

ATTACHMENT 1

PROJECT DESCRIPTION

Los Angeles International Airport Midfield Satellite Concourse Program

Project Description

Proposed Project

Los Angeles World Airports (LAWA) proposes to construct the Midfield Satellite Concourse (MSC) Program consisting of a new multi-level concourse and a new Central Terminal Processor (CTP). The MSC Program also includes a conveyance system connecting the MSC and CTP as well as a new taxiway, taxiway, and apron and utilities required to serve the MSC. The overall MSC Program, as documented in the LAX Master Plan Program, includes the following facilities:

- A Midfield Satellite Concourse (MSC);
- A new Central Terminal Processor (CTP) in the Central Terminal Area (CTA);
- A connector/conveyance system between the MSC and the CTP; and
- Construction of a new taxiway/taxilanes, apron areas, and utilities to serve the MSC.

The MSC Program, including the concourse building and associated apron areas, would encompass approximately 60 acres in the western portion of the airfield and 6 acres in the CTA for the CTP.

Project Location

The multi-level concourse is located within the western portion of the airfield west of Tom Bradley International Terminal (TBIT) and the associated passenger processing space in a proposed Central Terminal Processor (CTP) would be located in the Central Terminal Area (CTA) of LAX. Both project sites are located entirely within airport boundaries between the north and south airfields at LAX.

The site for the multi-level concourse is designated as Airport Airside in the LAX Plan with an LAX-A Zone (Airport Airside Sub-Area) in the LAX Specific Plan. Nearby land uses include runways, taxiways/taxilanes, and airport support uses. The site for the CTP located within the CTA is designated as Airport Landside in the LAX Plan with an LAX-L Zone (Airport Landside Sub-Area) in the LAX Specific Plan. Nearby land uses include parking structures and terminal buildings. The Proposed MSC Program is consistent with the designations outlined in the LAX Plan and LAX Specific Plan and is compatible with surrounding land uses.

Project Background

The West Satellite Concourse (now known as the MSC Program) was approved in 2004 as part of the LAX Master Plan Program for Los Angeles International Airport (LAX) and was analyzed at a programmatic level in the certified Environmental Impact Report (EIR) and in the Federal Aviation Administration (FAA)-approved Environmental Impact Statement (EIS). The 2004 LAX Specific Plan required that the West Satellite Concourse be included in the LAX Specific Plan Amendment Study. However, in the 2006 Stipulated Settlement, the relevant parties agreed to remove the West Satellite Concourse and

associated Automated People Mover (APM) from the LAX Specific Plan Amendment Study, allowing for separate review and approval process. Subsequent to the release of the Final EIR/EIS, the West Satellite Concourse was renamed the Midfield Satellite Concourse.

Project Description

Due to the size and scale of the MSC Program, LAWA proposes to develop the MSC Program in independent phases. Phase I ("MSC North Project") of the MSC Program is the construction of the northern portion of the multi-story MSC facility and associated improvements. Later phases would involve the development of the remaining components of the MSC Program.

Project components associated with the MSC North Project include: 1) a concourse for up to 11 gates and associated facilities; 2) improvements to taxiways and taxilanes; 3) a ramp tower or FAA supplemental airport traffic control tower to control aircraft movement around the concourse facility and associated airfield; and 4) utilities that support the MSC North Project. In addition, there are enabling projects which would be required for project implementation.

MSC North Project Components

1) Midfield Satellite Concourse North and Associated Facilities

The MSC North would be constructed from the north limit of the concourse¹ to a point just south of World Way West. The MSC North facility would have the ability to serve both international and domestic flights and could accommodate up to 11 gates for Airplane Design Group (ADG) III to ADG VI aircraft. ADG III aircraft correspond to narrowbody jets (e.g., the Boeing 737), while ADG VI aircraft correspond to the largest jet aircraft, often referred to as new large aircraft (NLA), such as the Boeing 747-800 and the Airbus A380. The MSC North Project site including the concourse building and associated apron areas encompass approximately 36 acres in the western portion of the airfield.

