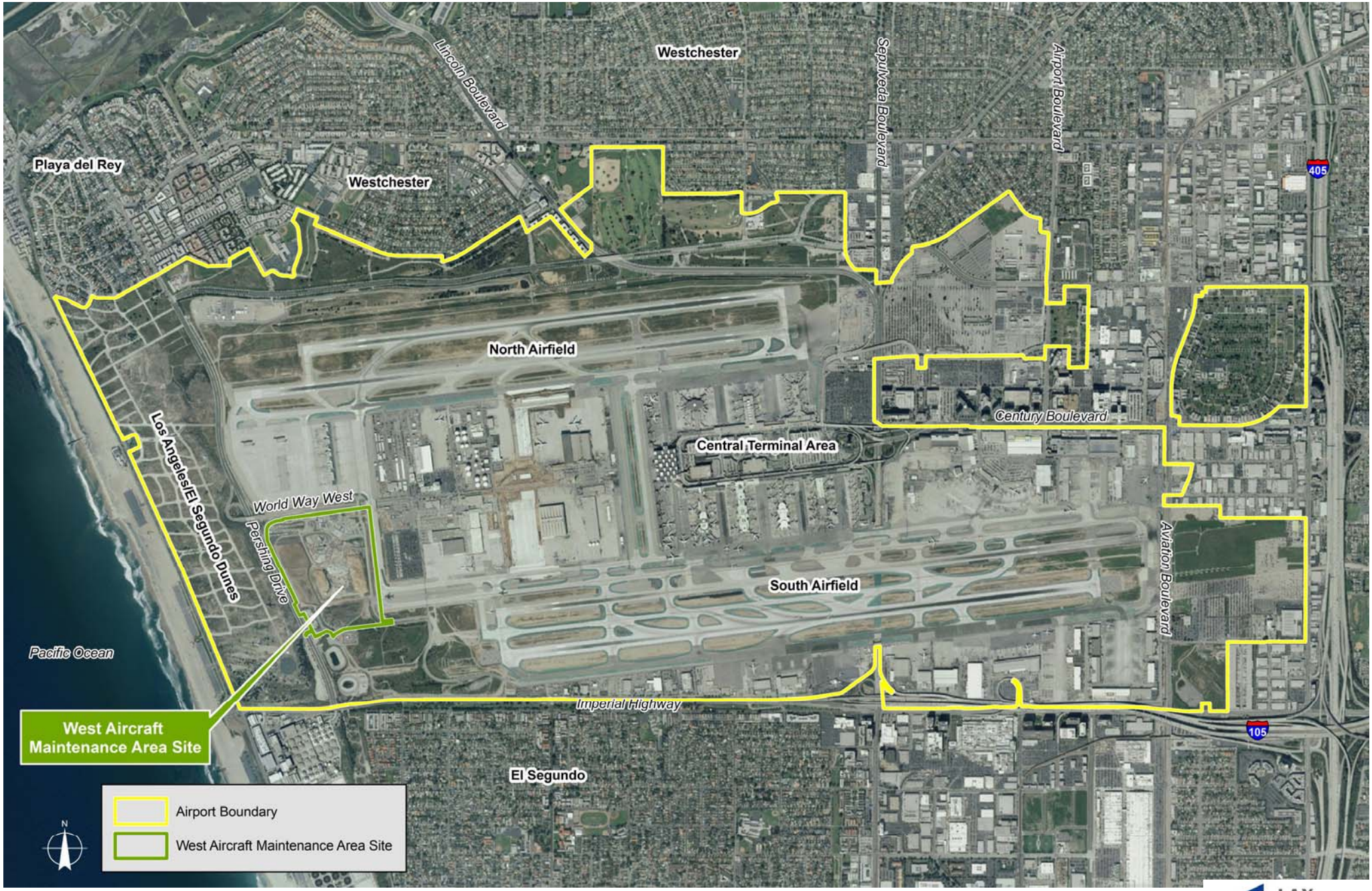
