

Appendix D-2
LAX SPECIFIC PLAN AMENDMENT STUDY REPORT

Advisory Committee Meeting Materials

July 2012

Prepared for:

Los Angeles World Airports
One World Way
Los Angeles, California 90045

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Table of Contents

1.	Overview of Advisory Committee Meetings	1
2.	Advisory Committee Meeting Materials	1

Table of Contents (continued)

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1. OVERVIEW OF ADVISORY COMMITTEE MEETINGS

As part of the LAX Specific Plan Amendment Study process, an Advisory Committee was established with the intent that LAWA would consult with the Committee during each significant step of the LAX Specific Plan Amendment Study process. Between March 2006 and June 2012, 24 Advisory Committee meetings were held on the following dates:

- ◆ March 9, 2006
- ◆ March 23, 2006
- ◆ April 6, 2006
- ◆ April 27, 2006
- ◆ May 11, 2006
- ◆ June 1, 2006
- ◆ June 21, 2006
- ◆ August 10, 2006
- ◆ September 7, 2006
- ◆ September 21, 2006
- ◆ October 5, 2006
- ◆ November 9, 2006
- ◆ January 18, 2007
- ◆ January 31, 2007
- ◆ March 14, 2007
- ◆ April 19, 2007
- ◆ October 11, 2007
- ◆ January 10, 2008
- ◆ March 6, 2008
- ◆ July 1, 2010
- ◆ August 16, 2010
- ◆ May 5, 2011
- ◆ March 12, 2012
- ◆ June 28, 2012

2. ADVISORY COMMITTEE MEETING MATERIALS

Materials from each of the Advisory Committee meetings are included below.

**LAX Specific Plan Amendment Study
Advisory Meeting Materials -
March 9, 2006**



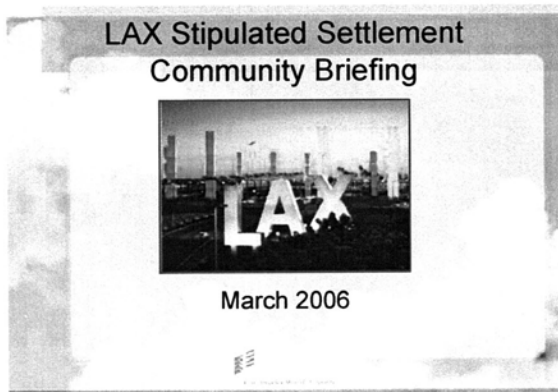
Los Angeles World Airports

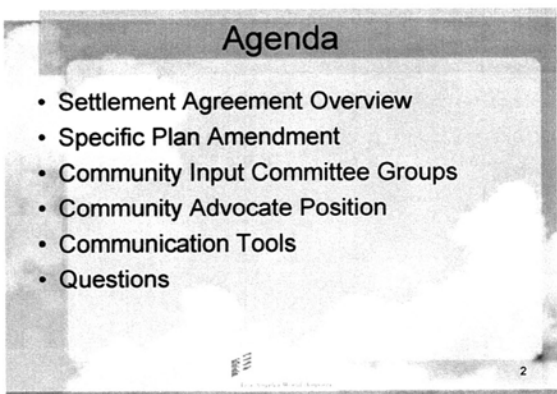
LAX SPECIFIC PLAN AMENDMENT STUDY

**ADVISORY COMMITTEE
Meeting No. 1 - March 9, 2006**

Agenda:

- I. Introductions
- II. Purpose
- III. Review presentation for first Community Outreach Meeting
- IV. Confirm membership of working groups
- V. Discuss ground transportation traffic and mitigation strategies
- VI. Next steps







LAX Master Plan Litigation

- January 2005 - State lawsuit filed challenging MP approval and Final EIR under CEQA
- July 2005 - Federal lawsuit filed challenging ROD under NEPA and Clean Air Act
- Petitioners include:
 - Culver City
 - El Segundo
 - Inglewood
 - County of Los Angeles
 - Alliance for a Regional Solution to Airport Congestion (ARSAC)

Settlement Process

- October 2005 - Settlement discussions began
 - Mayor of Los Angeles
 - Los Angeles World Airports
 - Petitioners
- November 18, 2005 - Hand shake agreement reached
- December 1, 2005 - Press conference held
- December 13, 2005 - FAA letter on gate reduction provision received
- January 18, 2006 - City Council approval
- February 1, 2006 – Mayoral approval

Terms of Settlement Agreement

- Dismissal and Release of Claims
 - Against LAWA, City of Los Angeles, Mayor, Council, BOAC, and FAA
- Rescission of ALUC Impasse Appeal Proceeding
 - Completed by petitioners on February 15, 2006
- No Use of City's General Funds
- Operative through December 31, 2015
 - Passenger Gate Provisions through December 31, 2020
- FAA and Other Regulatory Determinations
 - LAWA shall not be required to take any action or expend funds prohibited or disapproved by FAA or other regulatory agency

Settlement Agreement

Key Elements:

- Gate Reduction Provision
- LAX Specific Plan Amendment
- Avigation Easements
- Settlement Mitigation
- Regional Strategic Planning
- Other Studies
- Community Outreach

7

Gate Reduction Provision



- Reduce from 163 to 153 passenger gates by 2015
- Beginning in 2010, reduce 2 gates per year if greater than 75 MAP
- Credit for early reduction

8

LAX Specific Plan Amendment

- Start within 60 days of signed agreement (2/1/06)
- 6 months to complete initial scoping phase
- 24 months to complete planning and environmental analysis (good faith effort)
- Establish LAX Specific Plan Amendment Process Advisory Committee
 - City of Los Angeles
 - County of Los Angeles
 - El Segundo
 - Inglewood
 - Culver City
 - ARSAC

9

LAX Specific Plan Amendment

- LAWA may continue to process and develop Green Light Projects
 - West Satellite Concourse reclassified from Yellow to Green Light project

10

"GREEN LIGHT" PROJECTS

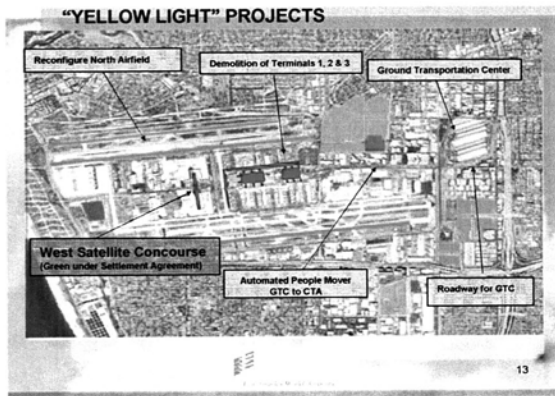


11

LAX Specific Plan Amendment

- Eliminate "Yellow Light" Projects and provide alternate mitigations to improve:
 - Ground Transportation and Traffic,
 - Air Quality and other Environmental impacts
 - North Airfield Runway Safety

12



Settlement Mitigation

- Noise insulation for Inglewood, LA County and El Segundo - \$240 M
 - \$60M in 2006/07
 - \$180M accelerated programs in 2008-2015
- Airport Noise Mitigation Pilot Program - \$10M
- Part 161 Noise Study
 - LAWA to seek FAA approval of penalties for violations of nighttime, over-ocean policies
- Support petitioners' requests to FAA
 - Sound insulation for places of worship
 - Noise mitigation for 215 units in Lennox
 - End-of-Block soundproofing program
 - Use of funds to correct code violations necessary for sound insulation
 - Use of funds for land recycling

14

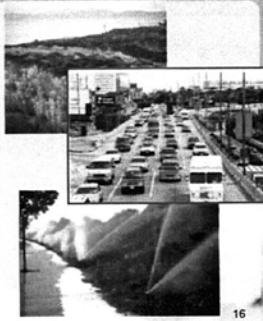
Avigation Easements

- No new avigation easements required
- Maintains existing avigation easements
- Homeowners required to provide
 - Authorization to proceed with installation
 - Acknowledgement of proposed level of noise reduction
 - Acknowledgement that improvements have been installed

15

Settlement Mitigation cont.

- Traffic mitigation on Century Blvd, Imperial Hwy, and other streets in El Segundo - \$13.3M
- Street removal and landscaping in dunes west of Pershing Drive - \$3M
- Westchester street lighting participation fund - \$1M



16

Settlement Mitigation

Job training and opportunities

- \$2.5 M for South Bay Workforce Investment Board for aviation-related jobs & pre-apprentice programs
- Pre-apprentice programs defined for construction and building trades not vehicle operators
- Include Inglewood high school & college students in LAX Gateway Program

Various air quality, environmental justice, and jobs programs - \$60M



17

Settlement Mitigation

- Air Quality Mitigation
 - FlyAway Service
 - Conversion of ground support equipment
 - Electrification of passenger gates
- Construction Air Quality Mitigation for SAIP
 - Best available emission control devices
 - Ultra-low sulfur diesel fuel



18

Community Outreach

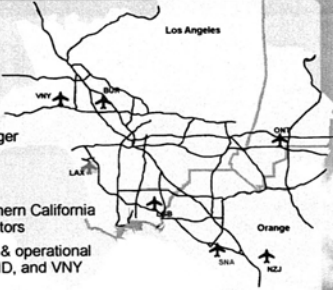
- LAWA to join working group of
 - Petitioners
 - Airport neighbors
 - Other interested parties
- Recommendations to facilitate:
 - Effective LAWA communication on LAX projects and programs
 - Identification of community concerns and communication to LAWA
 - Coordination with LAWA to ensure response to community complaints & concerns
 - Resolution of LAX-related problems with communities, LAWA, and elected officials



19

Regional Strategic Planning

- Establish working group
- Develop annual regional strategic planning initiative
- Encourage growth of passenger and cargo activity at LAWA's underutilized airports
 - Invite FAA, SCAG, Southern California counties, & airport operators
 - LAWA to retain financial & operational control of LAX, ONT, PMD, and VNY



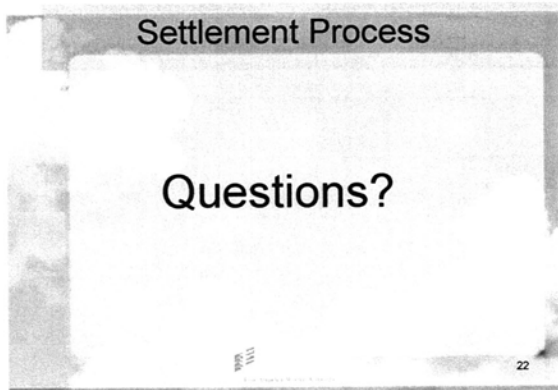
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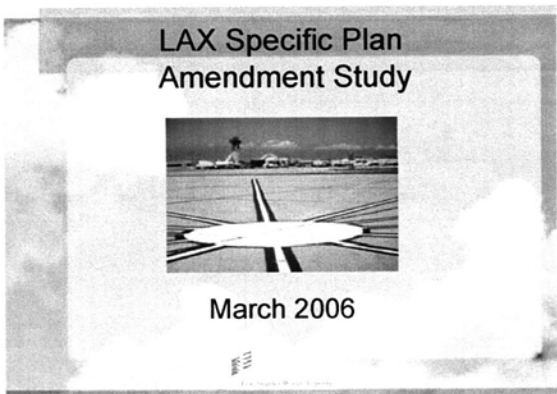
Other Studies

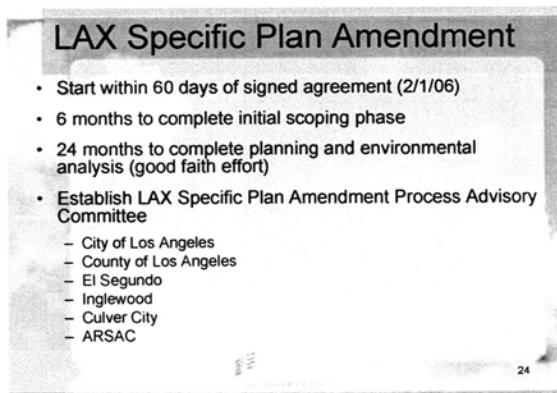
- West Employee Parking Lot
 - Prepare project-specific EIR
 - Alternative locations and appropriate size
- Green Line Connection to LAX
 - Feasible ways to maximize use of public transit
- South Airfield Mitigation
 - Construction-related emission reduction measures
 - Air Emission Source Apportionment Study
 - Noise control plan and noise monitoring hotline
 - Hydrology mitigation

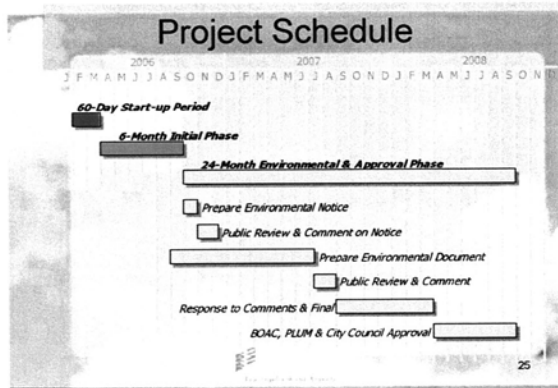


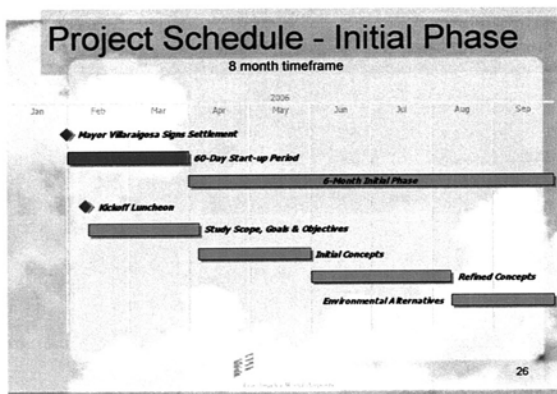

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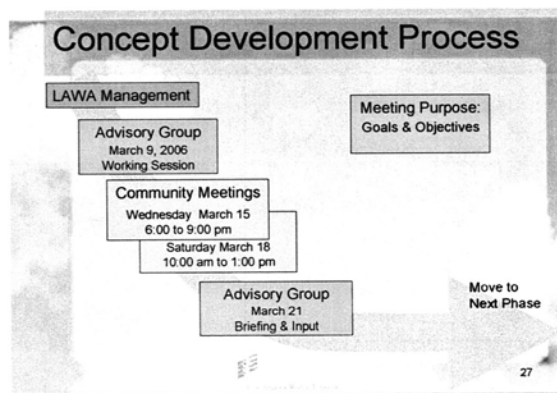


