

ATTACHMENT 9

TRANSMITTAL LETTERS REQUESTING **COMMENTS**



March 6, 2014

Jon Kirk Mukri, General Manager
Department of Transportation
100 S. Main Street, 10th Floor
Los Angeles, CA 90012

Re: Transmittal for Review
Midfield Satellite Concourse Project
Executive Director's Review – Case #001-014LAXSP

LAX

LA/Ontario

Van Nuys

City of Los Angeles

Eric Garcetti
Mayor

Board of Airport
Commissioners

Sean O. Burton
President

Valeria C. Velasco
Vice President

Gabriel L. Eshaghian
Jackie Goldberg
Beatrice C. Hsu
Matthew M. Johnson
Dr. Cynthia A. Telles

Gina Marie Lindsey
Executive Director

Dear Mr. Mukri:

Per the procedures established under Section 7F2 Executive Director's Review of the approved Los Angeles International Airport (LAX) Specific Plan, the Midfield Satellite Concourse (MSC) Project requires your review and comment. We are hereby transmitting for your review the following:

1. Specific Plan Section
2. Project Description
3. Site Plan

The LAX Specific Plan mandates that we provide to you for your review and comments the enclosed information prior to making an official recommendation of project approval to our Board of Airport Commissioners and City Council. The Los Angeles Ordinance #176345 as amended by Ordinance #179,148 establishes a response time by your Department of fifteen (15) working days from the date the documents are received by your Department. As such, we request a written response from your Department by March 28, 2014.

Should you or your staff have any questions on this matter or would like to discuss in detail the enclosed information, please contact Evelyn Quintanilla of my staff at (424) 646-5188 or at equintanilla@lawa.org. Thank you for your cooperation and assistance in this matter and we look forward to hearing from you.

Sincerely,

Cynthia Guidry, P.E.
Interim Deputy Executive Director
Capital Programming and Planning Group

CG:eq

Enclosures

cc: Lisa Trifletti
Evelyn Quintanilla





March 6, 2014

The Honorable Mike Bonin
City of Los Angeles, Council District 11
c/o Jessica Duboff
LAX Community Liaison
7166 W. Manchester Avenue
Los Angeles, CA 90045

LAX
LA/Ontario
Van Nuys
City of Los Angeles

Re: Transmittal for your Information
Midfield Satellite Concourse Project
Executive Director's Review – Case #001-014LAXSP

Eric Garcetti
Mayor

Dear Mr. Bonin:

Board of Airport
Commissioners

Per the procedures established under Section 7F2 Executive Director's Review of the approved Los Angeles International Airport (LAX) Specific Plan, we are transmitting to you the Midfield Satellite Concourse (MSC) Project. Enclosed you will find the following items:

Sean O. Burton
President

1. Specific Plan Section
2. Project Description
3. Site Plan

Valeria C. Velasco
Vice President

Gabriel L. Eshaghian
Jackie Goldberg
Beatrice C. Hsu
Matthew M. Johnson
Dr. Cynthia A. Telles

The LAX Specific Plan mandates that we provide you the enclosed information during the Executive Director's Review Process prior to making an official recommendation of project approval to our Board of Airport Commissioners and City Council. The Los Angeles Ordinance #176345 as amended by Ordinance #179,148 establishes that Los Angeles World Airports' Executive Director transmit a copy of the written description of the project and appropriate documents to the Councilmember of the district in which the Specific Plan Area is located.

Gina Marie Lindsey
Executive Director

Should you have any questions on this matter or would like to discuss in detail the enclosed information, please contact Evelyn Quintanilla of my staff at (424) 646-5188 or at equintanilla@lawa.org.

Sincerely,

Cynthia Guidry, P.E.
Interim Deputy Executive Director
Capital Programming and Planning Group

CG:eq

Enclosures

cc: Lisa Trifiletti
Evelyn Quintanilla





March 6, 2014

91 7199 9991 7030 1567 7150

Deborah Weintraub, Interim City Engineer
Bureau of Engineering
1149 S. Broadway, Suite 700
Los Angeles, CA 90015-2213

Re: Transmittal for Review
Midfield Satellite Concourse Project
Executive Director's Review – Case #001-014LAXSP

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Gabriel L. Eshaghian
Jackie Goldberg
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Matthew M. Johnson
Dr. Cynthia A. Telles
Gina Marie Lindsey
Executive Director

Dear Ms. Weintraub:

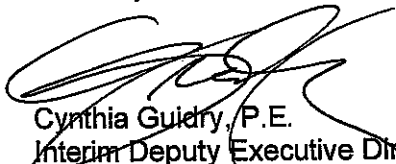
Per the procedures established under Section 7F2 Executive Director's Review of the approved Los Angeles International Airport (LAX) Specific Plan, the Midfield Satellite Concourse (MSC) Project requires your review and comment. We are hereby transmitting for your review the following:

- 1. Specific Plan Section
- 2. Project Description
- 3. Site Plan

The LAX Specific Plan mandates that we provide to you for your review and comments the enclosed information prior to making an official recommendation of project approval to our Board of Airport Commissioners and City Council. The Los Angeles Ordinance #176345 as amended by Ordinance #179,148 establishes a response time by your Department of fifteen (15) working days from the date the documents are received by your Department. As such, we request a written response from your Department by March 28, 2014.

