



## LAX IS HAPPENING™

## FACTS ABOUT MODERNIZING LAX



# LAX RUNWAY CONSTRUCTION

### ■ PROJECT DESCRIPTION

The federal government is requiring U.S. airports to improve the Runway Safety Area (RSA) zone at the ends of each runway. The mandated improvements will provide an extra margin of safety for landing and departing aircraft. RSAs provide a buffer zone should an aircraft overshoot, overrun or veer off a runway while landing or taking off. RSAs are typically 1,000 feet by 500 feet at each runway end and 250 feet from the runway centerline. RSAs are not runway extensions.

At Los Angeles International Airport (LAX), RSA improvements are needed for Runways 6R-24L and 6L-24R on the north airfield, and for Runway 7L-25R and 7R-25L on the south airfield to bring each runway into compliance.

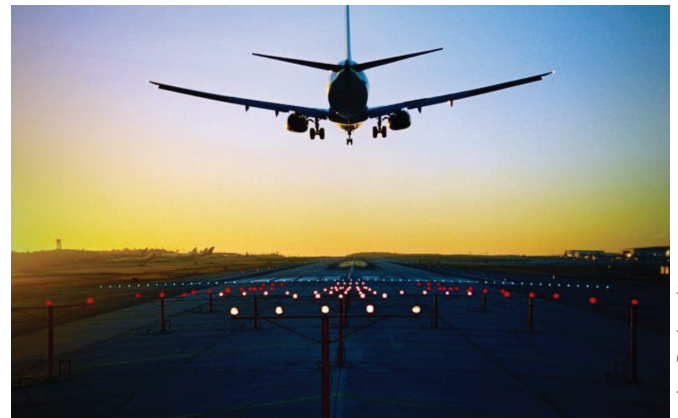
Airport runways and taxiways also require periodic maintenance. Los Angeles World Airports (LAWA) will perform some airfield improvements, including runway maintenance, while the runways are closed for the RSA effort, as well as additional maintenance work after the RSA projects are completed. These additional projects are currently in planning and the construction dates, runway closures, and other impacts associated with these projects are not yet known.

### ■ TRAVELER BENEFITS

Runway Safety Areas allow aircraft extra unimpeded clearance beyond the ends of runways to protect aircraft and passengers in case of undershooting or overshooting of a runway during takeoff or landing.

### ■ TRAVELER IMPACTS

Runway Safety Area work and airfield improvement efforts will result in the phased closure of each of LAX's four runways during an anticipated three-year construction period. Only one runway at a time will be closed for RSA work. Passengers may begin experiencing impacts, such as delays or a slight increase in wait times aboard aircraft.



Jay Berkowitz

All four of LAX's runways are undergoing improvements mandated by the federal government for all U.S. airports.

### ■ COMMUNITY IMPACTS

Residents living near LAX may notice a change in aircraft flight activity and noise as alternating runway closures occur. Aircraft generally depart on the inboard runways and arrive on the outboard runways as part of LAX's Preferential Runway Use Program designed to reduce noise impacts to nearby communities.

When an inboard runway is closed for construction, aircraft will use the outboard runway for departures, causing a temporary increase in noise for communities north or south of the airport, depending on which runway complex is affected. Similarly, when the outboard runway is closed, arriving aircraft will use the inboard runway for landings, causing a slight shift in noise affecting residents located directly east of the airport under the arrival flight path.

Additionally, runway closures may cause some aircraft operations to shift from the north runway complex to the south, or vice versa. Closure of certain runways can further limit runway availability for Airbus 380 super jumbo and Boeing 747-8 Intercontinental aircraft, which can operate only on two specific runways at LAX

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due to limited spacing on the airfield between runways and taxiways.

A runway closure on the south complex will impact the City of Inglewood and Los Angeles neighborhoods of Westchester and Playa del Rey with a lesser impact to Culver City, the L.A. neighborhood of Jefferson Park (includes University Park area of the University of Southern California), Central L.A., the South Figueroa Corridor, and South L.A. Increased takeoffs on the south complex can also increase the likelihood of an FAA “Early Turn” instruction. This will affect the City of El Segundo and, to a lesser extent, the City of Manhattan Beach. A runway closure on the north complex will impact the Los Angeles County area of Lennox, City of El Segundo and the L.A. neighborhoods of Westmont and South L.A. with a lesser impact to the City of Hawthorne.

LAX will continue conducting normal Over-Ocean Operations between midnight to 6:30a.m. during the planned runway closures to minimize aircraft noise, weather and operational conditions permitting.

### ■ CONSTRUCTION DATES

Runway 7R-25L: March 2015 – April 2015 (Completed)

Runway 6L-24R: June 2015 – October 2015 (Completed)

Runway 6R-24L: November 2015 – October 2016 (Completed)

Runway 7L-25R: October 2016 – June 2017

Additional Runway Maintenance: Future runway rehabilitation project dates unknown.

### ■ COST AND FUNDING

The total budget for the four RSA Projects at LAX is approximately \$300 million. All non-federally funded project costs will be recovered from airfield users through LAX’s rates and charges. No money from the City’s General Fund is being used for this project.

### ■ CONTRACTORS

The Runway 7R-25L Safety Area and Temporary Rehabilitation Project was completed in April 2015 by the Griffith Company. The Runway 6L-24R Safety Area Rehabilitation Project was completed in October 2015 by contractors Griffith/Coffman Joint Venture. The Runway 6R-24L Safety Area Project was completed in October 2016 by Griffith/Coffman Joint Venture. The remaining contract for the Runway 7L-25R project was also awarded in January 2016 to Griffith/Coffman Joint Venture.