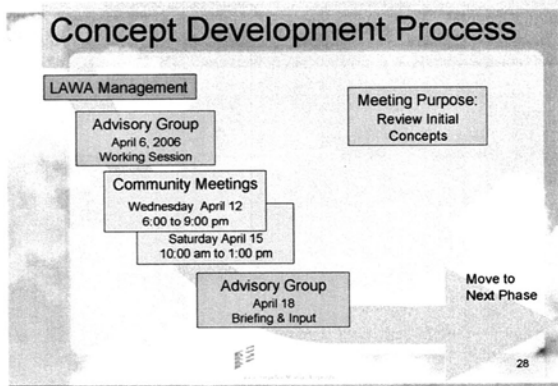


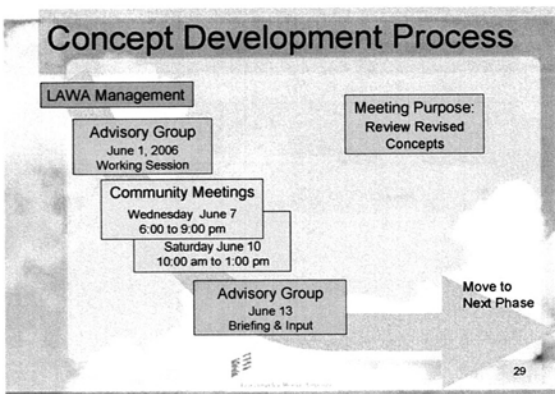


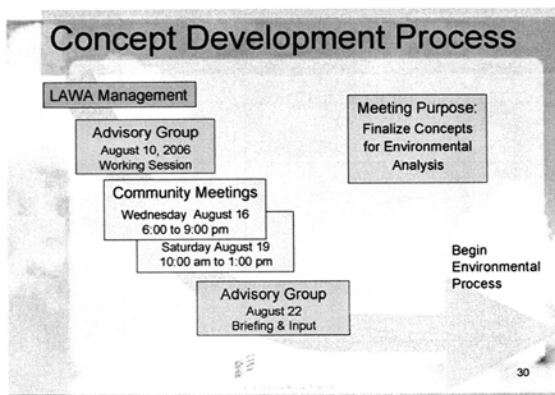












Proposed Project Committees

- Advisory Group
- Transportation Planning Group
- Regional Airport Working Group
- Community Outreach Group

31

Proposed Advisory Group

Members

Congresswoman Maxine Waters
 Congresswoman Jane Harman
 Yvonne Burke, Supervisor, 2nd District, County of Los Angeles
 Don Knabe, Supervisor, 4th District, County of Los Angeles
 Mayor, City of Los Angeles
 Mayor, City of Inglewood
 Mayor, City of El Segundo
 Mayor, City of Culver City
 County of Los Angeles
 Los Angeles City Council District 8
 Los Angeles City Council District 10
 Los Angeles City Council District 11
 Alliance for a Regional Solution for Airport Congestion (ARSAC)
 LAX Coalition
 Los Angeles World Airports

32

Proposed Transportation Group

Definition	Inter-agency working group to meet requirements of Settlement Agreement
Mission	To conduct specific studies including traffic study, West Employee Parking Lot, and connectivity to the Green Line as detailed in the Settlement Agreement
Milestones	To be determined
Frequency	To be determined
Members	California Department of Transportation Metropolitan Transportation Authority Los Angeles Department of Transportation Board of Airport Commissioners Southern California Association of Governments Los Angeles World Airports

33

Proposed Regional Airport Working Group

Definition	As defined in the Settlement Agreement Section VII, an inter-agency regional airport working group
Mission	To discuss and make recommendations regarding current and future plans to achieve a regional distribution of air traffic demand
Milestones	To be determined
Frequency	To be determined
Members	Federal Aviation Administration Southern California Association of Governments Counties of Los Angeles, Orange, Ventura, Riverside & San Bernardino Los Angeles Region Airport Operators Los Angeles World Airports Others to be determined

34

Proposed Community Outreach

Definition	As defined in the Settlement Agreement Section IX, a working group including Council District II, ARSAC, and LAWA
Mission	To make recommendations to BOAC on how LAWA can improve and better coordinate efforts to hear from and address the concerns of airport neighbors
Administration	Council District II, ARSAC, and Community Ombudsman
Milestones	To be determined
Frequency	To be determined
Members	To be determined

35

Community Advocate Position

- LAWA Funded Position
- Member of All Working Groups
- Office location to be determined
- Definition of role and selection of the individual is the responsibility of Petitioners

36

Communication Tools

- Project Webpage
- Project Process and Schedule
- Project Committees Listings including Contact Information
- Previous Published Documents (Settlement Agreement, Master Plan EIR/EIS etc.)
- Frequently Asked Questions
- People who can help you (i.e. Ombudsman information)
- Useful Links (i.e. Individual Cities Soundproofing program, etc.)

WSP WSA
For Seattle's World Project 37

Specific Plan Amendment Study

QUESTIONS ?

WSP WSA
For Seattle's World Project 38

**LAX Specific Plan Amendment Study
Advisory Meeting Materials -
March 23, 2006**

**LAX Specific Plan Amendment Study
Advisory Committee**

Meeting #2 March 22, 2006

10:00 - 2:00 p.m.

Agenda

1.0 Review of Public Meetings

1.1 Content

Top Issues Raised

Areas of agreement

Biggest differences

Answers to specific break-out questions

Where we go from here

1.2 Format

Presentation

Break-out Groups

Length

Recording function

1.3 Preparation for Next Meeting

2.0 Regional Group Organization

3.0 Updates on Other Issues

4.0 Next Steps

LAX Specific Plan Amendment Study
Advisory Committee Meeting #2
March 23, 2006

Table of Contents

- 1) Agenda**
- 2) LAX SPAS Map**
- 3) Wednesday, March 15, 2006 Meeting Agenda**
 - Breakout Session Questions
 - Public Comments Arranged by Question
- 4) Saturday, March 18, 2006 Meeting Agenda**
 - Breakout Session Questions
 - Public Comments Arranged by Question
 - Public Written Comments

**LAX Specific Plan Amendment Study
Advisory Meeting Materials -
April 6, 2006**

**LAX Specific Plan Amendment Study
Advisory Committee**

Meeting #3 April 6, 2006

10:00 a.m. – 2:00 p.m.

Agenda

- 1.0 Summarize First Round of Public Meetings
- 2.0 Specific Plan Amendment Study
- 3.0 LAX Problems and Yellow Light Projects
- 4.0 Goals and Objectives for Next Community Meeting
- 5.0 Community Advocate Position Update
- 6.0 Next Steps

**LAX Specific Plan Amendment Study
Advisory Meeting Materials -
April 27, 2006**



Los Angeles World Airports

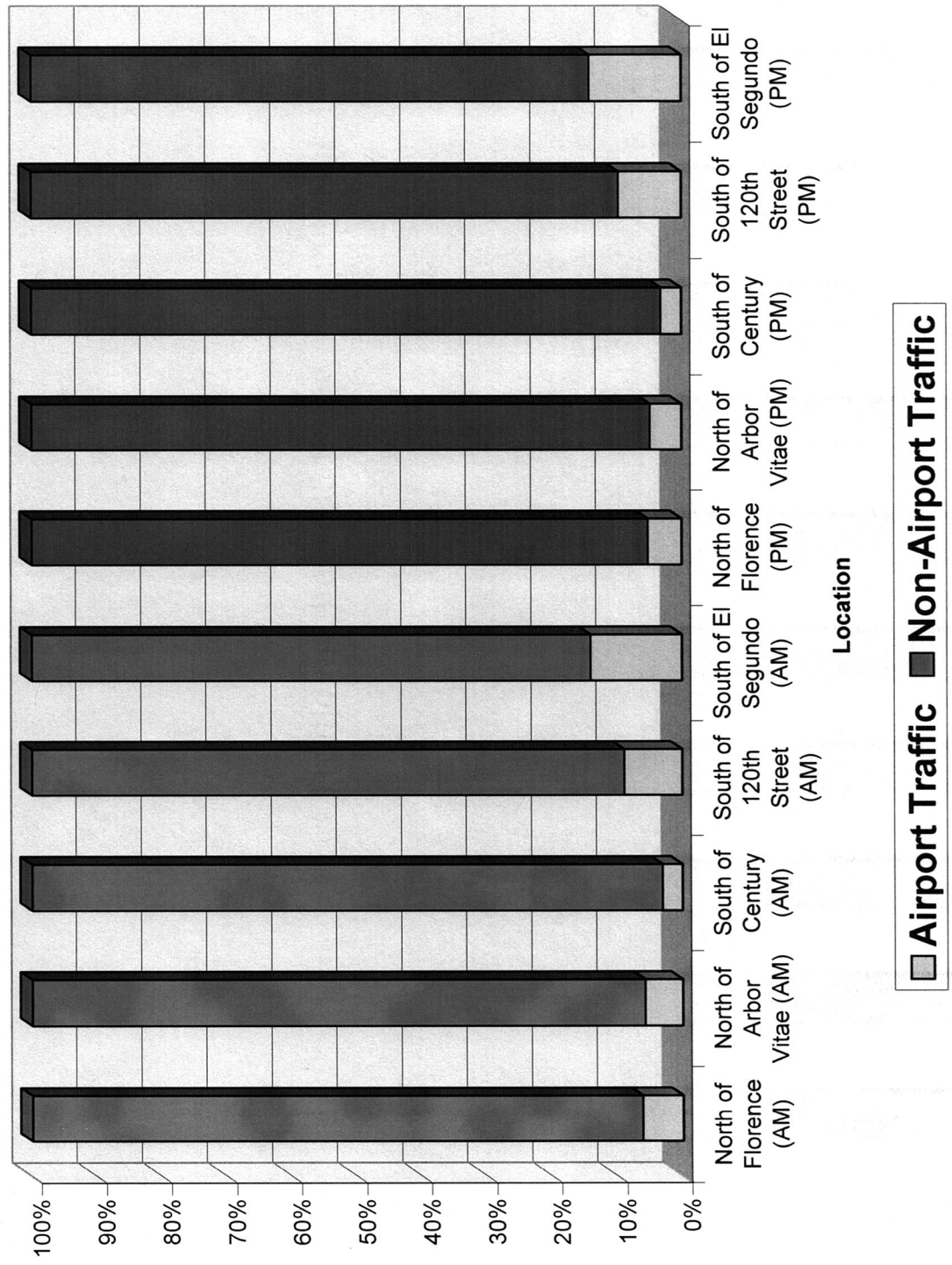
LAX SPECIFIC PLAN AMENDMENT STUDY

**ADVISORY COMMITTEE
Meeting No. 4 – April 27, 2006**

Agenda:

- I. Regionalism
- II. Recap of Public Meetings – April 19 and 22, 2006
- III. Process Moving Forward
- IV. Proposed Public Information Seminar
- V. Next steps

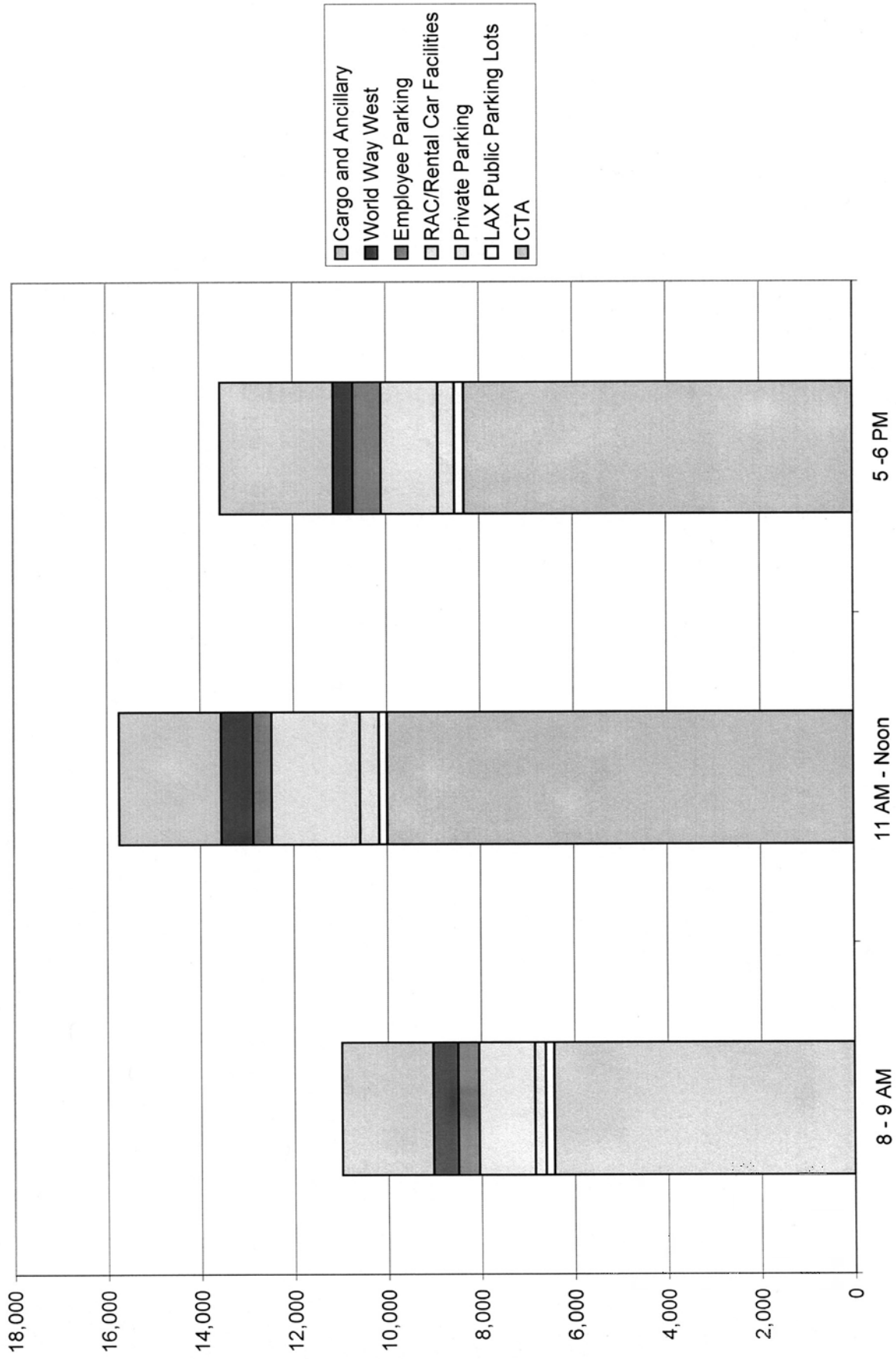
Percentage of Airport Traffic on the I-405 Freeway (1996 Data)



2005 Traffic Counts				
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Airport Facility	8 - 9 AM	11 AM - Noon	5 - 6 PM
CTA	6,437	9,995	8,329
LAX Public Parking Lots	185	171	199
Private Parking	230	411	358
RAC/Rental Car Facilities	1,195	1,891	1,216
Employee Parking	448	398	605
World Way West	536	682	420
Cargo and Ancillary	1,953	2,194	2,429
TOTAL	10,984	15,742	13,556

LAX Airport Peak-Hour Traffic in August 2005 (Inbound and Outbound) w/ 61.5 MAP



LAX Public Parking Summary

<i>LAX Public Parking Facility</i>	2005	Alternative D	"Green Light" Projects only
Public Parking in Central Terminal Area (1)	9,127	0	9,127
Public Parking Long-Term Lot B	4,838	5,470	5,470
Public Parking Lot C (2)	8,147	0	0
Proposed Ground Transportation Center	0	7,515	0
Proposed Intermodal Transportation Center	0	9,127	Unknown
SUBTOTAL:	22,112	22,112	
<i>Privately Owned Public Parking Lots (18 Facilities)</i>	16,286	13,137 (3)	16,286
TOTAL:	35,977	35,249	30,883
Assumed Daily Demand:	25,159 (4)	35,636 (5)	35,636 (5)

(1) Includes spaces in existing surface lots, which are currently being used for commercial vendor deliveries for security purposes.