Should you or your staff have any questions on this matter or would like to discuss in detail the enclosed information, please contact Evelyn Quintanilla of my staff at (424) 646-5188 or at equintanilla@lawa.org. Thank you for your cooperation and assistance in this matter and we look forward to hearing from you.

Sincerely,


Cynthia Guidry, P.E.
Interim Deputy Executive Director
Capital Programming and Planning Group

CG:eq

Enclosures

cc: Lisa Trifiletti
Evelyn Quintanilla





Los Angeles
World Airports

Angie 3/6/14

March 6, 2014

Brenda Martinez-Sidhom
Stakeholder Liaison's Office
1 World Way
Los Angeles, CA 90045

Re: Transmittal for Review
Midfield Satellite Concourse Project
Executive Director's Review – Case #001-014LAXSP

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Gina Marie Lindsey
Executive Director

Dear Ms. Martinez-Sidhom:

Per the procedures established under Section 7F2 Executive Director's Review of the approved Los Angeles International Airport (LAX) Specific Plan, we are hereby transmitting to you for your review and comment the Midfield Satellite Concourse (MSC) Project. Enclosed you will find the following items:

1. Specific Plan Section
2. Project Description
3. Site Plan

The LAX Specific Plan mandates that we provide to you for your review and comments the enclosed information prior to making an official recommendation of approval to our Board of Airport Commissioners and City Council. The Los Angeles Ordinance #176345 as amended by Ordinance #179,148 establishes that LAWA's Executive Director communicate with the LAX Master Plan Stakeholder Liaison's Office and consider the comments and concerns of the stakeholders as early in the process as possible. As such, the Executive Director's Report will include the results of the consultation made with the stakeholders and will need a written response from your Office by April 28, 2014.

Should you have any questions on this matter or would like to discuss in detail the enclosed information, please contact Evelyn Quintanilla of my staff at (424) 646-5188 or at equintanilla@lawa.org. Thank you for your cooperation and assistance in this matter.

Sincerely,

Cynthia Guidry, P.E.
Interim Deputy Executive Director
Capital Programming and Planning Group

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Evelyn Quintanilla



ATTACHMENT 1

SPECIFIC PLAN SECTION

14. Any construction required in order to comply with an order issued by the U.S. Department of Transportation, the FAA or the Department of Building and Safety to repair or replace an unsafe or substandard condition;

15. Construction, the value of which is within the jurisdiction of the Executive Director to approve and does not need to be approved by BOAC under Los Angeles Administrative Code Section 10.1.1 and BOAC Resolution No. 19593 or any subsequent amendment; or

16. Security improvements to existing facilities.

Run-up Enclosure. Specialty facility used to test aircraft engines and disperse sound to reduce noise impacts on surrounding areas.

Runway. A defined rectangular area on the airport used to prepare for the takeoff or landing of aircraft along its length.

Specific Plan Area. That area within the heavy dashed lines on Map 1 in this Specific Plan.

Taxiway. A specially designated and prepared surface on an airport, including a taxilane, for aircraft to taxi to and from Runways, hangers, and aircraft parking positions.

Trip. A vehicle trip will be administratively defined by agreement between the General Manager of LADOT and LAWA to include the entrance or exit of a vehicle from airport or airport-related property.

Sec. 6. SAFETY OF AIRPORT OPERATIONS. Notwithstanding any other provision of this Specific Plan, no use, development or activity within the Specific Plan Area may compromise the safety of airport flight operations in any way. Final authority for determining whether airport flight operation safety is compromised rests solely with the U. S. Department of Transportation and the FAA.

Sec. 7. LAX PLAN COMPLIANCE REVIEW.

A. General. The provisions of Subsections B, C, D, E and H of LAMC Section 11.5.7 do not apply to any Projects proposed for construction within the Airport Airside and Airport Landside Sub-Areas of the Specific Plan Area.

B. Prohibition. No grading permit, building permit, or use of land permit shall be issued, and no construction shall occur, on any Project within the Airport Airside and Airport Landside Sub-Areas unless the City Council grants an LAX Plan Compliance approval pursuant to the procedures set forth in this section.

