



El Segundo Blue Butterfly population numbers in tens of thousands at LAX dunes, 2000.

Airports Are Community Partners

In addition to its considerable economic impact on the region, Los Angeles World Airports recognizes its responsibility to the community and to the environment. Considerable effort and resources are invested into creating and managing various “good neighbor” programs that increase the benefits and mitigate the negative impacts airport operations have on neighboring communities.

LAWA is considered a leader among world airports and invests millions of dollars annually on environmental programs covering Noise Management and Mitigation, Air Quality, Solid Waste Source Reduction and Recycling, Energy and Water Conservation, and Wildlife Preservation.

Ever since commercial jet airline operations began at LAX in January 1959, the airport has worked with other government agencies and local residents to reduce the impact of aircraft noise in neighboring communities. As early as September 1959, LAX adopted its first noise policy, calling for all aircraft departing LAX to maintain a straight course with no turns to be made until reaching the coastline.

In 1972, LAX adopted a five-point program, including the landmark “over-ocean” policy, which established preferential use of inbound runways for departures and over-ocean operations at night. For 30 years,

over-ocean operations have been conducted between midnight and 6:30 a.m. every night, weather and safety conditions permitting. During the 1970s, noise hotlines were established to allow neighbors to lodge complaints and receive written responses. The airport’s first sound wall was built, reducing aircraft ground noise by five decibels (dB) in areas adjacent to the barrier.

Similar noise mitigation policies were adopted at Ontario International Airport in 1976, including the “contra-flow” procedure, whereby easterly takeoffs and westerly landings occurred over relatively unpopulated areas between 10 p.m. and 7 a.m.

In May 1979, the City Council enacted the Los Angeles Airport Noise Control Ordinance, and in 1991, mandated a January 1, 2000, deadline to eliminate Stage 2 aircraft operations at LAX and ONT. Stage 1 aircraft were banned 15 years earlier.

In 1981, a nighttime curfew at Van Nuys Airport was adopted, restricting aircraft with a takeoff level of more than 74 dB from departing between 11 p.m. and 7 a.m. The curfew period has since been extended to begin at 10 p.m. In 1999, a Non-Addition Rule was adopted, prohibiting additional Stage 2 jet aircraft that generate noise levels in excess of 77 dB from being based at VNY, subject to certain exceptions.

In September 2000, the LAX Community Roundtable was formed with representatives from neighboring communities, LAWA, the Federal Aviation Administration (FAA), airlines and their pilots groups to identify noise concerns and to develop solutions.

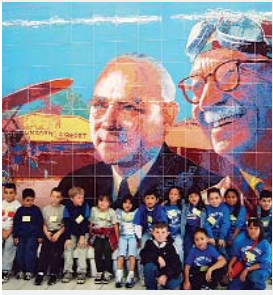
In April 2002, LAX launched the first-ever, state-of-the-art Internet Flight Tracking System on the airport’s Internet website to provide neighbors with the means to quickly identify and report to the airport, the airlines and the FAA aircraft operations that do not comply with established flight rules.

LAX began a \$250-million Residential Sound Insulation Program in 1997 for the nearly 30,000 eligible single- and multi-family residences. VNY began its \$15-million sound insulation program in 2001 for over 1,100 eligible residences. Similar programs have been undertaken in the communities around ONT. The sound-insulation modifications can reduce aircraft noise inside homes by as much as 50 percent. In 1997, a large number of property owners near LAX, who are eligible for soundproofing, approached LAWA with a request to purchase their properties instead of sound-insulating them. Over 2,500 units in 563 parcels are covered in this voluntary acquisition/relocation program.

Air Quality programs include alternative-fuel vehicles and refueling stations, a voluntary employee rideshare program, traffic management, ground transportation facilities, and several other programs aimed at reducing emissions from both vehicles and aircraft. Currently, over 50 percent of LAWA’s vehicle fleet is powered by alternative fuels. The department’s air quality programs have been recognized by the Coalition for Clean Air, the South Coast Air Quality Management District, the U.S. Department of Energy’s Clean Cities Program, the Natural Gas Vehicle Coalition, Airports Council International-North America and the Southern California Association of Governments.