(2) Includes parking spaces in Lot D South, which is currently used for employee parking.

(3) Assumes LAWA purchase of Park One and removal of existing parking

(4) As estimated by LAWA consultant team, using 2004 numbers with 60.7 MAP

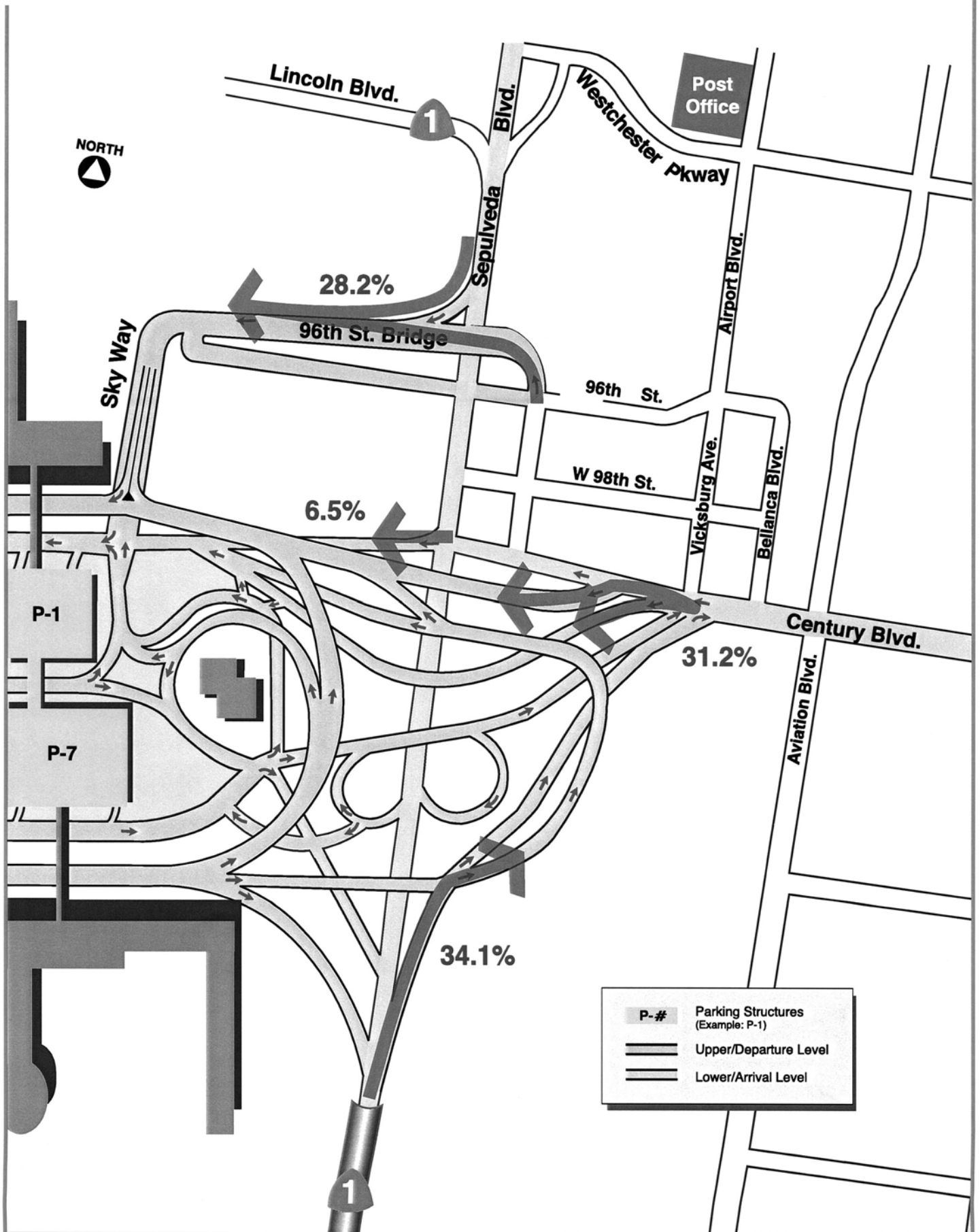
(5) From Table F4.3.1-9, Year 2015 *Public Parking Requirements*, LAX Master Plan Final EIS/EIR

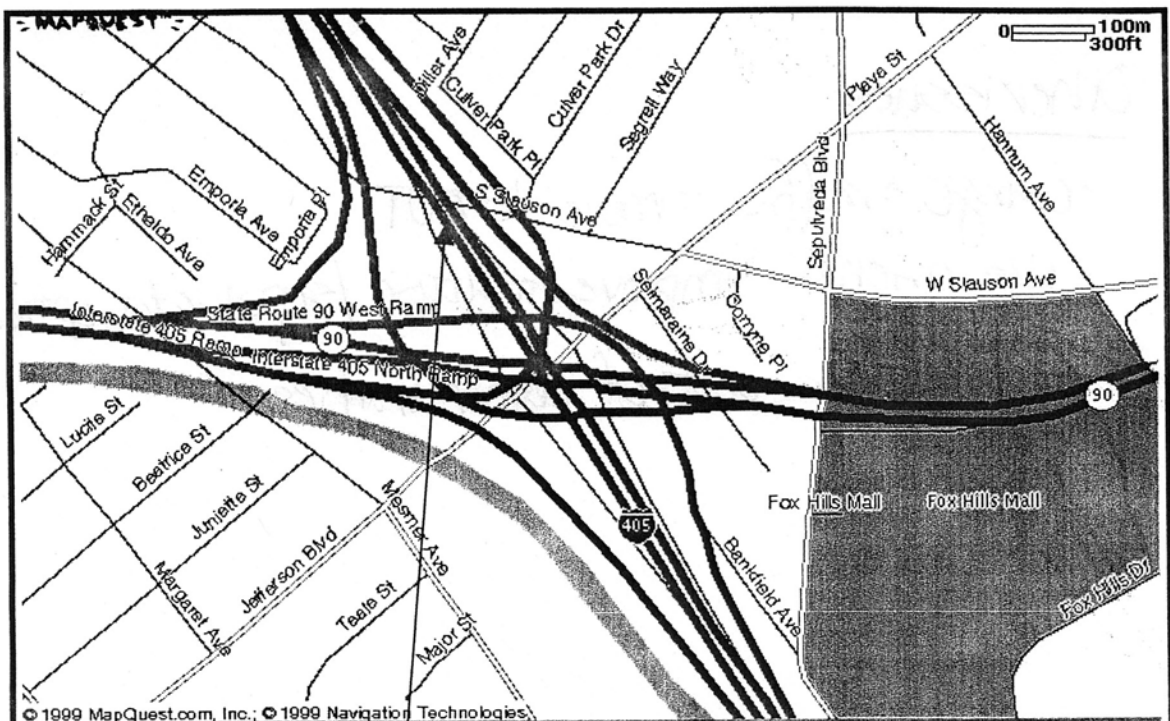


LAX

Los Angeles World Airports

Percentages of CTA Traffic by Entry Route





**LAX Specific Plan Amendment Study
Advisory Meeting Materials -
May 11, 2006**



Los Angeles World Airports

LAX SPECIFIC PLAN AMENDMENT STUDY

**ADVISORY COMMITTEE
Meeting No. 5 – May 11, 2006**

Agenda:

- I. Review Proposed Presentation for May 17 & 20 Public Information Seminars
- II. Discuss Preliminary Draft of Evaluation Criteria
- III. Distribute Gate Verification Data
- IV. Calendar Update
June 1 – Airfield Tour & Concepts Review
- V. Next steps

LAX Specific Plan Amendment Study
CONCEPT DEVELOPMENT GOALS
For Discussion Purposes
May 11, 2006

This document outlines the goals that will assist the Advisory Committee in reviewing the range of preliminary concepts.

Airport-Access Goals

As part of the LAX Master Plan Settlement Agreement, LAWA approached the community-based planning initiative with a number of questions about transportation and access problems facing LAX and the neighboring communities. The planning sessions were well-attended and the participants provided both general and specific ideas and goals to improve the airport from their perspective. The following is a list of these goals:

- Create direct freeway access to the LAX terminal curbs
- Reduce congestion and improve traffic efficiency on airport access roads
- Increase points of access to and from the CTA
- Establish a direct transit connection to the LAX terminals
- Increase security on LAX terminal access roads
- Reduce air quality impacts caused by traffic congestion in and around LAX
- Increase capacity on airport access roads
- Reduce congestion on CTA curb fronts

Transportation and Access Concepts

The following are a series of concept “families” for developing a range of LAX transportation and access improvement concepts. Each family may have a number of component parts that work as a group or in tandem with other concept components to create a viable transit and road access network for LAX. These concept components will be integrated into airport-wide alternatives that reflect functioning plans for the future LAX system.

- I-405 to Century Boulevard/98th Street Corridors
- I-405 & I-105 to Century Boulevard/98th Street Corridors
- I-105 to Sepulveda & Central Terminal Area
- Improve North/South Regional Background Traffic Flow

Collateral Development Opportunities

In addition to functional components of the airport itself, collateral development opportunities that help to improve the community and the feasibility of major transit investments will be a major consideration in this planning effort.

- Manchester Square/LAX Commercial Transit Plaza Opportunities
- Airport Belford Redevelopment Opportunities
- LAX Northside Alternatives
- Imperial Highway Corridor Improvements
- Green Line North Corridor Planning
- Harbor Subdivision (aka Crenshaw Prairie) Line Options
- FlyAway Connection Improvements

LAX Specific Plan Amendment Study
DRAFT CONCEPT DEVELOPMENT CRITERIA
For Discussion
May 11, 2006

The purpose of this document is to establish an objective set of criteria for the selection of concepts derived from through the LAX Specific Plan Amendment Study (LAX SPAS). The Advisory Committee will use the general and specific criteria by which concepts can be developed and evaluated. The following are the proposed criteria:

General Criteria

General criteria are the highest level groupings of criteria. These represent the purpose and need for the project and the way in which LAWA is looking to interface with the surrounding communities around LAX. In general, the concepts must:

1. Meet LAX's functional requirements including safety and security
2. Comply with the terms of the LAX Master Plan Settlement Agreement
3. Respond to community input
4. Accommodate future plans to expand transit alternatives to LAX
5. Account for cost effectiveness and financial feasibility
6. Be achievable

Specific Criteria

Information will be developed for each concept to reflect these specific criteria. From these criteria both subjective and objective data will emerge to better understand and compare the various concepts under consideration. The concepts will be evaluated on the following criteria:

1. Address Safety and Security
2. Ability to reduce impact on neighboring communities
3. Ability to reduce airport impacts
4. Effectiveness at solving transportation and access problems
 - a. Traffic Mitigation (background traffic)
 - b. Access Improvements (airport traffic)
 - c. Integration with future mass transit lines
5. Improve visual/aesthetics characteristics
6. Time to develop/construct/implement
7. Costs (both relative among concepts and order-of-magnitude)
8. Funding source eligibility
9. Oversight agency/agencies involved
10. Right-of-way acquisition requirements

**LAX Specific Plan Amendment Study
Advisory Meeting Materials -
June 1, 2006**



Los Angeles World Airports

LAX SPECIFIC PLAN AMENDMENT STUDY

**ADVISORY COMMITTEE
Meeting No. 6 – June 1, 2006**

Agenda:

- I. Regional Planning Issues**
- II. Update on Community Advocate Position**
- III. Concepts Review**
- IV. Evaluation Criteria**
- V. Next Steps**

LAX Specific Plan Amendment Study

CONCEPT DEVELOPMENT

Advisory Committee

Workshop #1

June 1, 2006

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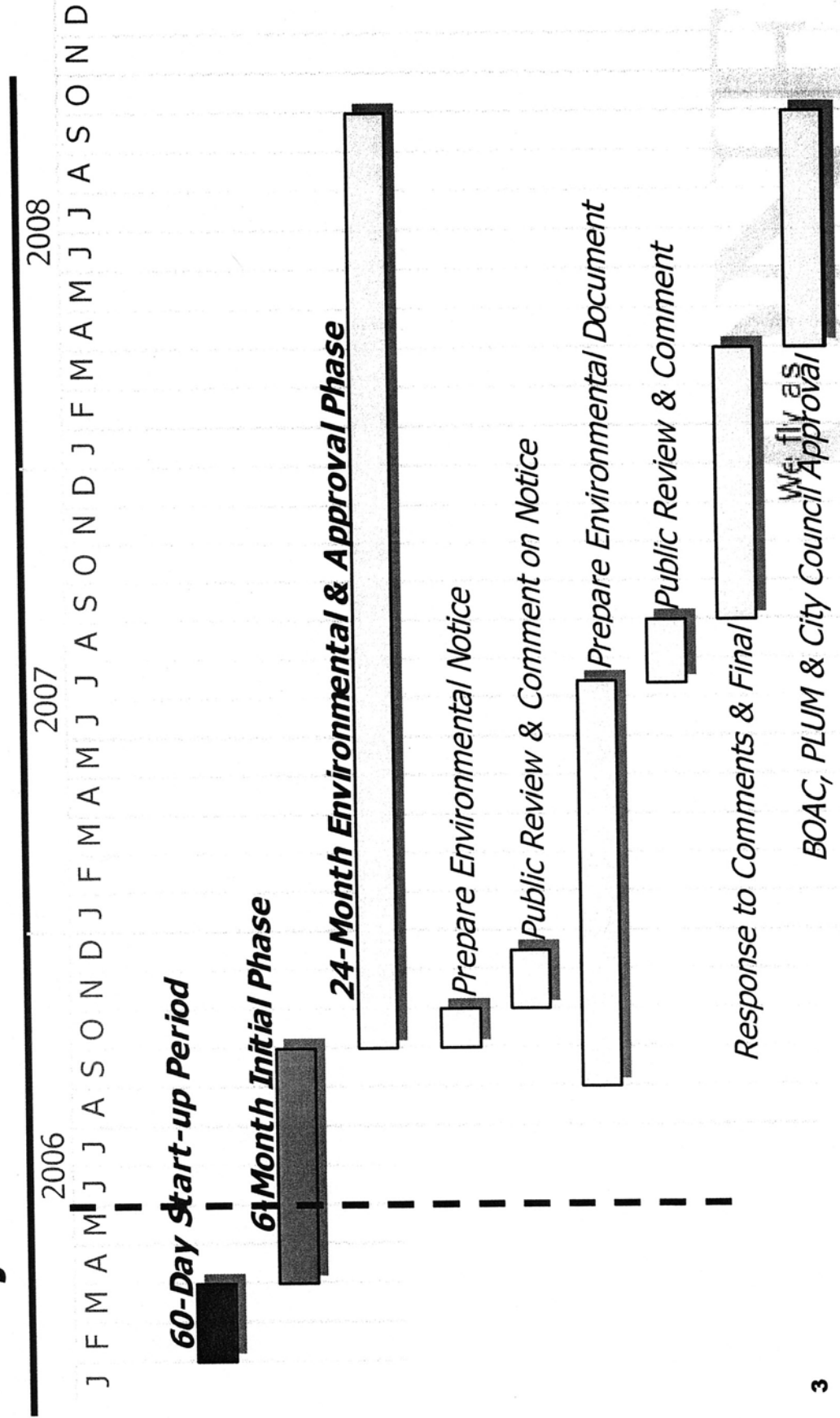
ONE