C. Recommendation by Executive Director. The Executive Director shall have the authority to recommend approval, approval with conditions, modification or denial of a

request for an LAX Plan Compliance determination. This recommendation shall be made to BOAC and the City Council pursuant to the procedures set forth in this section after consideration of the traffic generation report and aviation activity analysis required in Subsection G 1 below and following consultation with the LAX Master Plan Stakeholder Liaison.

D. Findings. The Executive Director shall recommend to BOAC that the proposed Project be granted an LAX Plan Compliance approval upon written findings that the Project satisfies each of the following requirements:

1. LAX Plan Consistency. That the Project complies with the LAX Plan, any design guidelines required by the LAX Plan, and all applicable provisions of this Specific Plan; and

2. Environmental Compliance. That the Project has been adequately analyzed in compliance with CEQA, and the applicable master plan commitments and mitigation measures contained in the MMRP (as may be modified by BOAC in accordance with CEQA) or identified in any subsequent environmental review have been incorporated into the Project to the extent feasible.

E. Rights Granted Under LAX Plan Compliance. The issuance of an LAX Plan Compliance approval indicates compliance with the LAX Plan and this Specific Plan, but does not in any way indicate compliance with other applicable provisions of LAMC Chapter I (Planning and Zoning Code), nor with Chapter IX (Building Code).

F. Procedures.

1. The Executive Director shall review a Project for LAX Plan Compliance based upon the following information:

(a) A written description of the Project including location, size, proposed use, and any other pertinent information;

(b) A completed initial environmental study, including a traffic study, where appropriate, or other analysis;

(c) The most recent annual traffic generation report as required in Subsection G 1 below; and

(d) The most recent annual aviation activity analysis as required in Subsection G 1 below.

2. Executive Director's Review.

(a) Upon receipt of a request for review, the Executive Director shall transmit a copy of the written description of the Project and appropriate

documents to the LADOT General Manager, the City Engineer, the Councilmember of the district in which the Specific Plan Area is located and the LAX Master Plan Stakeholder Liaison, and post notice of the application on the LAWA website. The LADOT General Manager and the City Engineer shall submit any written comments concerning parking, driveways, access, circulation, and infrastructure improvements to the Executive Director within 15 working days from the date the documents were received, unless the LADOT General Manager and the Executive Director agree more time is necessary. The Executive Director shall ensure that LAWA communicates with the LAX Master Plan Stakeholder Liaison. The Executive Director shall consider the comments and concerns of the stakeholders as early in the process as reasonable.

(b) The Executive Director shall determine whether the Project complies with the LAX Plan and all applicable provisions of this Specific Plan.

(c) The Executive Director shall determine whether the environmental clearance for the Project complies with CEQA.

(d) If the Executive Director determines that the Project is consistent with the LAX Plan, all applicable provisions of this Specific Plan and with the requirements of CEQA, the Executive Director shall prepare a written report and transmit this report to BOAC for its action on the LAX Plan Compliance request. This written report shall include findings to support the Executive Director's recommendation, the applicable master plan commitments and mitigation measures, the applicable mitigation measures identified in any subsequent environmental review, the applicable traffic improvements and right-of-way dedications, and any conditions of approval that shall be imposed on the Project. As a part of this written report, the Executive Director shall summarize the traffic generation report and aviation activity analysis required in Subsection G 1 below, and the results of the consultation with the LAX Master Plan Stakeholder Liaison. The Executive Director shall also attach the reports submitted by the LADOT General Manager and the City Engineer.

(e) If the Executive Director determines that the Project is not consistent with the LAX Plan and all applicable provisions of this Specific Plan, the Executive Director may direct staff to reconsider the Project, analyze or redesign the Project, or recommend that BOAC seek an amendment to the LAX Plan and/or an amendment or exception to the Specific Plan pursuant to LAMC Sections 11.5.6 and/or 11.5.7 F and G, as appropriate.

3. Notice Requirements for BOAC Hearing. After receipt of the Executive Director's report and recommendation, BOAC shall set the matter for hearing. Notice of the time, place, and purpose of the hearing shall be given in the following manner:

(a) By posting the BOAC meeting agenda in the LAWA offices, on the LAWA website, and on the City of Los Angeles website at least 72 hours prior to the meeting.

(b) For the CTA, ITF, CONRAC, Midfield Satellite Concourse, and APM (except that portion that connects the CTA with Tom Bradley International Terminal and the Midfield Satellite Concourse) Projects, notice shall also be given by sending written notice by First Class Mail at least 15 days prior to the meeting date to: the Department of City Planning; the Department of Building and Safety; the Councilmember(s) of the district in which the Specific Plan Area is located; LADOT; the Bureau of Engineering; the LAX Master Plan Stakeholder Liaison; the Department of Neighborhood Empowerment; the West Los Angeles Area Planning Commission; the president(s) of local neighborhood councils; the Airlines for America trade association, Airlines Airport Affairs Committee, and any other airline industry trade groups identified by the LAX Master Plan Stakeholder Liaison as stakeholders; the LAX Coastal Chamber of Commerce; and local homeowners groups and interested parties who have filed a written request with LAWA.