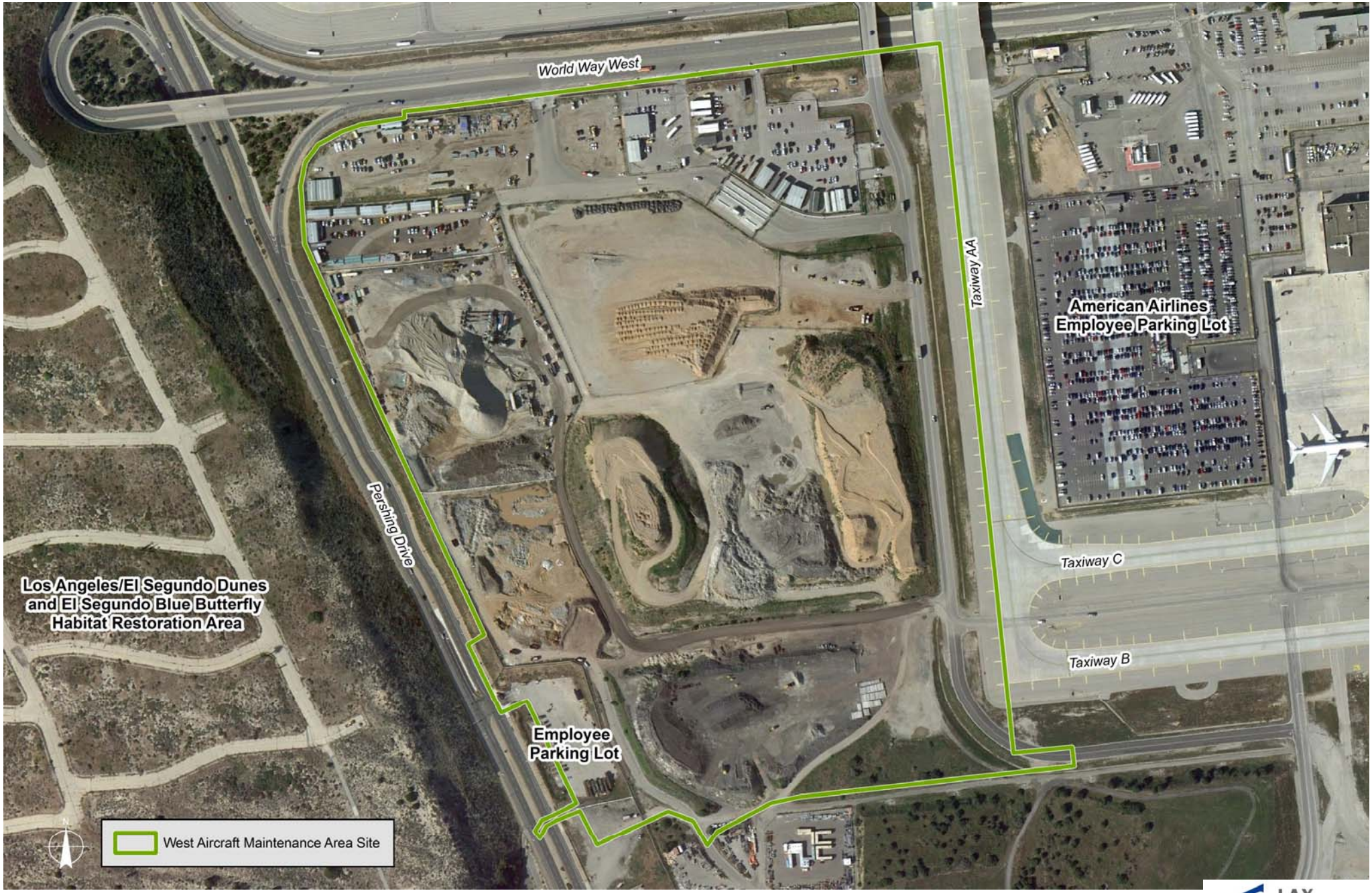
AERIAL VIEW OF AIRPORT