Workshop #1 Agenda – June 1, 2006

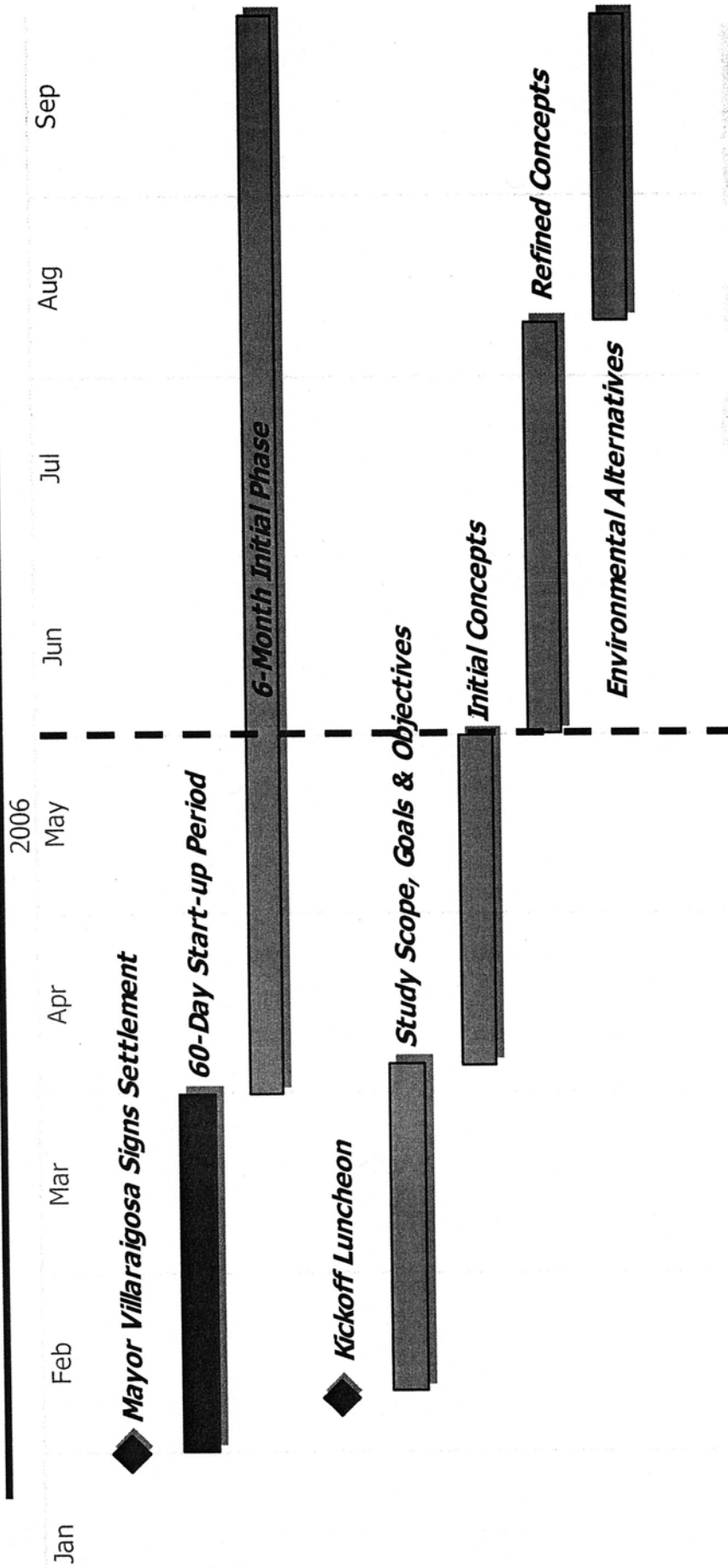
- Update on Community Advocate Position
- Regional Working Group Update
- Review Concept Development Process
- Review Concept Development Goals
- Review and Discuss Initial Concepts
 - North Airfield Concepts
 - Access Improvement Concepts
- Committee Comments on Criteria
- Next Steps in Concept Development Process
 - Advisory Committee Workshop #2 – June 22, 2006
 - Public Workshop – July 12 & 15, 2006

We fly as

Project Schedule



Project Schedule – Initial Phase



We fly as

Concept Development Process

- Define problems to be solved
- Establish goals and evaluation criteria
- Develop initial concepts
- Review initial concepts with Advisory Committee
- Revise initial concepts
- Review revised concepts with Advisory Committee
- Hold Public Workshops
- Develop environmental alternatives

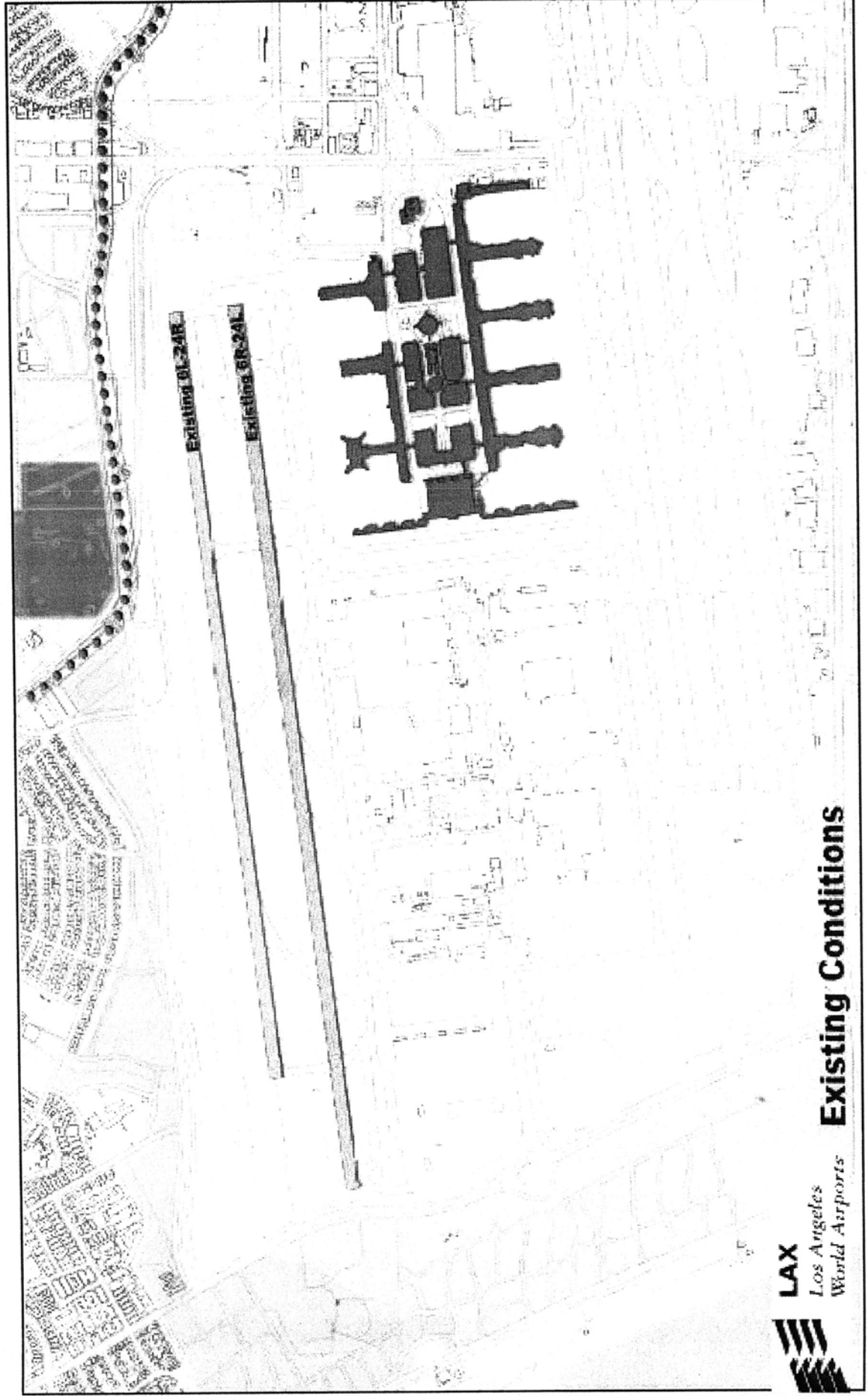
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Concept Development Goals - Airfield

1. Address safety concerns from persistent runway incursions.
2. Reduce air quality impacts from existing north airfield taxiways and gate locations.
3. Balance long-haul departing aircraft operations between North and South Airfield.
4. Improve runway and taxiway spacing to ease large aircraft movement.