4. Recommendation by BOAC. BOAC shall recommend to City Council that it approve, approve with conditions, modify or deny a request for LAX Plan Compliance. BOAC shall make the same findings required to be made by the Executive Director, supported by facts in the record. BOAC shall recommend that all appropriate master plan commitments and mitigation measures, the applicable mitigation measures identified in any subsequent environmental review, and any other requirements are included as a condition of the approval.

5. City Council Determination. City Council shall approve, approve with conditions, modify or deny a request for LAX Plan Compliance. The City Council shall make the same findings required to be made by the Executive Director, supported by facts in the record. The City Council shall ensure that all appropriate master plan commitments and mitigation measures, the applicable mitigation measures identified in any subsequent environmental review, and any other requirements are included as a condition of the approval. Except for the Projects referred to as the Intermodal Transportation Facility, Automated People Mover System, and North Runway configuration, if the City Council does not take final action on the application for an LAX Plan Compliance determination within 45 days of receipt from the recommendation from BOAC, the recommendation from BOAC shall become the final decision on the application.

G. Monitoring and Reporting.

1. LAWA shall prepare and submit annual reports to BOAC, the Department of City Planning, LADOT and City Council for the following:

(a) Traffic Generation Report. A traffic report, based on the information required by Section 12 C 1, that identifies the current number of Trips being generated by LAX (inclusive of all three Sub-Areas), the number of Trips anticipated to be generated at the completion of any Master Plan Project(s) in development at the time of the report, the Trips proposed to be generated following the full implementation of the Master Plan as informed by current and Project-based Trip counts, and the number of Trips anticipated to be generated by on-going Master Plan construction activities.

(b) Aviation Activity Analysis. An aviation activity analysis that identifies the current number of passengers, volume of air cargo and aircraft operations served at LAX, and the volume of aviation activity anticipated to be served by on-going Master Plan construction activities. In order to monitor that regional aviation system improvements are taking place in a timely manner, LAWA will also compile aviation activity statistics for other airports in the Los Angeles region for monitoring and reporting purposes. Passengers, volume of air cargo and aircraft operations activity at all airports with scheduled passenger or cargo activity in Los Angeles, Orange, Riverside, San Bernardino and Ventura counties will be compiled in coordination with the Southern California Association of Governments (SCAG). The analysis shall also include the proportion of aviation activity served at each airport in the region.

(c) Mitigation Monitoring and Reporting Program. A status report on compliance with Master Plan commitments and mitigation measures contained in the Mitigation Monitoring and Reporting Program.

2. The first of each annual report required in Subdivision 1 shall be submitted one year following the City Council's approval of the LAX Plan and MMRP, and the last report shall be submitted at the end of the year following completion of any pending Master Plan Project.

ATTACHMENT 2
PROJECT DESCRIPTION

Los Angeles International Airport Midfield Satellite Concourse

Project Description

Proposed Project

The Los Angeles World Airports (LAWA) proposes to construct and implement the Los Angeles International Airport (LAX) Midfield Satellite Concourse (MSC). The MSC Program (previously designated as the "West Satellite Concourse") was approved in 2004 as part of the Master Plan 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 overall MSC Program, as documented in the LAX Master Plan, 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 new taxiways/taxilanes, apron areas, and utilities to service the MSC.

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 from the LAX Specific Plan Amendment Study, allowing for a separate review and approval process. Subsequent to the release of the Final EIR/EIS, the West Satellite Concourse was renamed the Midfield Satellite Concourse.

The MSC Program approved in 2004 consists of a new multi-level concourse located within the western portion of the airfield west of the existing Tom Bradley International Terminal (TBIT) and associated passenger processing space in a proposed Central Terminal Processor (CTP) that would be located in the Central Terminal Area (CTA) of LAX. The MSC Program also includes conveyance systems connecting the MSC and CTP as well as a new taxilane, taxiway, and apron and utilities required to serve the MSC. 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). 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.

Due to the size and scale of the MSC Program, and immediate need to enable rehabilitation and modernization of existing facilities, LAWA proposes to implement the program in independent phases. Phase 1 of the MSC Program is the construction of the northern portion of the multi-story MSC facility and associated improvements, referred to as the MSC North Project. A conceptual site plan of the proposed Project is shown on **Figure 1**. Components associated with the MSC North Project include: 1) a concourse of up to 11 gates and associated facilities; 2) improvements to taxiways and taxilanes; 3) 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. The MSC North Project site, including the concourse building and associated apron areas, would encompass approximately 36 acres in the western portion of the airfield. The MSC North Project is intended to improve the terminal

operations, concessions facilities, and overall passenger experience at LAX. The facility would be designed to serve both domestic and international traffic. The MSC North Project would provide LAWA with the flexibility to accommodate demand for aircraft gates while modernizing other terminals at LAX and reduce reliance on the West Remote Gates/Pads. The proposed Project would not result in changes to air traffic patterns or an increase in airport operations, as it is only changing the location of aircraft gates.

