AND FENCES AS DEPICTED IN THE CONSTRUCTION DRAWINGS	DAY 0 (ISSUANCE OF NOTICE TO PROCEED)	150 DAYS TAXIWAY A-2 (MAXIMUM DURATION 90 DAYS)	NIGHTTIME WORK AREA RUNWAY 7R/25L (11:00PM - 6:00AM) RUNWAY 7L/25R (2:00AM - 5:00AM) DAYTIME WORK AREA: 2-10 HOUR SHIFTS

OPERATION REQUIREMENTS	
AIRFIELD ELEMENT	
RUNWAY 7R/25L	CLOSED FROM 11:00 PM TO 6:00 AM
TAXIWAY P, N, M, K, J, A, Z, H, W, G, F	CLOSED FROM 11:00 PM TO 6:00 AM
TAXIWAY U, ST, G, F	CONTRACTOR TO COORDINATE OFF-PEAK TRAFFIC CLOSINGS TO PERFORM REQUIRED PAVED HAUL ROUTE IMPROVEMENT - OTHERWISE OPEN TO AIRCRAFT TRAFFIC
TAXIWAY U AND ST	MAY NOT BE CLOSED AT THE SAME TIME
TAXIWAY G AND F	MAY NOT BE CLOSED AT THE SAME TIME
RUNWAY 7L/25R	CONTRACTOR TO COORDINATE RMY CLOSING
TEMPORARY TAXIWAY TT	CONTRACTOR TO REMOVE ALS-2 LIGHTING DURING THE LAST NIGHT CLOSURE OF 7R/25L, DIRECTLY PRIOR TO THE BEGINNING OF PHASE 2
SERVICE ROAD IMPROVEMENTS	CONTRACTOR TO PHASE IMPROVEMENTS SUCH THAT SERVICE ROAD "A" MAINTAINS AT LEAST ONE OPEN LANE FOR AIRPORT TRAFFIC AT ALL TIMES

NOTES:
1. DESCRIPTION OF WORK* IS A BRIEF STATEMENT THAT IS INTENDED TO CONVEY THE BROAD SCOPE OF WORK, RATHER THAN INDIVIDUAL COMPONENTS AND THEREFORE NOT ALL RELATED SITE WORK IS INCLUDED.
2. TAXIWAY LABELS DENOTE EXISTING DESIGNATIONS

LEGEND

- OFF PEAK - NIGHTTIME WORK AREA
RUNWAY 7R/25L (11:00PM - 6:00AM)
RUNWAY 7L/25R (2:00AM - 5:00AM)
- DAYTIME WORK AREA - TWO (2)- 10 HOUR SHIFTS
CONTRACTORS VEHICLE CROSSING, FLAGGER REQUIRED
- CONTRACTORS ROUTE TO REMAIN OPEN
- INSTALL CONSTRUCTION SIGN PER DETAIL 5, ON SHEET G300
- HAUL ROUTE



HNTB
ENGINEERS ARCHITECTS PLANNERS
12121 WILSON BLVD
LOS ANGELES, CA 90025
Tel: 310-412-1000
Fax: 310-412-1001

PMD LAX
PROFESSIONAL ENGINEER
MURIEL A. LARSON
NO. 0040077
Exp. 9/29/06
CIVIL
EXPIRES 9/29/06

CONSTRUCTION SEQUENCING PHASE 1
RUNWAY 25L RELOCATION - PACKAGE 1
LOS ANGELES INTERNATIONAL AIRPORT
APPROVAL BY: [Signature]
DATE: 8/25/05

DATE: 8/25/05
ADDENDUM No. 3
ADDENDUM No. 1

PROJECT NO. 20030035-80
SHEET 1 OF 17
DATE: 08/22/05
SCALE: 1" = 500'-0"