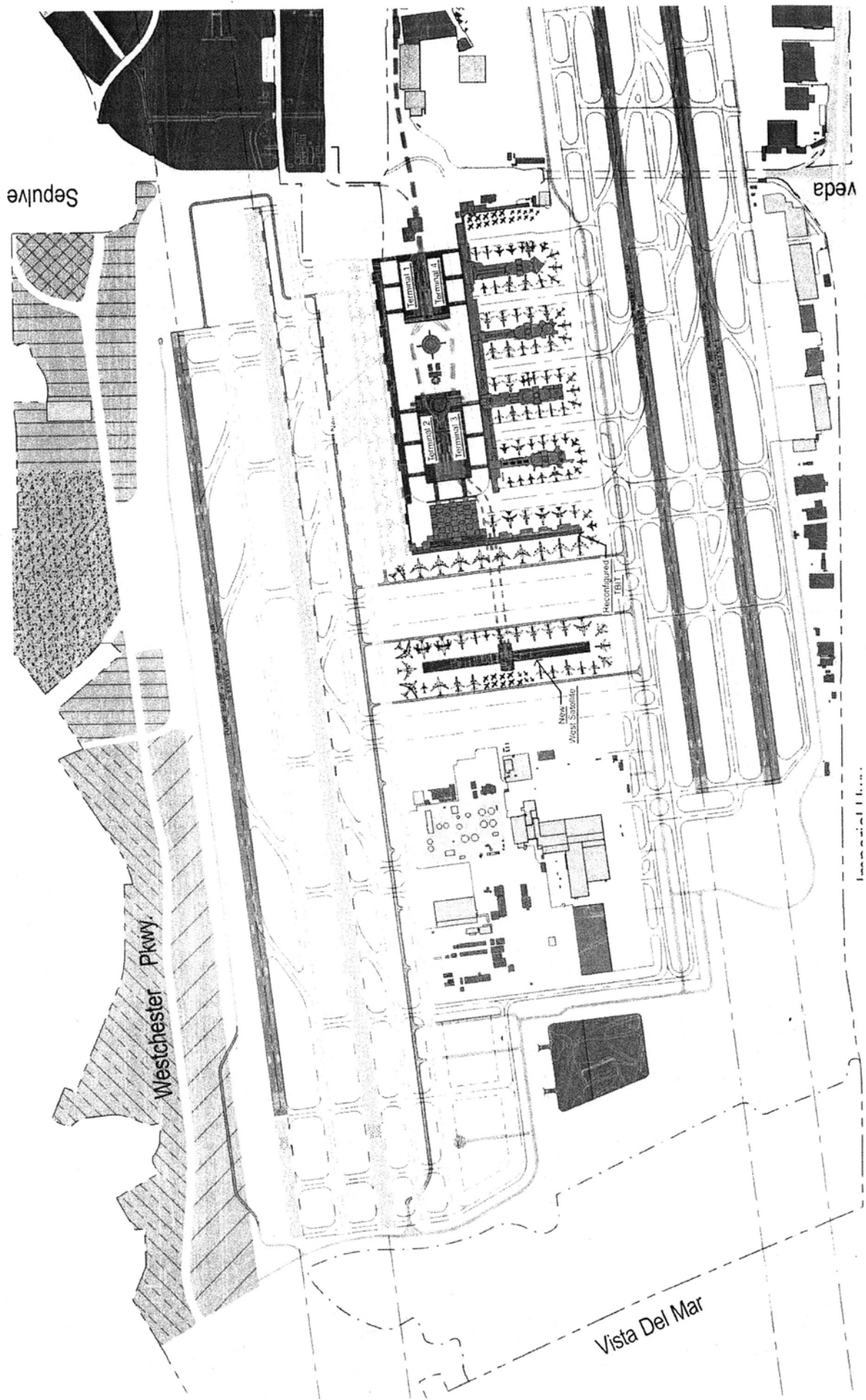
North Airfield Concepts

Existing Conditions



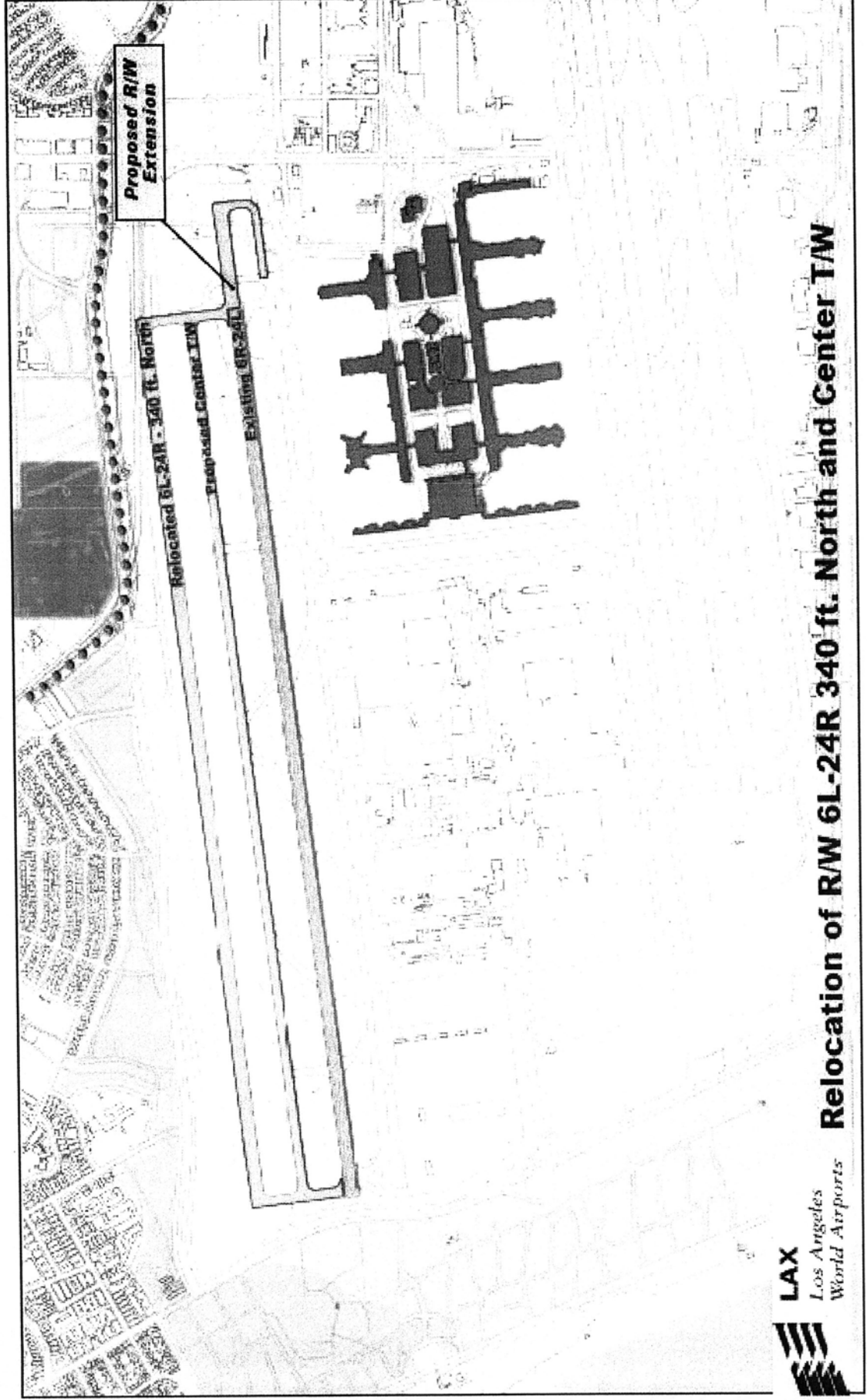
North Airfield Concepts

Alternative D North Airfield



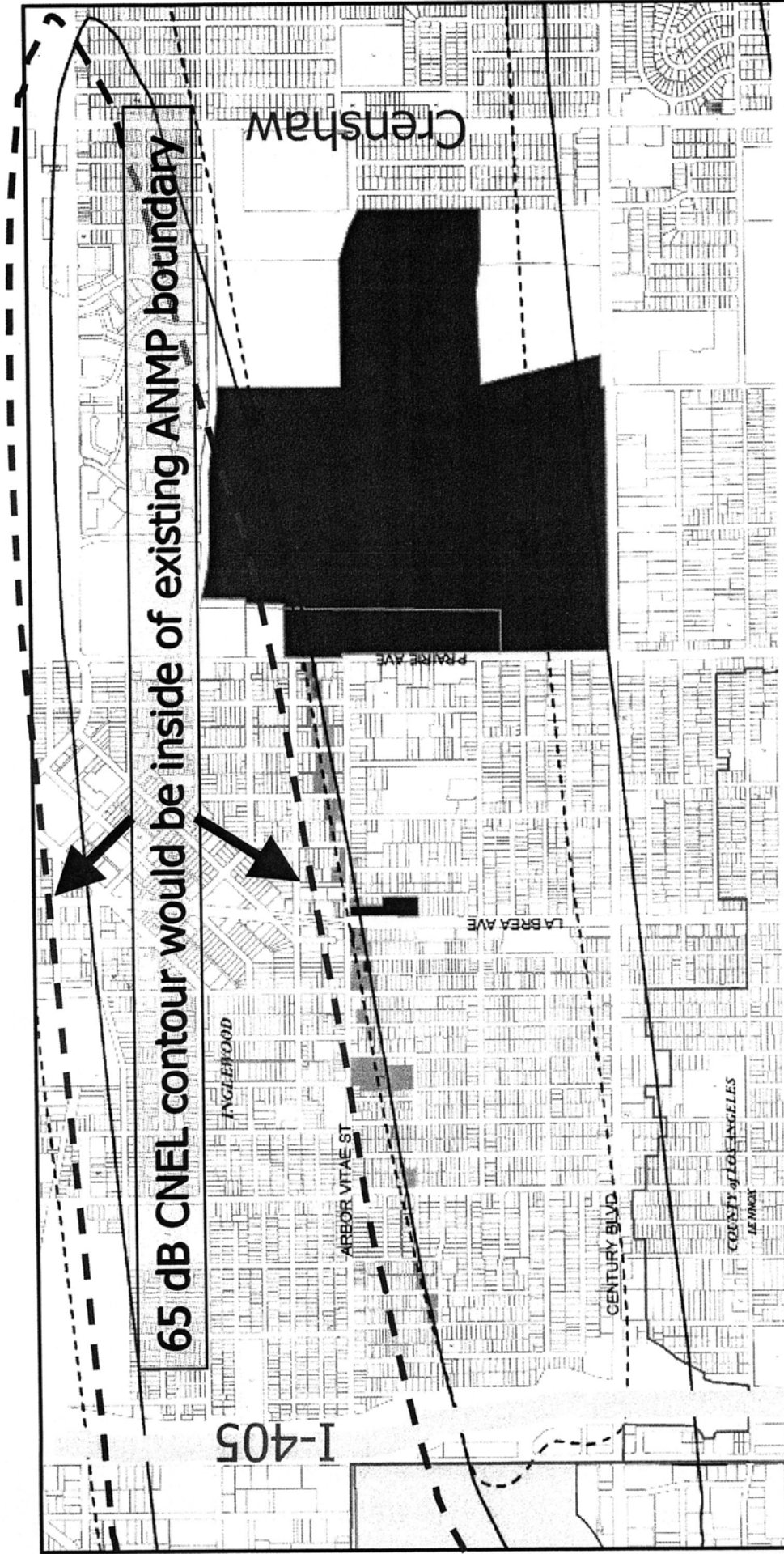
North Airfield Concepts

Shift Runway 24R North



North Airfield Concepts

Shift Runway 24R North

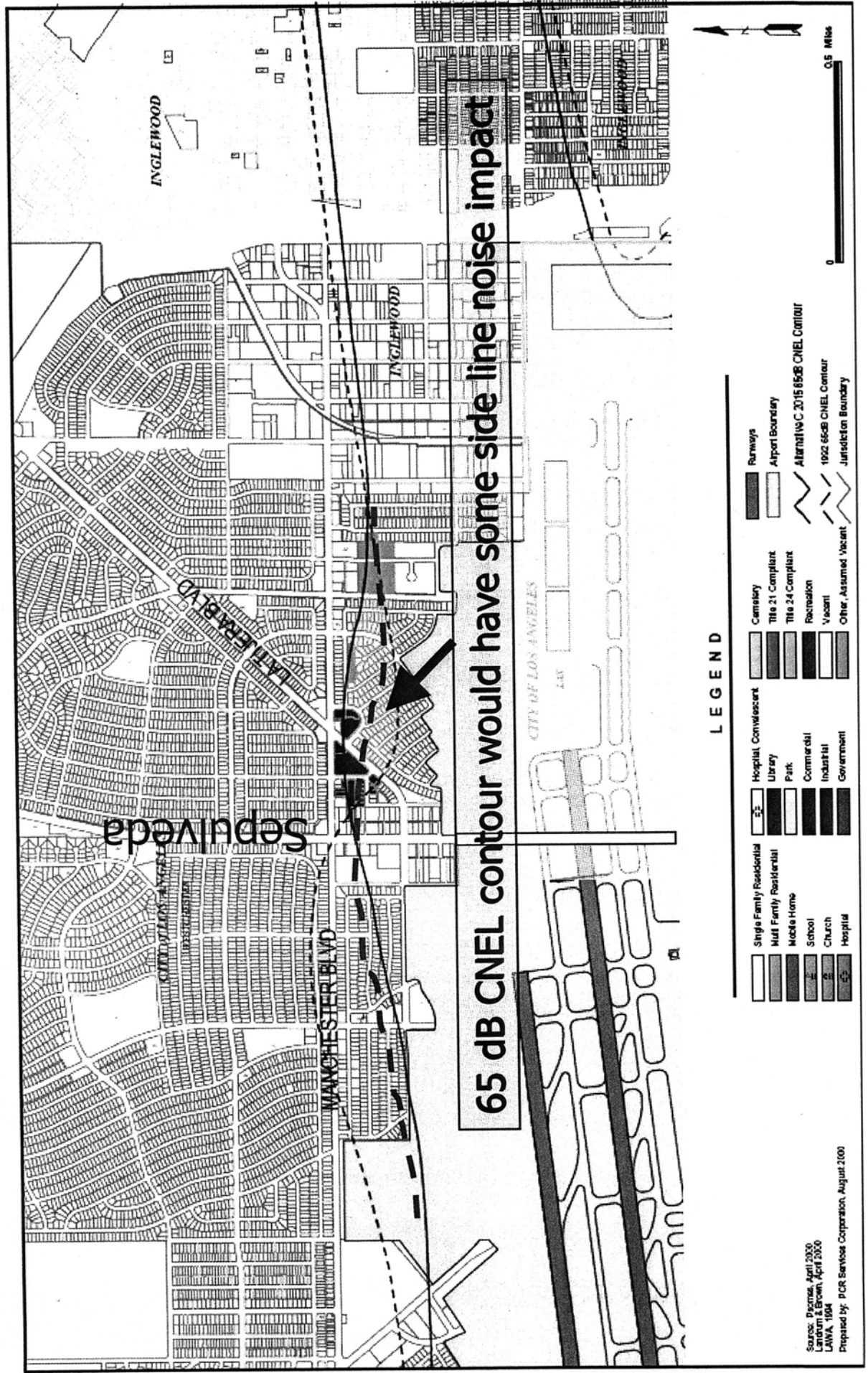


LEGEND

Single Family Residential	Hospital Convalescent	Cemetery	Runways
Multi Family Residential	Library	Title 21 Compliant	Airport Boundary
Mobile Home	Park	Title 24 Compliant	Alternative D 2015 65dB CNEL Contour
School	Commercial	Recreation	1990 65dB (ANMP) CNEL Contour
Church	Industrial	Vacant	Jurisdiction Boundary
Hospitals	Government	Other, Assumed Vacant	