Project Location and Existing Conditions

MSC North Project

The MSC North Project site, including the concourse building and associated apron areas, encompasses approximately 36 acres in the western portion of the airfield. Current uses of the MSC North Project site include aircraft maintenance hangars, aircraft aprons, and aircraft parking areas. Uses immediately surrounding the MSC North Project site include taxiways and runways to the north (North Airfield); taxiways and terminals to the east; aircraft maintenance facilities, aircraft parking areas, taxiways, and runways to the south (South Airfield); and taxiways, U.S. Coast Guard facilities, support facilities, and airfield-related uses to the west. Besides the MSC North building and apron areas, the MSC North Project also includes construction of Taxiway C14, which would be located west of existing Taxiway R. The Taxiway C14 site encompasses approximately 25 acres west of the MSC North building site.

The MSC North Project site is located entirely within the City of Los Angeles LAX Plan area, as well as the LAX Specific Plan area, and is designated in the LAX Plan as "Airport Airside." Permitted uses include, but are not limited to, runways, taxiways, aircraft gates, maintenance areas, airfield operation areas, air cargo areas, passenger handling facilities, fire protection facilities, and other ancillary airport facilities. The LAX Specific Plan establishes the zoning and development regulations and standards consistent with the LAX Plan for the airport. Existing zoning within the LAX Specific Plan is Airport Airside (LAX-A Zone). Permitted uses in the LAX-A Zone include, but are not limited to: surface and structured parking lots; aircraft under power; airline maintenance and support; air cargo facilities; commercial passenger vehicle staging and holding area; helicopter operations; navigational aids; runways, taxiways, aircraft parking aprons, and service roads; passenger handling facilities; run-up enclosures; and other ancillary airport facilities. The proposed Project is consistent with existing land use designations.

Future Phase(s) of the MSC Program

In addition to the site in the western portion of the airfield, the MSC Program areas would also include an area for the CTP generally located east of TBIT in the CTA. The current uses of the CTP site include parking garages and terminal roadway connectors. Uses immediately surrounding the CTP site include World Way and passenger terminals (north, west, and south) and parking garages and the Central Utility Plant to the east.

The project site for the CTP is located entirely within the City of Los Angeles LAX Plan area, as well as the LAX Specific Plan area, and is designated in the LAX Plan as "Airport Landside (Central/Terminal Area)." The LAX Specific Plan establishes the zoning and development regulations and standards consistent with the LAX Plan for the airport. Existing zoning for the CTP site within the LAX Specific Plan is Airport Landside (LAX-L Zone). Permitted uses in LAX-L Zone include, but are not limited to: airline clubs, retail uses, and restaurants; passenger handling facilities, including baggage handling and processing, passenger holdrooms, boarding gates, ticketing, and passenger check-in functions; service roads; automated people mover systems, its stations and related facilities; and security related equipment and facilities. Future phase(s) of the MSC Program would be consistent with existing land use designations.

Project Characteristics

MSC North Project

Concourse and Apron – The proposed MSC North (the concourse building and associated apron areas) would be constructed from the north limit of the concourse¹ to a point just south of World Way West. The concourse would have the ability to serve both international and domestic flights and could accommodate up to 11 gates for Aircraft Design Group (ADG) III to ADG VI aircraft. 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.

The MSC North building would have an estimated footprint of 200,000 square feet, with approximate dimensions of 1,295 feet in length (north-south) and between 148 feet and 160 feet in width (east-west). The floor space of the concourse, which would consist of four levels plus an APM level, would provide up to 800,000 square feet of floor space for facilities such as passenger holdrooms, concessions, restrooms, airline space, utility rooms, and circulation. 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. The MSC North Project would also include provisions for future connection(s) between the proposed concourse facility and TBIT and/or the CTA to accommodate passengers, baggage, and utilities.

Taxiways and Taxilanes – A new taxilane would be needed to provide aircraft access from the airfield to the west side gates of the MSC North building. Airside improvements associated with the MSC North Project include the construction of Taxilane C12 on the west side of the concourse facility, aircraft apron areas, and service roads. 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.

Taxilane T, located on the east side of the MSC concourse facility and apron, currently under construction and approved as part of the Bradley West EIR,² would provide aircraft access to the eastern MSC North gates and airfield.