The MSC North building would have a footprint of 200,000 square feet, with approximate dimensions of 1,400 feet in length (north-south) and between 140 feet and 160 feet in width (east-west), and consist of four levels, providing approximately 800,000 square feet of floor space. The MSC North Project would include space for airline operations, baggage handling, concourse circulation, holdrooms, concessions, airline lounges, office space, building support spaces, bus station(s), automated people mover system, and utilities. Apron areas associated with the MSC North Project would also include service facilities such as aircraft parking locations, fuel pits, potable water, 400Hz power, and pre-conditioned air.

¹ *The north limit of the proposed MSC would be south of the Alt D line defined by Alternative D of the 2004 LAX Master Plan EIR. Alternative D includes the relocation of Runway 6R-24L by 340 feet to the south. It also includes the provision of a new centerfield taxiway (between Runway 6L-24R and Runway 6R-24L) and relocation and improvements to Taxiway E and Taxilane D. The Alt D line was established by the FAA-required object free area limit line south of Taxilane D. The centerfield taxiway would meet ADG VI standards; the realigned Taxiway E and Taxilane D would meet ADG V standards. The MSC North Project would not impact the Alt D line or any of the improvements associated with Alternative D.*

Passengers would access the MSC North facility by airfield buses powered by clean fuel, traveling between existing CTA terminal facilities and the MSC North concourse facility. Passengers would obtain tickets, check luggage, and be screened by security at the existing passenger terminals within the CTA² and would be bused to and from existing bus gates located within these terminals. One or more new bus stations would be constructed as part of the MSC North building.

Existing busing operations at the Airport mainly consist of passenger trips from the Central Terminal Area to the West Remote Gates (a distance ranging between 7,500 and 12,500 feet), and from Terminal 4 to the American Eagle Commuter Terminal (a distance of approximately 5,200 feet). The current fleet consists of 15 diesel-powered articulated buses, 12 compressed natural gas "Co-buses", and 5 ADA trucks and shuttle vans. Each articulated bus has a capacity of 66 passengers. There are two Co-bus models in use at the Airport; one has a capacity of 77 passengers and the other has a capacity of 99 passengers.

For the MSC North Project, each bus would have to travel a minimum of 1,300 feet and up to 6,000 feet between the MSC and the CTA, which is substantially shorter distance than bus trips today out to the West Remote Gates and Commuter Terminal. Gates at the MSC North could potentially accommodate 2 ADG III aircraft, 5 ADG V aircraft, and 4 ADG VI aircraft. Anticipating a heavy load factor, approximately 3 to 4 buses are expected to serve each flight out of the MSC North concourse. As stated above, the MSC North Project would provide LAWA with greater operational flexibility and is intended to reduce existing busing operations to the West Remote gates.

Baggage transport between the MSC North facility and existing CTA terminals is anticipated to be accommodated by airside baggage carts and tugs.

The MSC North Project could also include a connection between the proposed concourse facility and TBIT and/or the CTA to accommodate baggage and/or passengers. Landside access for employees, services, and deliveries would be provided through a secured AOA post located on World Way West. Reconfiguration of World Way West would be required to maintain secured landside access to the MSC North facility.

2) Improvements to Taxiways and Taxilanes

A new taxilane will be needed to provide aircraft access to the west side gates of the MSC North facility from the airfield. Airside improvements associated with the MSC North Project include the construction of Taxilane C12 on the west side of the concourse facility and apron. Taxilane C12 would be designed to be 75 feet wide and approximately 2,000 feet long to provide connections to existing Taxilane D and Taxiway E. ADG V aircraft correspond to airplanes such as the Boeing 747 and Boeing 787. Taxilane T, located on the east side of the MSC concourse facility and apron, is

² *Passengers would check-in at the terminal where their airline's passenger processing facilities are located (e.g., Terminal 1 for Southwest Airlines, Terminal 4 for American Airlines, Terminal 5 for Delta Air Lines, etc.). Once passengers clear security they would be directed to a bus-gate where they would board a bus to access the MSC North facility.*

currently under construction and already approved as part of the Bradley West EIR³, will provide aircraft access to the eastern MSC North gates and airfield.