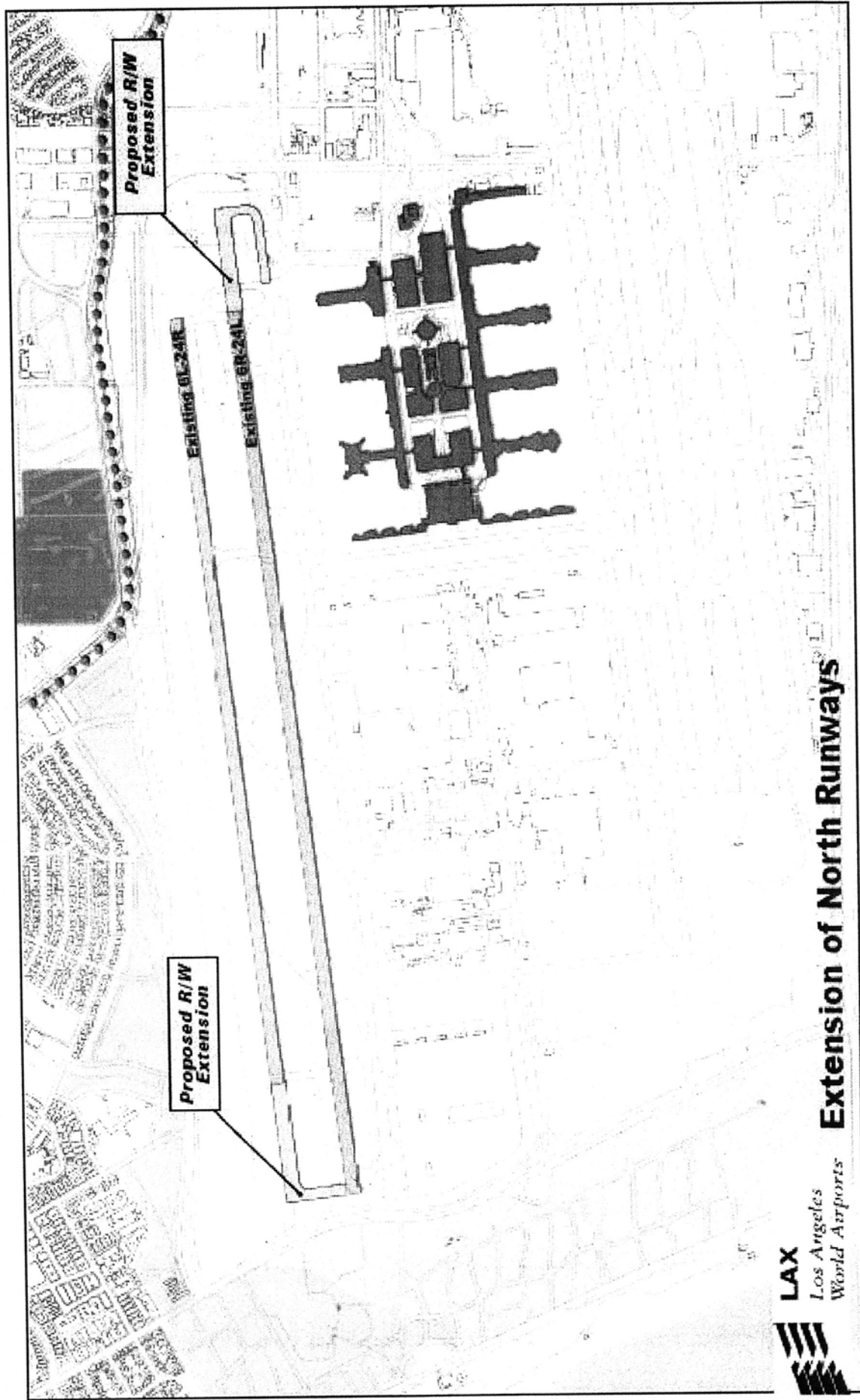
North Airfield Concepts

Shift Runway 24R North



North Airfield Concepts

Extend Existing Runways

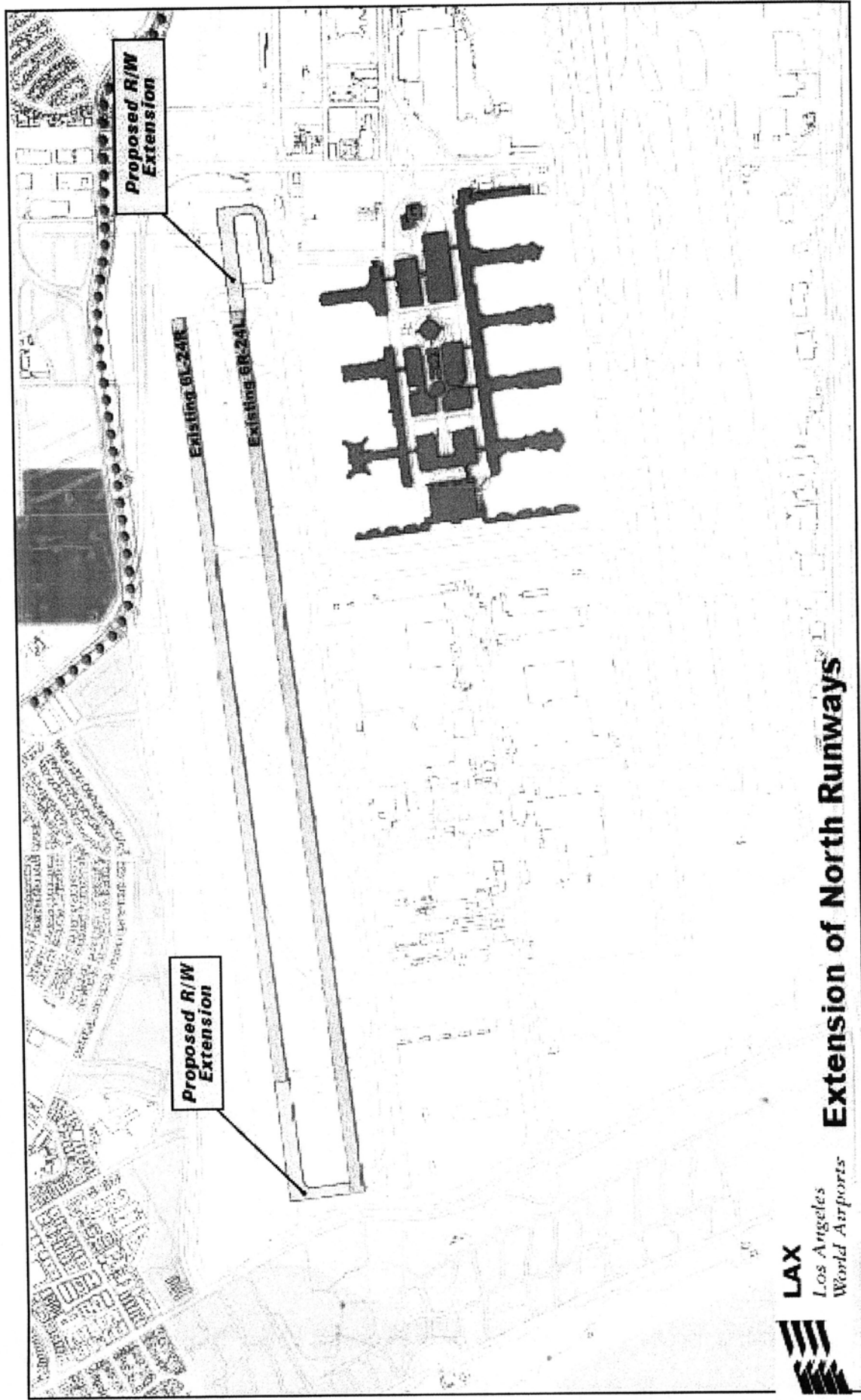


LAX
Los Angeles
World Airports

Extension of North Runways

North Airfield Concepts

Extend Existing Runways



Concept Development Goals - Access

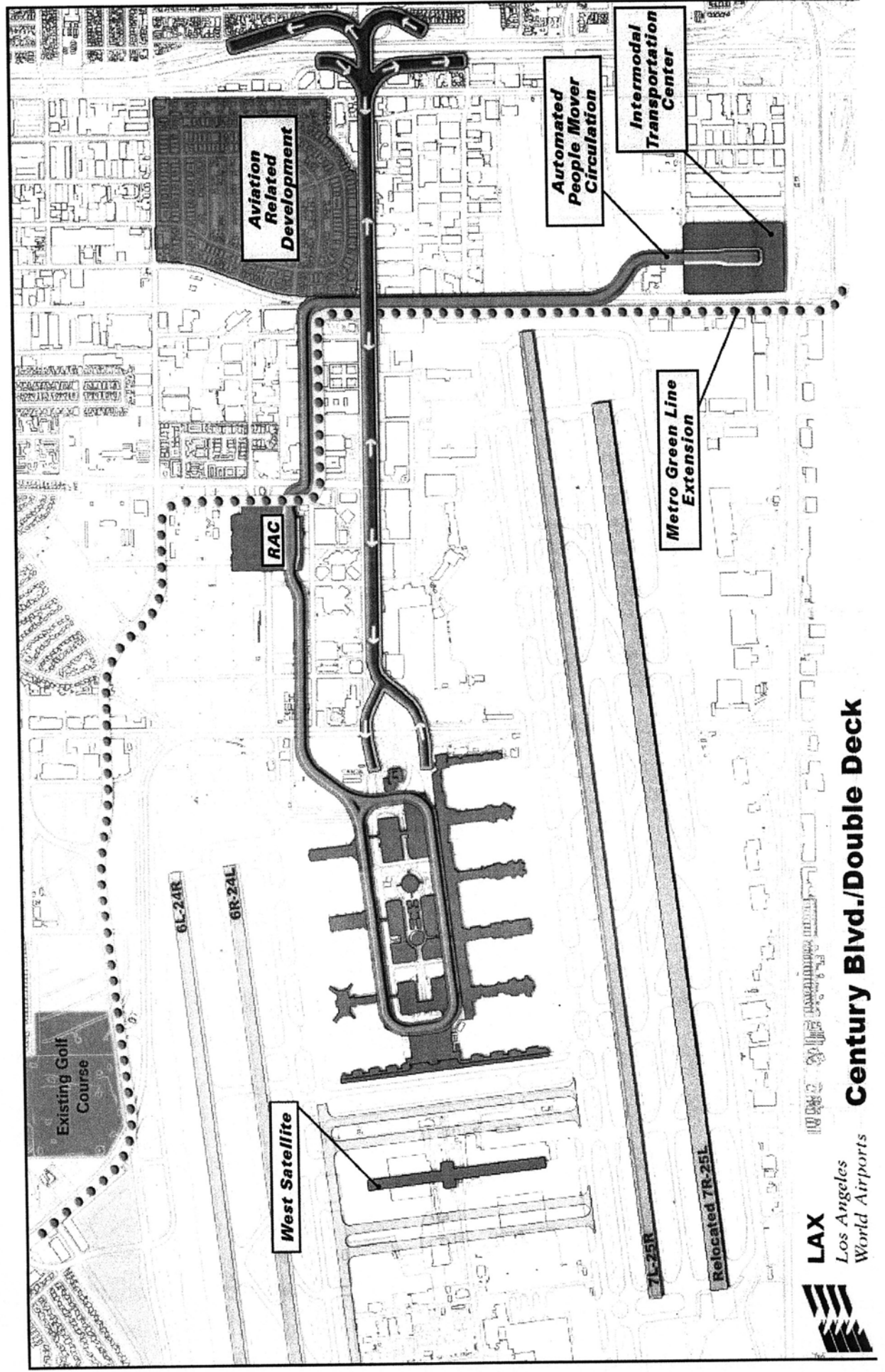
1. Create direct freeway access to the LAX terminal curbs.
2. Reduce congestion on airport access roads.
3. Increase points of access to and from the CTA.
4. Establish a direct transit connection to the LAX terminals.

Concept Development Goals - Access

5. Increase security on LAX terminal access roads.
6. Reduce air quality impacts caused by traffic congestion in and around LAX.
7. Increase capacity on airport access roads.
8. Reduce congestion on CTA curb fronts.