The MSC North Project also includes a new crossfield taxiway designated as Taxiway C14. Taxiway C14 would be located west of existing Taxiway R. Taxiway C14 would be designed to be 82 feet wide³ (to ADG VI standards) by approximately 3,600 feet long to provide connections to existing Taxiway B, Taxilane C, and Taxiway E.

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. 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.

² City of Los Angeles, Final Environmental Impact Report (Final EIR) for Los Angeles International Airport (LAX) Bradley West Project, September 2009.

³ Taxiway C14 is being designed to be 82 feet wide, which is the current FAA criteria for taxiways planned to accommodate ADG VI aircraft. Taxilane 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 taxilanes was 100 feet wide, which was reduced to 82 feet upon the release of FAA Advisory Circular (AC) 150/5300-13A on September 28, 2012.

Ramp Observation Area and/or Supplemental Airport Traffic Control Tower (ATCT) – 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 observation area or ramp control tower and/or supplemental FAA ground-control of taxiways from a second ATCT would be included as a project component. It is assumed that a ramp control tower would be integrated into the MSC North building. The ramp control tower would be between 131 and 211 feet tall; the height of the tower will be determined by FAA once it conducts a line-of-sight analysis and shadow analysis. However, if the FAA determines that a supplemental ATCT is required to provide clear unobstructed and direct view in the vicinity of the MSC, this would be constructed as a separate structure on the MSC North Project site, most likely immediately adjacent to the MSC North building.

Reconfiguration of New Landside/AOA Perimeters and Service Roads – As part of the proposed MSC North Project, World Way West would need to be reconfigured as the concourse and apron would be constructed over the current alignment. Landside access to the MSC North Project for employees, services, and deliveries may be provided through a secured AOA post located either on World Way West or Coast Guard Road. Additionally, four service roads are located in the immediate vicinity of the MSC North Project site. Due to their location, approximately 6,000 linear feet of roadways around the Taxiway C14 and MSC North building sites must be reconfigured in order to proceed with the construction of the MSC North building and Taxiway C14.

Site Preparation for MSC Tunnel – The MSC Program incorporates tunnel facilities to provide a connection between the MSC and the CTA for passengers, baggage, and utilities. This Project element will require coordination with other LAWA projects to identify which tunnel segments and/or provisions for future tunnels should be constructed as part of the MSC North Project, and to identify their respective alignments from the MSC to their connections in the CTA. Several upcoming LAWA projects (demolition of TBIT North Concourse, Bradley West; East Apron, Taxilane 'T', MSC North Project) offer potential early site preparation construction opportunities for these facilities and the MSC tunnel. It is assumed that a 2,600-foot long segment of the tunnel(s) would be constructed from the MSC North building to an East Station in the CTA. The tunnel(s) would be a maximum of 90 feet wide by 60 feet tall with the bottom of the tunnel at an average depth of 50 feet below the apron. Portions of the tunnel(s) could be constructed using cut and cover (those portions by the MSC North building), while other sections that would traverse under the existing airfield and terminal infrastructure would most likely be constructed by boring.

Project Utilities – The MSC North Project site extends across an area that contains various subsurface and aboveground utility lines and facilities. The MSC North Project would include the provision of utilities to serve the proposed concourse facility, including: domestic water, fire suppression water, reclaimed water, sanitary sewer, storm drain, natural gas, electrical, fuel, and communications. 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).

Implementation of the MSC North Project would require the relocation or modification of certain lines and may include connection upgrades to satisfy current code requirements. Additional infrastructure facilities in the Project area may also require relocation as a result of Project construction. The relocation, modification, and upgrading of utility systems would involve the placement of new lines or facilities at locations compatible with Project plans in advance of removal of the affected utility from service. The construction activity associated with such

utilities systems improvements would occur in conjunction with the other Project-related construction activities.

Removal/Relocation of Existing Facilities on Site – Construction of the MSC North Project would require the relocation and/or removal of several existing airfield facilities. **Table 1** provides an overview of the facilities that would be affected by the proposed MSC North Project, including the name, size, and disposition of each facility.

Table 1

Summary of Existing Facilities to be Removed/Relocated as part of MSC North Project