West Aircraft Maintenance Area Project

LAX
Los Angeles World Airports

AERIAL VIEW OF PROJECT SITE



CONCEPTUAL SITE PLAN

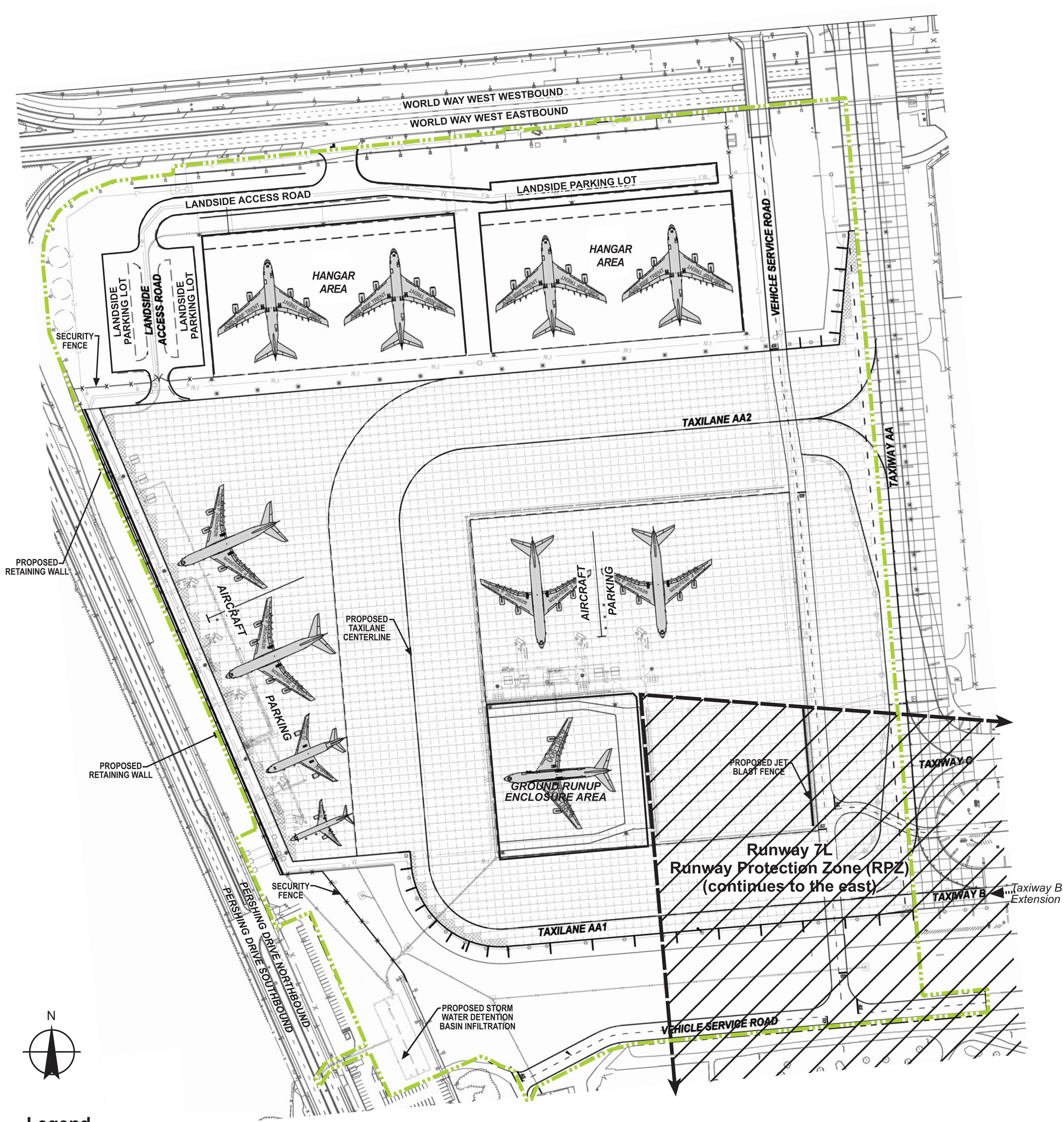
Legend

- Project Limits
- Portion of Runway 7L Approach RPZ
  - Building Restrictions
  - Aircraft Parking Restrictions
- Paved Area for Aircraft Parking
- Ground Runup Enclosure
- Hangar Areas
- Vehicle Parking Areas