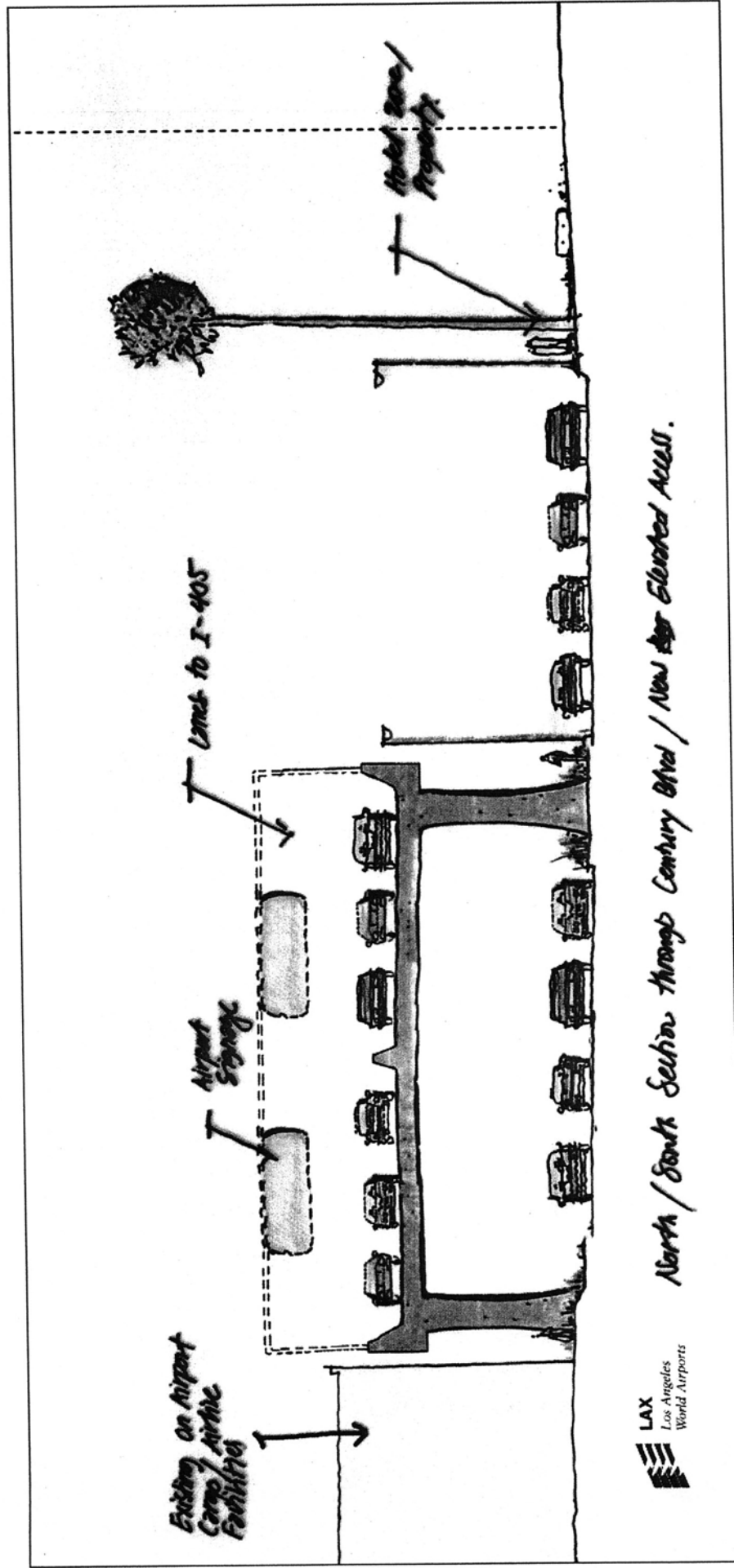
Access Improvement Concepts

Century Blvd. Double Deck



Access Improvement Concepts

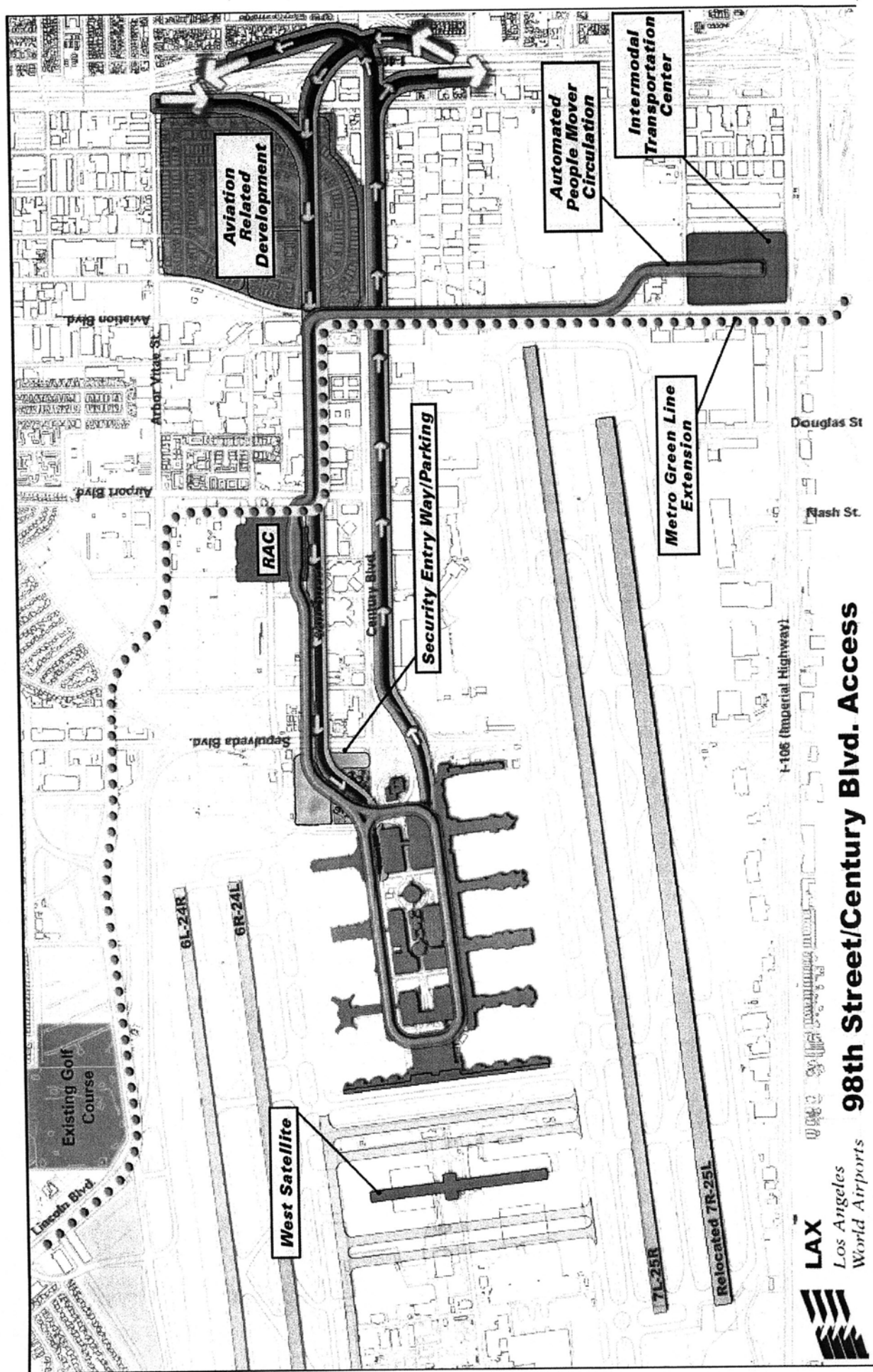
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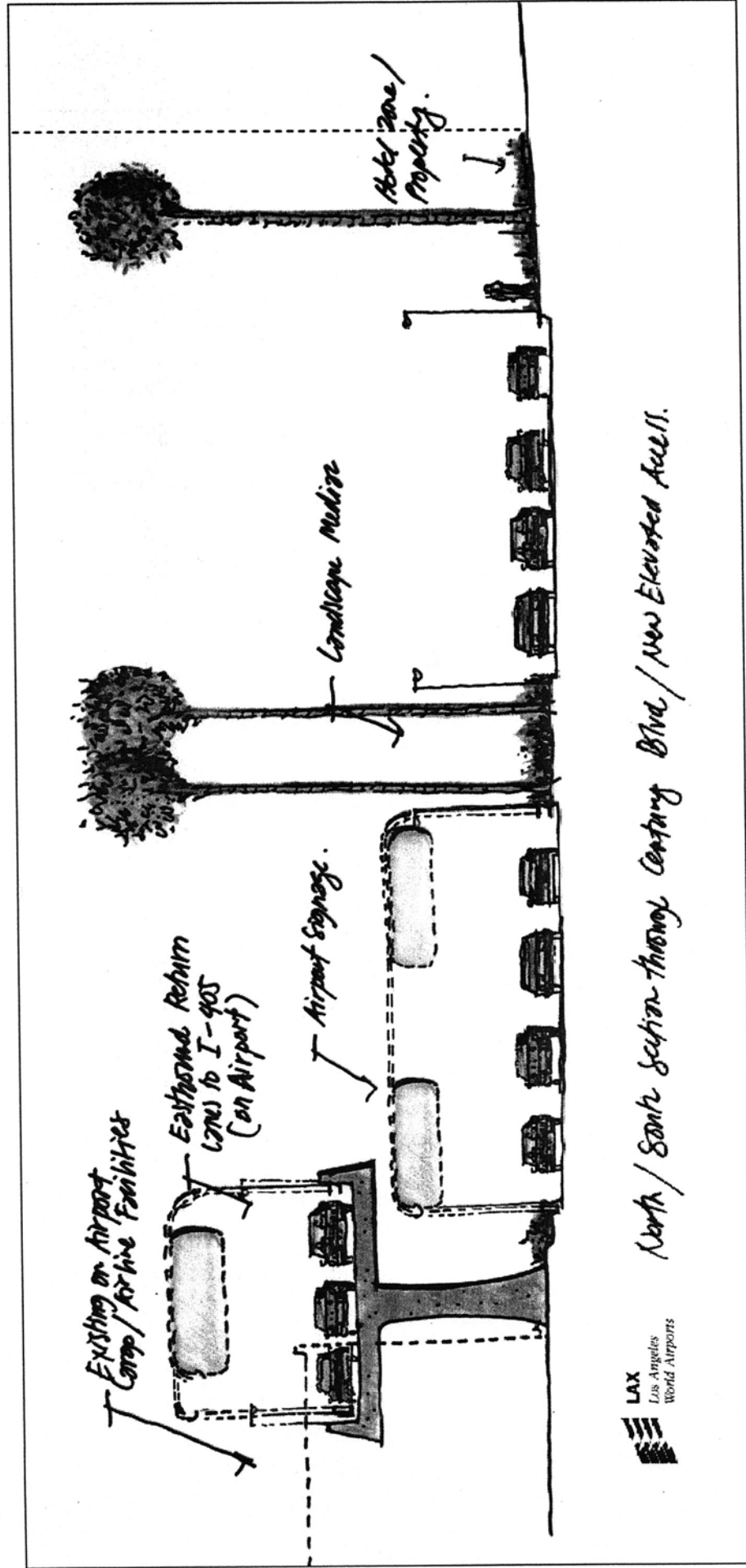
Access Improvement Concepts

98th Street/Century Blvd.



Access Improvement Concepts

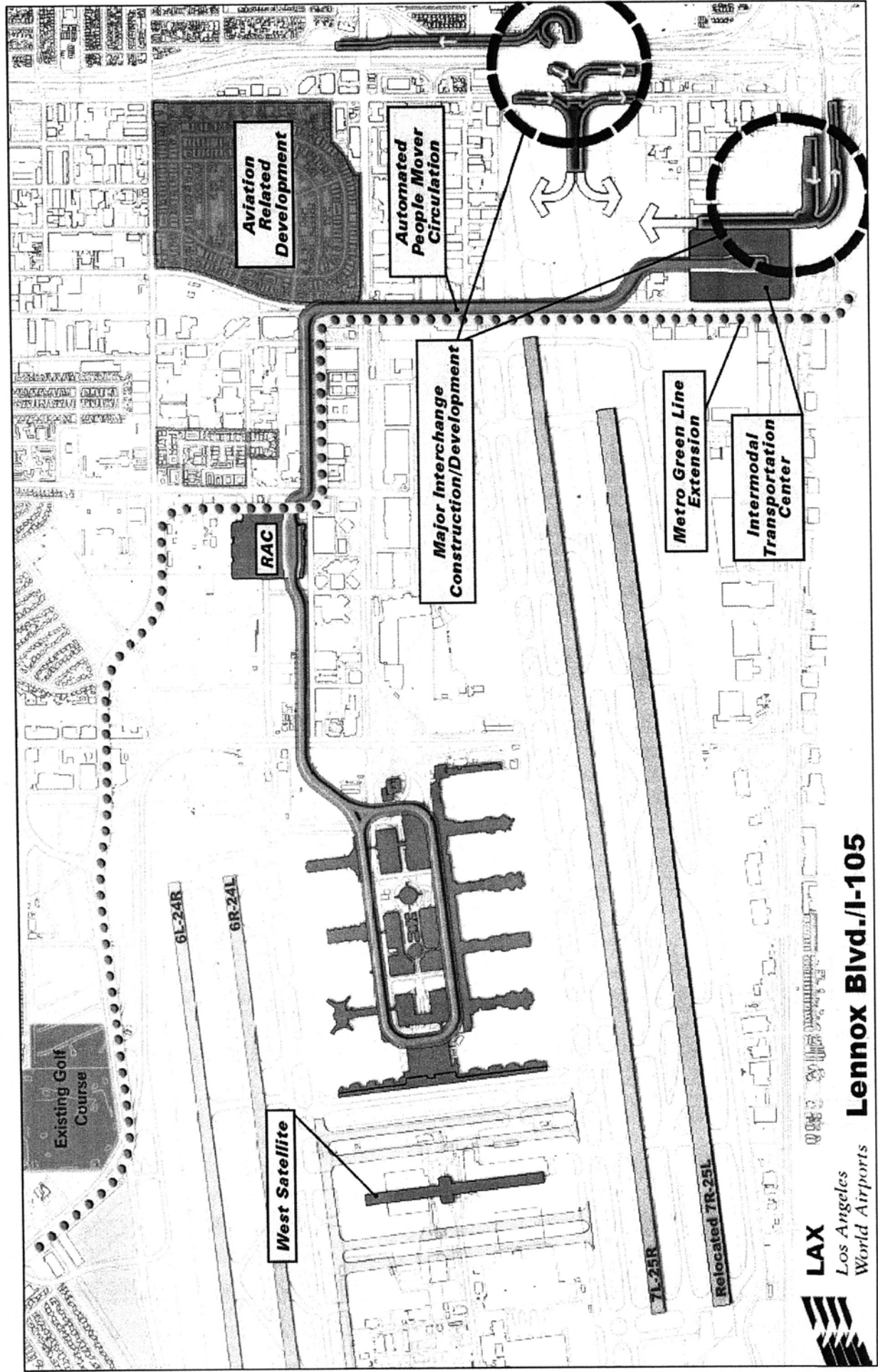
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Access Improvement Concepts

