

## Factsheet

# IMPROVED RUNWAY SAFETY AT LAX

Los Angeles International Airport (LAX) is the 6<sup>th</sup> busiest airport in the world, and 3<sup>rd</sup> busiest in the United States serving over 63 Million Annual Passengers (MAP) in 2012. The proposed Project is an integral part of the infrastructure and modernization program at LAWA and its commitment to maintain a safe and secure airport. As part of the proposed Runway 7L/25R Runway Safety Area (RSA) and Associated Improvements Project, Runway 7L/25R and associated taxiways at LAX will be improved to enhance safety and maintain efficient operations. As a 14 CFR Part 139 Certificated Airport, LAX must comply with federal requirements regarding safety areas for runways and taxiways. The proposed Project would bring Runway 7L/25R into compliance with applicable FAA design criteria, but would not result in any increased or decreased aviation activity at LAX compared to existing conditions.

### **What is the proposed Project?**

The proposed Project includes: (1) Improvements to pavement, fencing, taxiways, and lighting on Runway 7L/25R (the southern inboard runway); (2) Pavement reconstruction of the eastern portions of Runway 7L/25R and Taxiway B and of the Air Freight Building No. 8 aircraft parking apron.

### **What is a Runway Safety Area (RSA)?**

RSAs are defined surfaces surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway (FAA Advisory Circular 150/5300-13A). The function of the RSA is to create a buffer between the runway pavement and non-movement areas. Takeoffs and landings are generally regarded as the most critical phases of flight when more than 60 percent of aircraft accidents occur. The FAA standard dimensions for runways that accommodate aircraft that operate at LAX are 500 feet wide along the entire length of the runway, extending 1,000 feet beyond each runway end.

### **What is the purpose of the proposed Project?**

The purpose of the proposed Project is to comply with the *Transportation, Treasury, Housing and Urban Development, the Judiciary, The District of Columbia, and Independent Agencies Appropriations Act* (Public Law 109-115), which states that all RSAs at 14 CFR Part 139 airports (such as LAX) meet FAA design standards by December 31, 2015. To minimize impacts to operations, to maximize efficiencies in construction and to reduce passenger inconvenience, LAWA proposes the RSA improvements to include the pavement reconstruction of portions of Taxiway B and Runway 7L/25R and the Air Freight Building No. 8 apron pavement. Runway 7L/25R is the primary departures runway on the south airfield. Due to heavy usage over the years, the replacement or repair of deteriorated pavements is needed at LAX to safely support aircraft operations on its runway and taxiways. The RSA on the west end of Runway 7L/25R is 289 feet short of complying with the FAA RSA design standard and on the east end, it is 832 feet short of complying with the FAA RSA design standard.

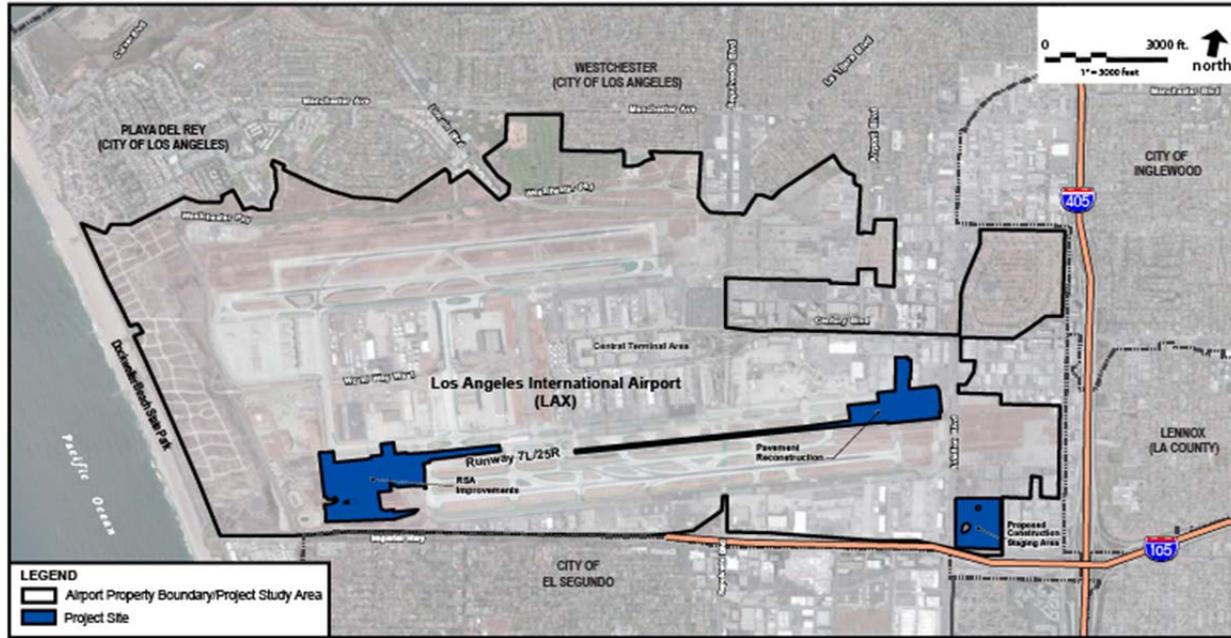
### **Process and Schedule**

All airfield projects require federal and local approval and environmental clearance as dictated by the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). A Notice of Preparation (NOP) and Initial Study (IS) was prepared and issued on October 5, 2012 to begin the CEQA process. A Scoping Meeting was held on October 17, 2012, where the public had an opportunity to provide comments in writing on any areas of concern. The public comment period on the Initial Study ended November 20, 2012. Based on comments received during the agency and public review period of the NOP/IS per CEQA and the Draft EA per NEPA, LAWA refined the proposed Project objectives and the elements of the proposed Project. The Draft EIR evaluates the refined Project, as depicted on the Fact Sheet.

The Draft EIR was released for public review on September 19, 2013; LAWA will accept comments on the Draft EIR through November 4, 2013. For the NEPA process, the Final EA was finalized and FAA, as the Lead Agency, issued a Finding of No Significant Impact and Record of Decision on September 5, 2013.

After federal, state, and City approvals are secured, construction would begin; it is estimated that the proposed Project would be completed over a 15-month period.

# Aerial View of Airport



# Proposed Project Elements