Facility	Approximate footprint Area	Current Use	Disposition of Facility/Use
American Airlines Maintenance (Non-Power) Shop	13,800 sq. ft.	Maintenance shop	Building would be demolished. Existing uses would be accommodated at West Aircraft Maintenance Area or consolidated with existing American Airlines facilities.
American Airlines Leasehold Parking	89,500 sq. ft.	Employee Parking	Parking would be removed and consolidated with existing American Airlines parking on the west side of the Airport. Parking for Qantas Hangar and the American Airlines Maintenance (Non-Power) Shop would be provided at the West Aircraft Maintenance Area site.
US Airways Maintenance Facility	17,600 sq. ft.	Aircraft maintenance	Assumed that this would be consolidated with existing American Airlines facilities or relocated to West Aircraft Maintenance Area site.
Electrical Vault #2	7,500 sq. ft.	Electrical utility access	The building contains high voltage transformers that provide airfield lighting and would be relocated just to the west of its existing location.
U.S. Coast Guard Facility	39,400 sq. ft.	U.S. Coast Guard offices and facilities	This facility would be relocated off-site by the U.S. Coast Guard.
Water Deluge Tank and Pump Station	9,700 sq. ft.	Water storage and pump facilities	Water tank and pump would need to be relocated, adjacent to the American Airlines High Bay Hangar.
Remain Overnight (RON) Aircraft Parking Spaces	771,000 sq. ft.	Aircraft Parking	These parking spaces would be eliminated. Aircraft that utilize these spaces would utilize other spaces on-airport.
FAA Navigational Aids (including electrical substation)	28,800 sq. ft.	Beacon and Antenna Array and electrical facilities	FAA facilities will need to be relocated on the airport, including the substation that powers the FAA NAVAIDS.
Electrical Industrial Stations #66 and #1548	3,500 sq. ft.	Electrical Station	Electrical Station #66 would be relocated with the Qantas Hangar to the West Aircraft Maintenance Area. Electrical Station #1548 would be relocated adjacent to the American Airlines High Bay Hangar.

Table 1

Summary of Existing Facilities to be Removed/Relocated as part of MSC North Project

Facility	Approximate footprint Area	Current Use	Disposition of Facility/Use
Natural Gas Regulator	Approx. 100 sq. ft.	A high to medium pressure valve that regulates the flow of natural gas to Bradley West and the Tom Bradley International Terminal (TBIT)	Facility to be relocated to the west of proposed Taxiway C14.
American Airlines Private Post		Airline support offices for High Bay Hangar	Building would be demolished. Existing uses would be accommodated elsewhere on-Airport.

Source: Ricondo & Associates, Inc., January 2014.

Future Phase(s) of the MSC Program

The MSC Program components that are not part of the MSC North Project have only been conceptually planned. Components associated with the future phase(s) of the MSC Program, include:

- Southerly extension of MSC Program building and associated facilities;
- Extension of Taxilane C12;
- Utilities that support the future phase(s) of the MSC Program; and
- Central Terminal Processor.

Midfield Satellite Concourse and Associated Facilities – The future phase(s) of the MSC Program would extend the MSC building south in one or more phases. The future phase(s) of the MSC Program would expand the MSC North building with up to 18 additional aircraft gates and an additional footprint with approximate dimensions of 1,000 feet in length (north-south) by 140 to 160 feet in width (east-west). The extension(s) to the MSC North building could have up to four levels and approximately 560,000 square feet in floor space for facilities such as passenger holdrooms, concessions, restrooms, airline space, utility rooms, and circulation. The future phase(s) of the MSC Program, including the concourse building and associated apron areas, would encompass approximately 24 acres in the western portion of the airfield and 6 acres in the CTA for the CTP.

The approved LAX Master Plan also included a conveyance system to move passengers and baggage between the MSC and the CTP, and vice versa. The conveyance system for the future phase(s) of the MSC Program is being planned for passenger and baggage circulation in both a sterile and secure/non-sterile format. A vertical circulation element and an airside automated people mover (APM) are anticipated to convey checked-in passengers to the MSC. A maintenance facility to service the airside APM would also need to be constructed on Airport property.

Taxilanes – The future phase(s) of the MSC Program would include the extension of Taxilane C12 south to connect to Taxilane C.

Utilities – The future phase(s) of the MSC Program would require utilities to accommodate the additional gates, the CTP, the automated people mover and baggage handling system, and facilities including: domestic water; electrical and communication systems; chilled water and heating hot water; natural gas and fuel systems; and waste water systems. Utility relocations and connections to the MSC building would mostly be completed as part of the MSC North Project. Additional relocations and connections may be necessary for the Central Terminal Processor.

Central Terminal Processor – The approved LAX Master Plan included a dual level CTP in the CTA to provide (in part) MSC passenger processing facilities that cannot be fully accommodated in the existing CTA terminals. The CTP would process departing and arriving passengers from a facility that would be centrally positioned within the CTA where parking garages are currently located. The CTP would be constructed in the area where parking structures P2B and P5 are located and extend between World Way North and World Way South. As part of the CTP, roadway modifications along World Way and the associated terminal roadway network would be required. The future phase(s) of the MSC Program assumes that passengers could use common-use airline counters and electronic check-in facilities, and would be able to both check and claim baggage at the CTP. Other passenger services and amenities, as well as airline tenant operations space, could also be provided within the CTP.







Enabling Projects – Enabling projects that may be required for the future phase(s) of the MSC Program include:

- Relocation and demolition of the American Airlines High Bay Hangar and American Airlines maintenance shed;
- Additional utility plant; and
- Relocation and demolition of parking garages P2B and P5.