West Aircraft Maintenance Area Project

LAX
Los Angeles World Airports

CONCEPTUAL SITE PLAN



Legend

- Project Limits
- Portion of Runway 7L Approach RPZ
  - Building Restrictions
  - Aircraft Parking Restrictions

West Aircraft Maintenance Area Project

LAX
Los Angeles World Airports

Environmental (CEQA) Process

Notice of Preparation of EIR

Public Review
September 14, 2012 to October 15, 2012
LAWA extended comment period by 15 Days to October 30, 2012

EIR Scoping Meeting

October 4, 2012

45-Day Public Comment Period on Draft EIR

Public Review
1st Quarter 2013

Final EIR

Summer 2013

Certification of Final EIR

Public Hearings
Fall 2013

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

- **Purpose: to inform public agency decision-makers and the public of the environmental effects of a project**
- **Applies to discretionary projects**
- **Identifies potential impacts on the environment**
- **Identifies ways to avoid or reduce potential impacts through mitigation measures or alternatives**

SCOPING MEETING OBJECTIVES

- **Provide information on the Environmental Impact Report (EIR) Process**
- **Provide information about the West Aircraft Maintenance Area Project**
- **Identify areas that will be further analyzed in the EIR**
- **Collect community input on issues they would like to see analyzed in the EIR**

PUBLIC COMMENTS

- **Public Comments**
  - Comments tonight
  - Leave written comment form
  - Mail written comment form
  - Mail comments
  - Email comments

- **Comments accepted through**

  October 30, 2012

CONTACT INFORMATION

Please direct your comments to:

Herb Glasgow, Chief of Airport Planning

City of Los Angeles, Los Angeles World Airports
1 World Way, Room 218B
Los Angeles, California 90045

Phone: (424) 646-5180
Email: hglasgow@lawa.org

Please write **"West Aircraft Maintenance Area Project"** in the subject line

INITIAL STUDY IMPACT DETERMINATIONS

No Impacts (No further study)	Less Than Significant Impacts (No further study)	Potentially Significant Impacts (for EIR Analysis)
Agriculture and Forest Resources	Aesthetics	Air Quality
Mineral Resources	Biological Resources	Greenhouse Gas Emissions
Recreation	Cultural Resources	Hazards and Hazardous Materials
	Geology and Soils	Hydrology and Water Quality
	Population and Housing	Land Use and Planning
	Public Services	Noise
	Utilities	Transportation

PROJECT SUMMARY

Purpose

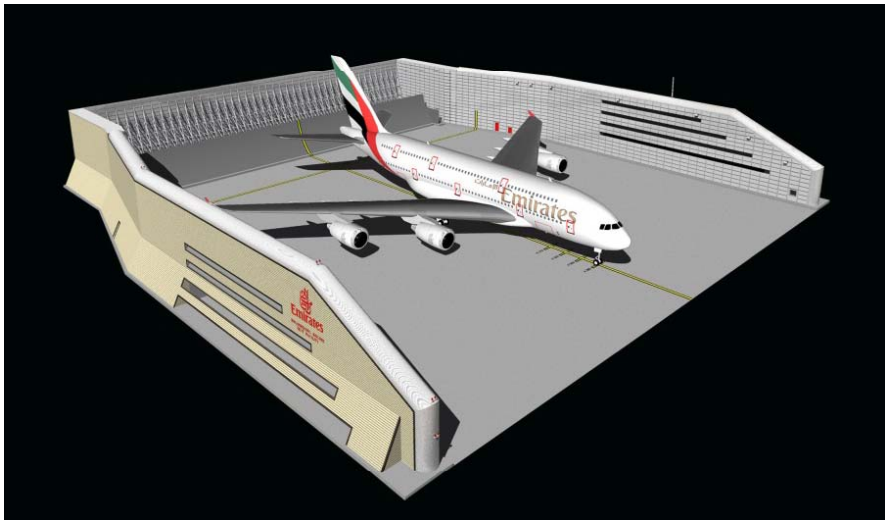
To consolidate, relocate, and modernize existing aircraft maintenance facilities at LAX. Project would not increase passenger or gate capacity or flights/aircraft operations or increase airport employees.