The MSC North Project also includes the construction of a new crossfield taxiway – C14. Taxiway C14 would be located west of existing Taxiway R. Taxiway C14 would be designed to be 82 feet wide⁴ by approximately 3,600 feet long to provide connections to existing Taxiway B, Taxiway C, and Taxiway E.

3) Ramp Control Tower or Supplemental Airport Traffic Control Tower

To ensure that the LAX airport traffic control tower (ATCT) has a clear unobstructed and direct view of aircraft located on runways and taxiways in the vicinity of the MSC North Project, supplemental aircraft movement control, such as a ramp control tower and/or supplemental FAA ground-control of taxiways from a second ATCT is included as a project component. It is assumed that a ramp control tower would be integrated into the MSC North building; however, if the FAA determines that a supplemental ATCT is required, it could be located at an alternative location within the western portion of the airfield.

4) MSC North Project Utilities

- The MSC North Project would also include the provision of utilities to serve the proposed concourse facility, including: domestic water; electrical and communication systems; chilled water and heating hot water; natural gas and fuel systems; and waste water systems. In compliance with the LAWA Sustainability Guidelines, the MSC North Project would meet the energy efficiency and water efficiency and conservation requirements of the Los Angeles Green Building Code (Chapter IX, Article 9 of the Los Angeles Municipal Code).

Enabling Projects

Enabling projects needed to implement the MSC North Project include: E1) demolition of American Airlines maintenance (non-power) shop; E2) demolition of American Airlines leasehold parking; E3) relocation and demolition of electrical substation; E4) demolition of US Airways maintenance facility; E5) demolition of electrical vault #2; 6) demolition of U.S. Coast Guard facility; E7) demolition of a water deluge tank and pump station; E8) removal of five RON (remain overnight) aircraft parking spaces; E9) removal and/or relocation of FAA navigational aids (beacon and antenna array); and E10) removal and/or relocation of existing utility lines.

Future Phase(s) of the MSC Program

³ *City of Los Angeles, Final Environmental Impact Report (Final EIR) for Los Angeles International Airport (LAX) Bradley West Project, September 2009.*

⁴ *Taxiway C14 is being designed to be 82 feet wide, which is the current FAA criteria for taxiways planned to accommodate ADG VI aircraft. Taxiway T is being constructed to be 100 feet wide; at the time this project was designed and approved by FAA, the criteria for ADG VI taxiways was 100 feet wide, which was reduced to 82 feet upon the release of FAA AC 150/5300-13A on September 28, 2012.*

The MSC Program components that are not part of the MSC North Project have only been conceptually planned; thus, only an update of the program-level analysis of these components presented in the certified LAX Master Plan EIR is possible. For those MSC Program components receiving only programmatic environmental review in the MSC Program EIR, further project-level environmental review under CEQA will be required in the future before they can be implemented. Project-level environmental documents for future phase(s) of the MSC Program will be initiated at such time as LAWA determines that they are needed.

Components associated with the future phase(s) of the MSC Program include: 1) extension of MSC North Project to up to 18 additional gates and associated facilities; 2) extension of Taxiway C12; 3) utilities that support the future phase(s) of the MSC Program; and 4) Central Terminal Processor.

Future Phase(s) of the MSC Program Enabling Projects

Enabling projects that may be required for the future phase(s) of the MSC Program include: E1) demolition of the American Airlines High Bay Hangar and American Airlines maintenance shed; E2) additional utility plant; and E3) relocation and demolition of parking garages P3 and P4.

Upon completion of the MSC Program, the concourse could accommodate up to 29 aircraft gates for Aircraft Design Group (ADG) III to ADG VI aircrafts. The full MSC Program concourse would occupy a footprint with approximate dimensions of 2,400 feet in length (north-south) by 140 to 160 feet in width (east-west). Refer to the attached site plan for details on the proposed project.