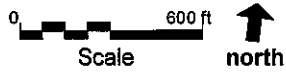
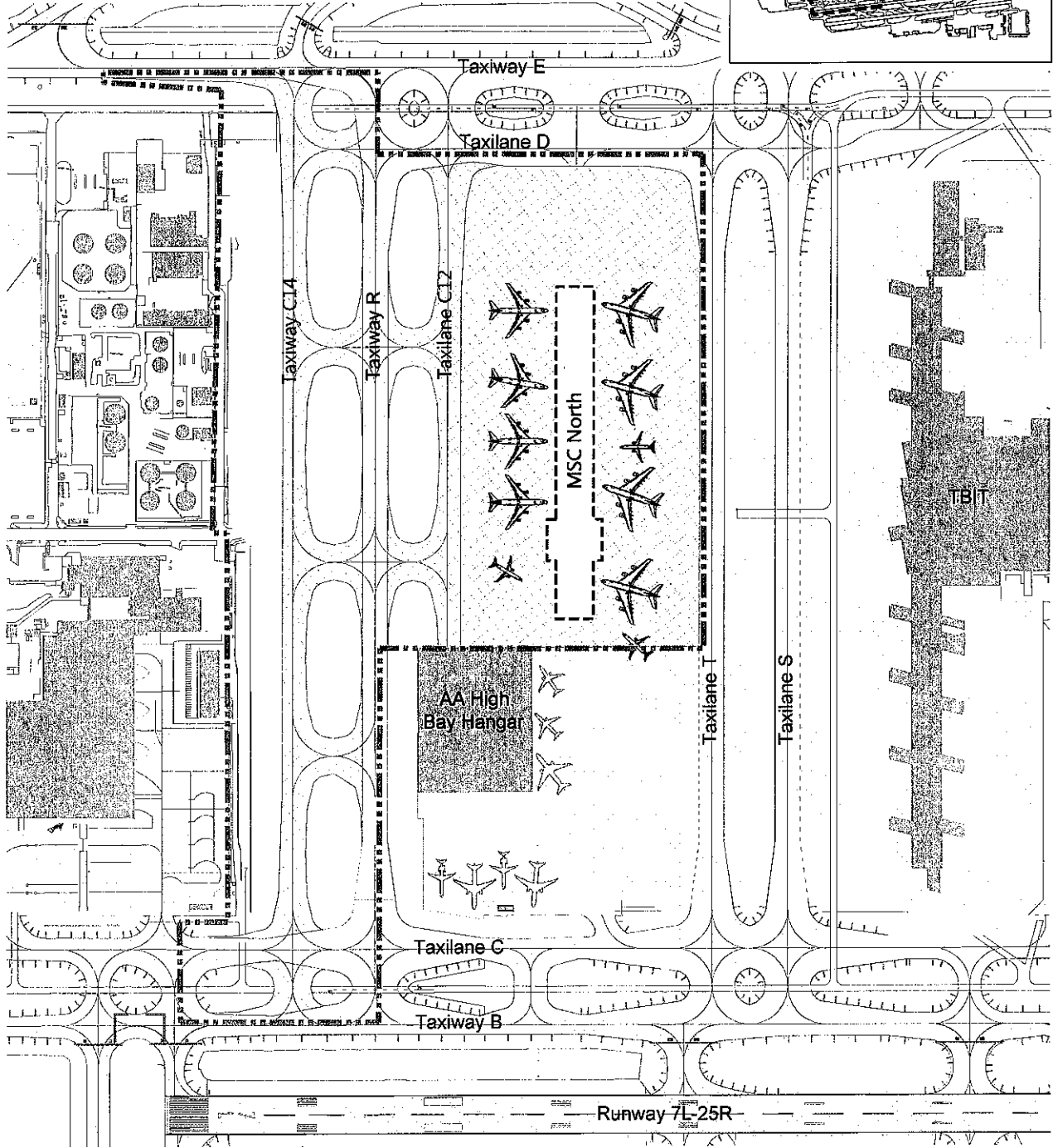
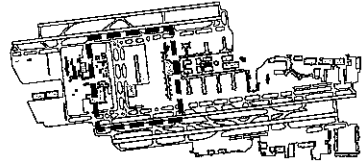
ATTACHMENT 3

SITE PLAN

Legend

Existing Taxiway/Apron Pavement		New Airfield Pavement	
Existing Runway Pavement		MSC North Concourse	
Existing Airfield Building		Project Site Boundary	

KEY MAP



Source: HNTB, Corp., Los Angeles International Draft ALP, July 2012; Ricondo & Associates, Inc., January 2014.
Prepared by: Ricondo & Associates, Inc., January 2014.