Source Reduction and Recycling programs include a myriad of materials such as plastics, cardboard, paper, newspaper, magazines, wood, all types of metal and

Airports Are Community Partners (continued)



food waste. LAWA surpasses California state law – Assembly Bill 939 – that required cities and counties to reduce their solid-waste generation by 50 percent by December 31, 2000, compared to 1990 levels.

Through a model community partnership at LAX, approximately 60,000 pounds of unused, packaged and prepared food from airline caterers is redistributed annually to local charitable organizations through the Los Angeles Regional Food Bank, feeding about 60,000 hungry people each year.

LAWA's approach to energy conservation employs both energy-efficient technology and new construction designs. In 1999, LAWA switched to electricity generated by non-polluting, unlimited or renewable sources through a 10-year agreement with the Los Angeles Department of Water and Power (DWP). "Green power" includes electricity generated by solar, wind, hydropower, biomass and geothermal sources. LAWA is well on its way to meeting a 2015 goal of using green power for all of its electrical consumption at LAX and VNY (both located in the DWP service area).

LAX's Central Utility Plant includes an energy-saving co-generation system that simultaneously generates power and steam. The electricity is sold back to the DWP for a \$3-million annual credit, while the steam heats or air-conditions (via refrigeration chillers) buildings in the airport's Central Terminal Area.

To conserve water, LAWA began installing all of its facilities with low-flow devices during the 1970s and 1980s, and on-airport car washes began recycling water. In 1997, LAX became the first major property on Los Angeles' Westside to use recycled water for landscape irrigation. The treated, recycled water comes from the Los Angeles City Bureau of Sanitation's Hyperion Wastewater Treatment Plant in neighboring El Segundo. The advantage of using recycled water is that the supply will not be interrupted or slowed, even during a drought. In 2002, LAX saved hundreds of acre-feet of fresh water—enough to meet the typical needs of 500 families of four for an entire year.

LAWA's broad definition of "water conservation" includes measures to preserve and protect the ocean. Los Angeles City has a 5,000-mile storm drain system, which carries water from city surfaces, untreated, to the Santa Monica and San Pedro Bays. To help reduce storm drain pollution, LAWA conducts storm water management programs at its four airports.

After extensive study and consultation with environmental experts, LAX voluntarily set aside 200 acres of sand dunes as a natural wildlife preserve at the west end of the airport in 1986. The LAX Dunes Restoration Project area supports 43 acres of original native dunes habitat—the largest remaining fragment of the El Segundo Dunes that used to spread along the California coast from Point Conception north of Santa Barbara to as far south as Ensenada, Mexico. By the late 1950s, commercial and residential coastal development had destroyed most of the native dunes habitat. Under LAWA, the native habitat has become a remarkable ecological success story with more than 1,000 species of plants and animals now thriving. The delicate El Segundo Blue Butterfly that once numbered in the hundreds has grown to tens of thousands.

In addition to environmental programs, LAWA's airports conducts community outreach programs,

including guided tours, speakers bureaus and special events. The annual Van Nuys Airport Aviation Expo attracts more than a quarter million visitors. LAX, Van Nuys and Ontario each have advisory committees, comprised of independent, local citizens to address community impacts.

Education and aviation-oriented careers are high priority. LAX sponsors the annual ACE (Aviation Careers Education) Academy for area middle and high school students. VNY participates in the Los Angeles Unified School District's Adopt-A-School program. LAWA conducts job fairs for people interested in aviation-related careers and business fairs for those interested in supplying goods or services to LAWA's airports. In conjunction with the non-profit Flight Path Learning Center, an informative, educational display-museum is scheduled to open in mid-2003 at the LAX Imperial Terminal as part of the airport's 75th anniversary commemoration. The Community Learning Center will serve academic and civic audiences.

LAWA also showcases the talents of local artists through its Art Exhibits program. Millions of travelers each year are introduced to works of art that reflect Los Angeles' culture and diversity.

Top to Bottom: LAWA's Art Exhibits Program reflects Los Angeles' culture and diversity, while showcasing local talent, 1999; A worker installs a double-paned window as part of LAWA's Residential Sound Insulation Program, 1999; By using recycled water in its airport car wash, LAX conserves a precious resource, 2000.