Project Components (See Conceptual Site Plan)

- Paved areas for aircraft parking
- Ground run-up enclosure (GRE)
- Aircraft maintenance hangar(s)
- Approximately 300 employee parking spaces
- Ancillary facilities (e.g., equipment storage and maintenance areas/facilities, aircraft wash racks, utilities and infrastructure)
- Storm drainage filter and/or infiltration basin
- Concrete batch plant installed for project construction, to be removed after construction
- Access to site from World Way West
- Taxiway B extended westward (Taxilane AA1) to provide primary egress from Project area

GROUND RUN-UP ENCLOSURE (GRE)

- The project will implement a required GRE to preform routine aircraft testing.
- The GRE is typically a 3-sided unroofed facility, approximately 60 feet tall, with the open side oriented towards the ocean. It is designed to provide a noise barrier during the testing of aircraft engines, completed as part of aircraft servicing and maintenance activities.
- A GRE has noise absorbing lining specifically designed to reduce jet engine noise. Typical insertion loss characteristics are a loss of 15 dBA at directions from 60 degrees to 300 degrees (0 degrees equating to the noise of the aircraft) at a distance of 400 feet from the source.
- Approximate dimensions – 330 feet wide, 355 feet long, 60 feet high.



EXAMPLES OF EXISTING CONSTRUCTION-RELATED MASTER PLAN COMMITMENTS/MITIGATION MEASURES

As a standard practice, LAWA implements numerous measures to address impacts associated with construction activities at LAX. The following are a few representative examples of construction mitigation measures required at LAX, additional measures will be developed in association with the Draft EIR:

- ***MM-N-7. Construction Noise Control Plan.***
  A Construction Noise Control Plan will be prepared to provide feasible measures to reduce significant noise impacts throughout the construction period for all projects near noise sensitive uses. E.g. noise control devices shall be used and maintained, such as equipment mufflers, enclosures, and barriers. Natural and artificial barriers such as ground elevation changes and existing buildings may be used to shield construction noise.
- ***MM-N-8. Construction Staging.***
  Construction operations shall be staged as far from noise-sensitive uses as feasible.
- ***MM-N-10. Construction Scheduling.***
  The timing and/or sequence of the noisiest on-site construction activities shall avoid sensitive times of the day, as feasible (9 p.m. to 7 a.m. Monday - Friday; 8 p.m. to 6 a.m. Saturday; anytime on Sunday or Holidays).
- ***ST-18. Construction Traffic Management Plan.***
  A complete construction traffic plan will be developed to designate detour and/or haul routes, variable message and other sign locations, communication methods with airport passengers, construction deliveries, construction employee shift hours, construction employee parking locations and other relevant factors.
- ***MM-ET-3. El Segundo Blue Butterfly Conservation – Dust Control.***
  Soil stabilization, watering or other dust control measures, as feasible and appropriate, shall be implemented with a goal to reduce fugitive dust emissions by 90 to 95 percent during construction activities within 2,000 feet of the El Segundo Blue Butterfly Habitat Restoration Area. To the extent feasible, no grading or stockpiling for construction activities should take place within 100 feet of occupied habitat of the El Segundo blue butterfly.
- ***MM-LI-3. Light Controls.***
  LAWA or its designee will undertake consultation in selection of appropriate lighting type and placement, where feasible, to ensure that new lights or changes in lighting will not have an adverse effect on the natural behavior of sensitive flora and fauna within the Habitat Restoration Area.
- ***MM-AQ-2. Construction-Related Measure: Fugitive Dust Source Controls.***
  - All ground surfaces are covered or treated sufficiently to minimize fugitive dust emissions.
  - Apply non-toxic soil stabilizer to all inactive construction areas (i.e., areas with disturbed soil).
  - Following the addition of materials to, or removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing non-toxic soil stabilizer.
- ***MM-AQ-2. Construction-Related Measure: On-Road Mobile Source Controls.***
  To the extent feasible, have construction employees work/commute during off-peak hours. Make available on-site lunch during construction to minimize off-site vehicle trips