

EXHIBIT A

**RUNWAY 7L/25R RUNWAY SAFETY AREA AND ASSOCIATED
IMPROVEMENTS PROJECT**

STATEMENT OF OVERRIDING CONSIDERATIONS

Statement of Overriding Considerations

Los Angeles World Airports (LAWA) completed the Final Environmental Impact Report (EIR) for the Los Angeles International Airport (LAX) Runway 7L/25R RSA and Associated Improvements Project (proposed Project) on January 24, 2014. As part of the proposed Project, LAWA proposes to construct improvements to the Runway Safety Area (RSA) for Runway 7L/25R, and to reconstruct pavement on the eastern segments of Runway 7L/25R and Taxiway B, and to reconstruct pavement on the aircraft parking apron west of Air Freight Building No. 8.

The Runway 7L/25R RSA and Associated Improvements Project EIR identified short-term, significant adverse environmental impacts that would result during construction of the proposed Project that cannot be mitigated to a level of insignificance by the implementation of feasible mitigation measures or alternatives. The unavoidable significant impacts would occur from construction-related air pollutant emissions and construction-related emissions of acrolein, a toxic air contaminant (TAC).

CEQA Guidelines Section 15093(b) provides that when a public agency approves a project that will result in significant impacts that are identified in the Final EIR but are not avoided or substantially lessened, the agency must state in writing specific reasons to support its decision based on the Final EIR and/or other information in the whole of the administrative record. If the specific legal, social, technological, or other benefits of the proposed Project outweigh its unavoidable adverse environmental effects, the adverse effects may be considered “acceptable.” LAWA, as the lead agency, for the Runway 7L/25R RSA and Associated Improvements Project EIR, adopted the following Statement of Overriding Considerations.

Based on the substantial evidence in the whole of the administrative record for the Runway 7L/25R RSA and Associated Improvements Project EIR, the Board of Airport Commissioners (BOAC) hereby finds, concludes, and determines that the unavoidable significant adverse environmental impacts of the Runway 7L/25R RSA and Associated Improvements Project are acceptable in light of the following specific economic, legal, social, technological or other project benefits. The benefits listed below constitute an overriding consideration warranting approval of the proposed Project, independent of other benefits, despite the significant and unavoidable impacts.

A. Enhanced Airfield Safety

Currently, the existing RSA for Runway 7L/25R is not in compliance with FAA’s airport design standards. As part of the Congressional mandate imposed by Public Law 109-115, all airport sponsors that hold a certificate under Title 14, Code of Federal Regulations (CFR), Part 139, *Certification and Operations: Land Airports Serving Certain Air Carriers*, such as LAX, must meet FAA airport design standards by December 31, 2015. Thus, the intent of the proposed Project is to comply with legal requirements outlined in *Transportation, Treasury, Housing and Urban Development, the Judiciary, District of Columbia, and Independent Agencies Appropriations Act, 2006* (Public Law [P.L.] 109-115), November 30, 2005. Implementation of the proposed Project will provide RSAs for Runway 7L/25R to reduce the risk of damage to airplanes in the event of undershoot,

overshoot, or excursion from the runway. An additional safety-related function of the RSA is to provide greater accessibility for firefighting and emergency rescue vehicles during such incidents.

Improved RSAs that meet FAA design standards will ultimately reduce the frequency and severity of aviation-related events that pose a risk to human life, aircraft, equipment and infrastructure¹, which provide benefits to passengers, airline, and airport employees, as well as to the residents, businesses, and employees that reside within the vicinity of the airport.

B. Maintain and Extend Utility of Airfield Pavement

The rehabilitation of the eastern segments of Runway 7L/25R and Taxiway B, as well as the aircraft parking apron pavement west of Air Freight Building No. 8 will repair and extend the utility of these portions of the LAX airfield. This action is needed to address poor pavement conditions and extend the useful life of Runway 7L/25R pavement and maintain its usage as the primary departures runway for the south airfield. Due to heavy usage over the years, sections of the pavement have deteriorated and need reconstruction. LAWA is responsible for providing suitable infrastructure and maintaining safe facilities at LAX for aircraft operations

The proposed Project would protect society's investment in the existing airfield infrastructure at LAX, and extend the utility of LAX which has economic and social benefits to the residents, businesses, and employees that depend on the airport and air transportation system.

C. Promote Job Creation

Operating and continuing to develop LAX will provide increased employment benefits to the Los Angeles region. According to a 2012 Report by the Los Angeles Economic Development Corporation (LAEDC)² that examined the economic contributions of LAX in 2011, the economic activity at LAX, including both capital spending and visitor spending, can be credited with generating 294,400 jobs in Los Angeles County with a labor income of \$13.6 billion.

The construction of the Runway 7L/25R RSA and Associated Improvements Project will provide employment benefits to the Los Angeles region. It is estimated that the Runway 7L/25R RSA and Associated Improvements Project would provide construction-related employment opportunities for over 130 workers during the peak week of the approximately 10-month construction period (see Section 4.7.2.9 in Volume I of the Final EIR). The Runway 7L/25R RSA and Associated Improvements Project is estimated to cost approximately \$106 million to construct, which would generate approximately 253,000 construction employee hours. Additional revenue in the form of fees associated with

¹ Federal Aviation Administration, Air Traffic Organization, National Runway Safety Plan 2009-2011. Available at: www.faa.gov/airports/runway_safety/publications/media/runwaysafetyreport-kh10-plan.pdf, 2009.

² Los Angeles Economic Development Corporation, "The Economic Activity Dependent on Overseas Flights at LAX", available online at: <http://www.laedc.org/reports/LAXEconomicImpactofOverseasFlights.pdf>.

grading, sewer and storm drain, and storm water permits is expected to be approximately \$25,000.