Lennox & I-105 Interchanges



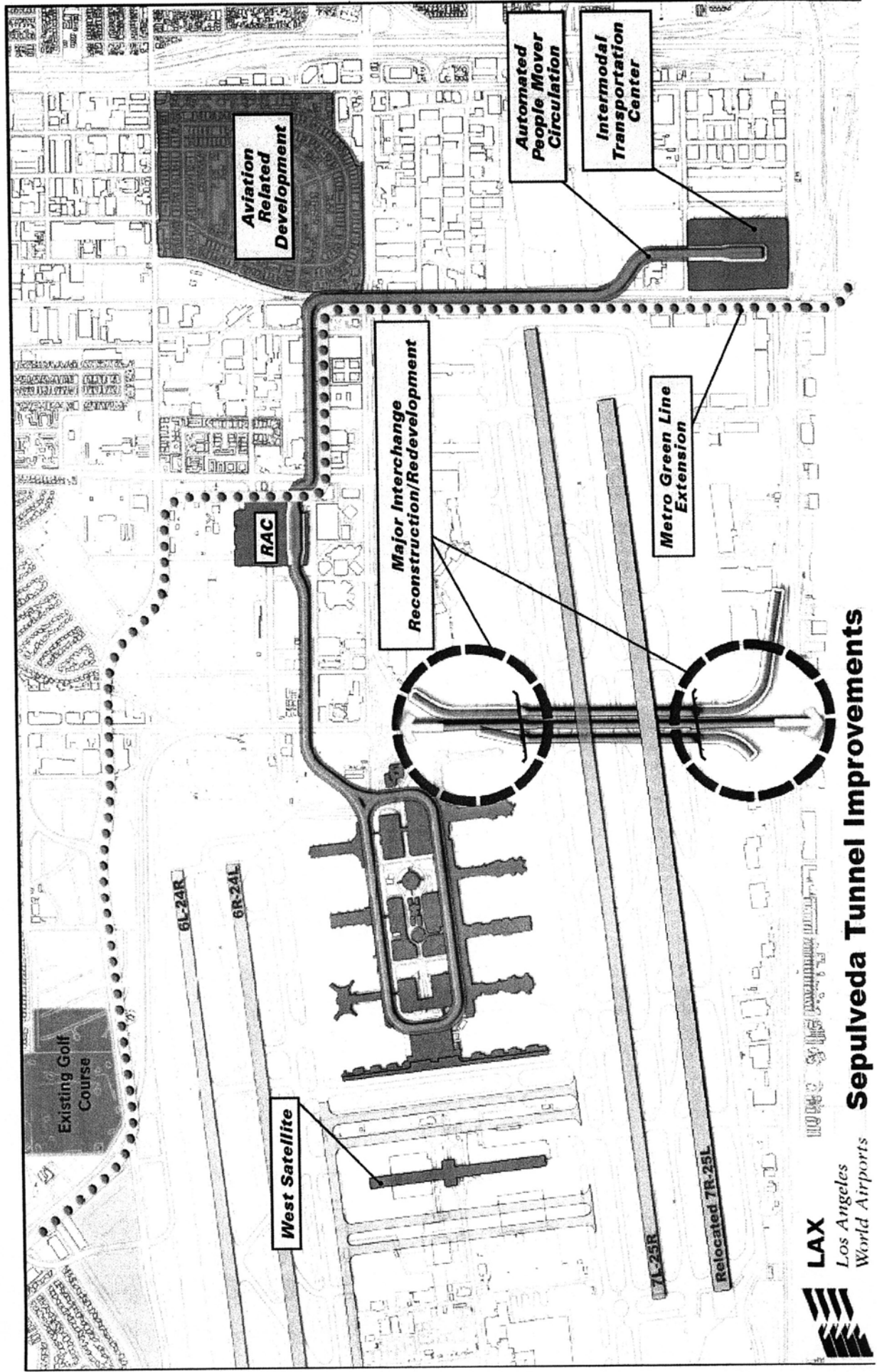
LAX

Los Angeles
World Airports

Lennox Blvd./I-105

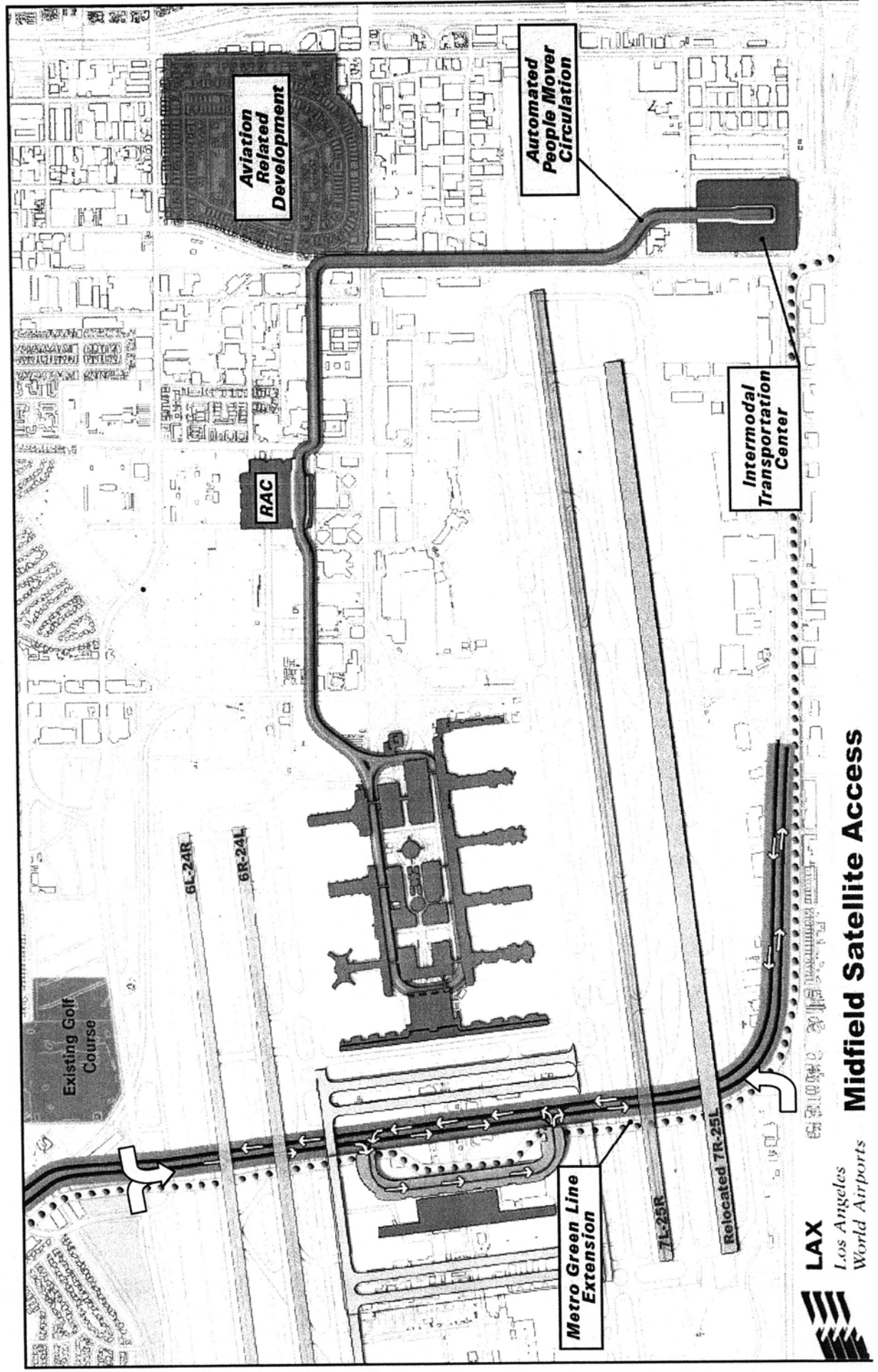
Access Improvement Concepts

Sepulveda Tunnel Improvements



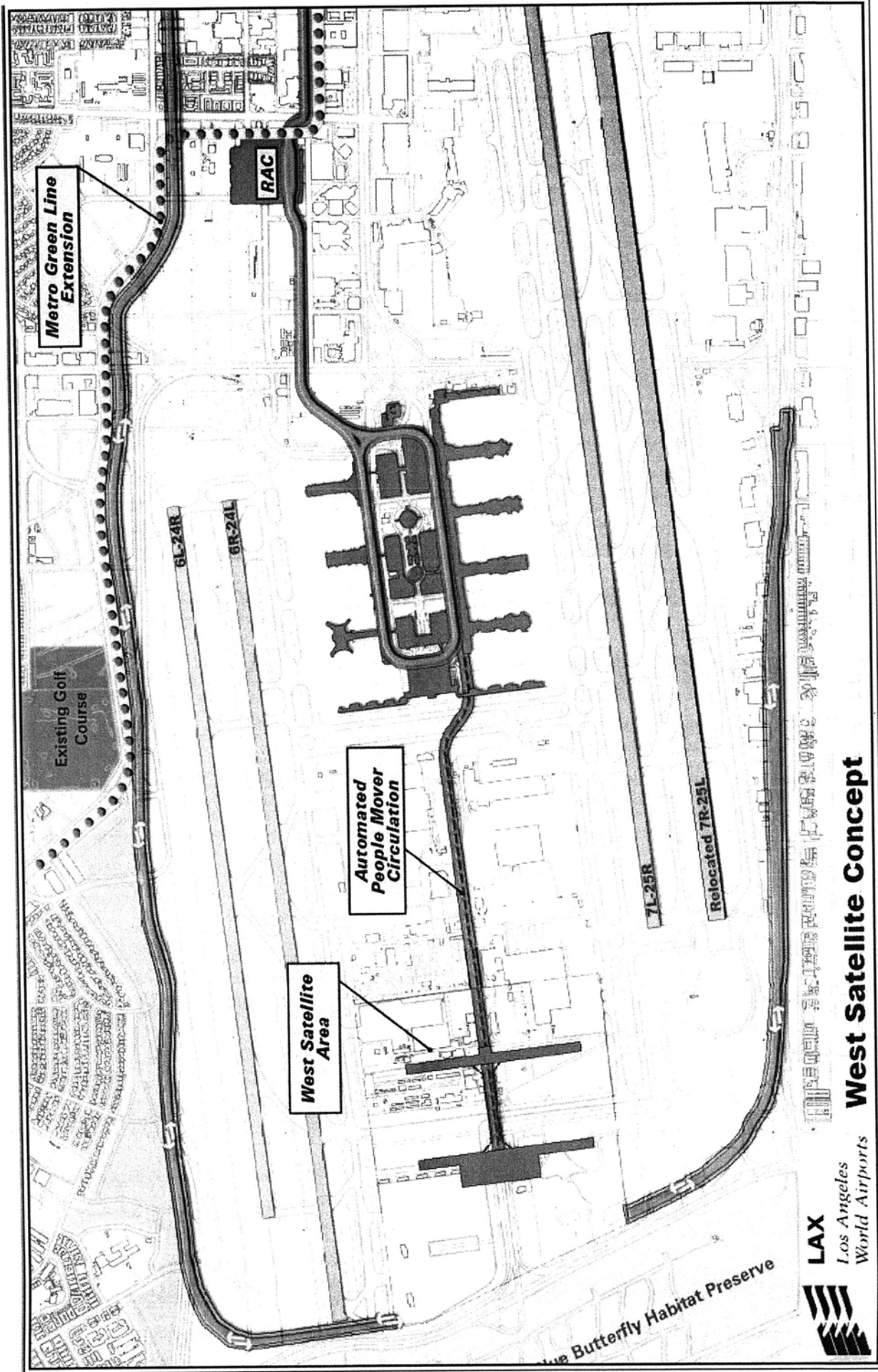
Access Improvement Concepts

Midfield Satellite



Access Improvement Concepts

West Satellite



**LAX Specific Plan Amendment Study
Advisory Meeting Materials -
June 21, 2006**



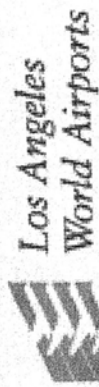
Los Angeles World Airports

LAX SPECIFIC PLAN AMENDMENT STUDY

ADVISORY COMMITTEE
Meeting No. 7 – June 21, 2006

Agenda:

- I. Regional Planning Issues**
- II. Update on Community Advocate Position**
- III. Ground Transportation Concepts Review**
- IV. Scope and Date for Next Public Meeting**
- V. Integrated Plan Development**
- VI. Next Steps**



LAX Specific Plan Amendment Study

CONCEPT DEVELOPMENT
Advisory Committee Meeting #7
Concept Workshop #2

June 21, 2006

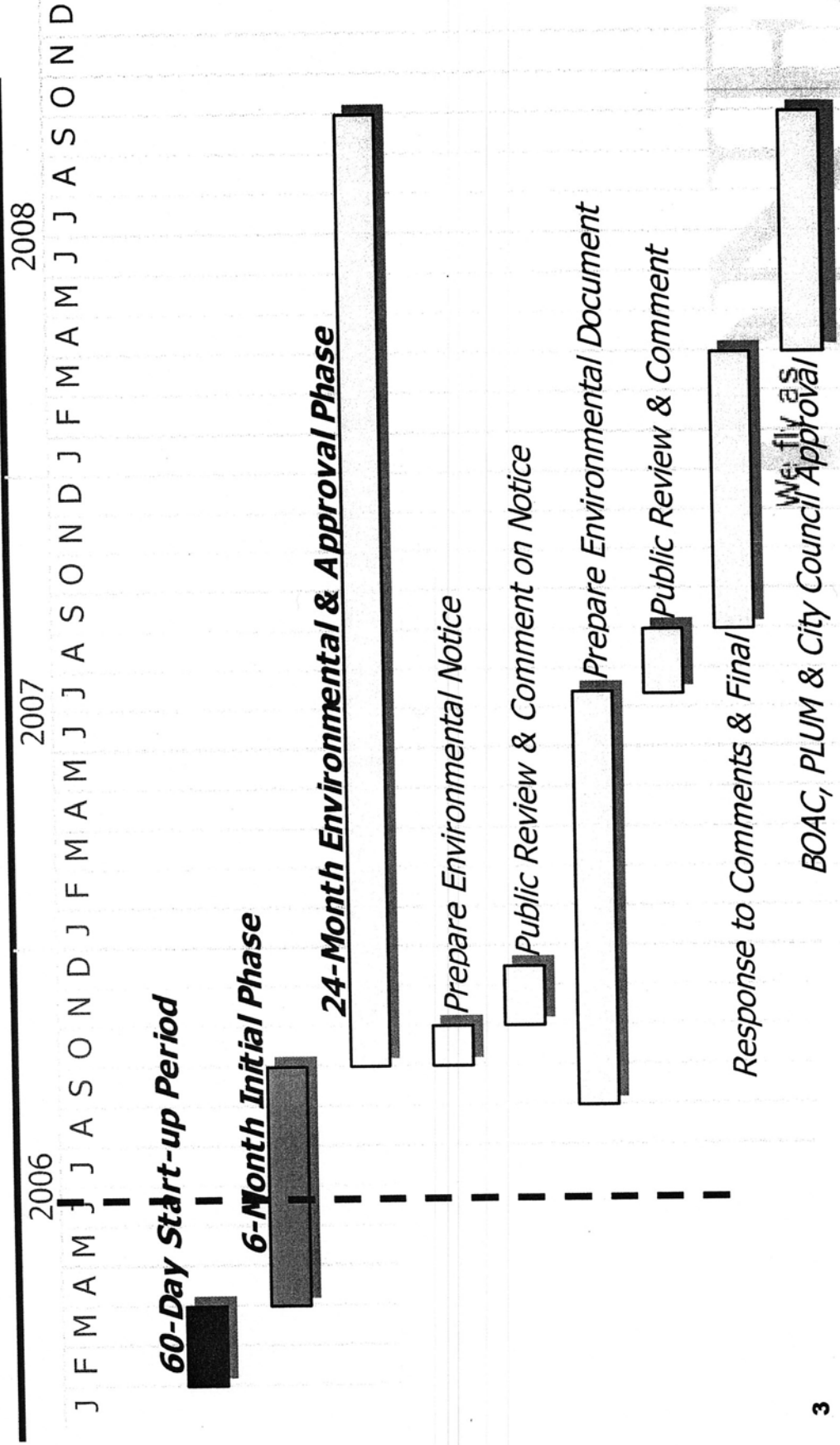
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ONE

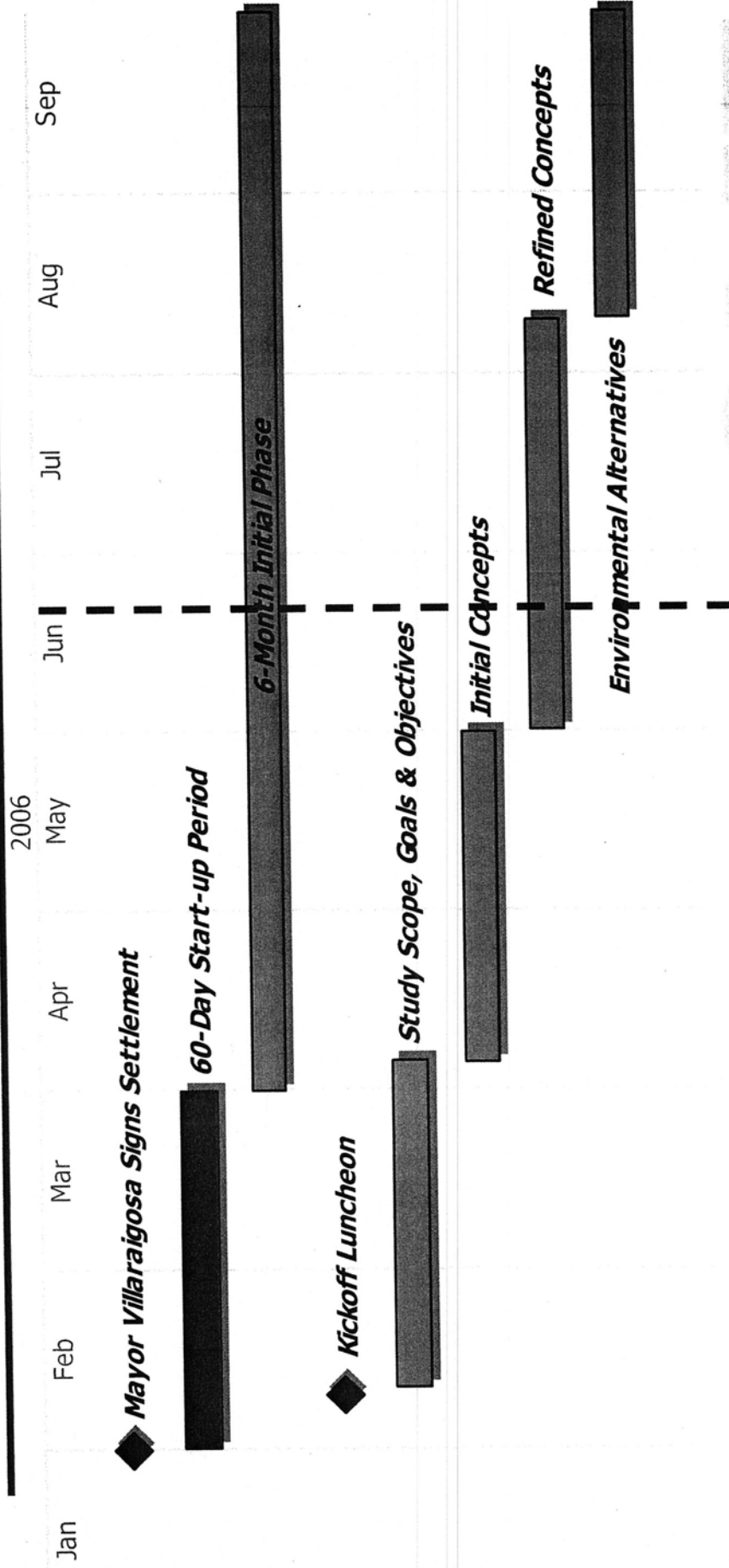
Meeting #7 Agenda – June 21, 2006

- I. Regional Planning Issues
- II. Update on Community Advocate Position
- III. Ground Transportation Concepts Review
 - Scope and Date for Next Public Meeting
 - Integrated Plan Development
 - Next Steps

Project Schedule



Project Schedule – Initial Phase



We fly as

Concept Development Process

- Define problems to be solved
- Establish goals and evaluation criteria
- Develop initial concepts
- Review initial concepts with Advisory Committee
- Revise initial concepts
- Review revised concepts with Advisory Committee
- Hold Public Workshops
- Develop environmental alternatives

We fly as

Concept Development Goals - Access

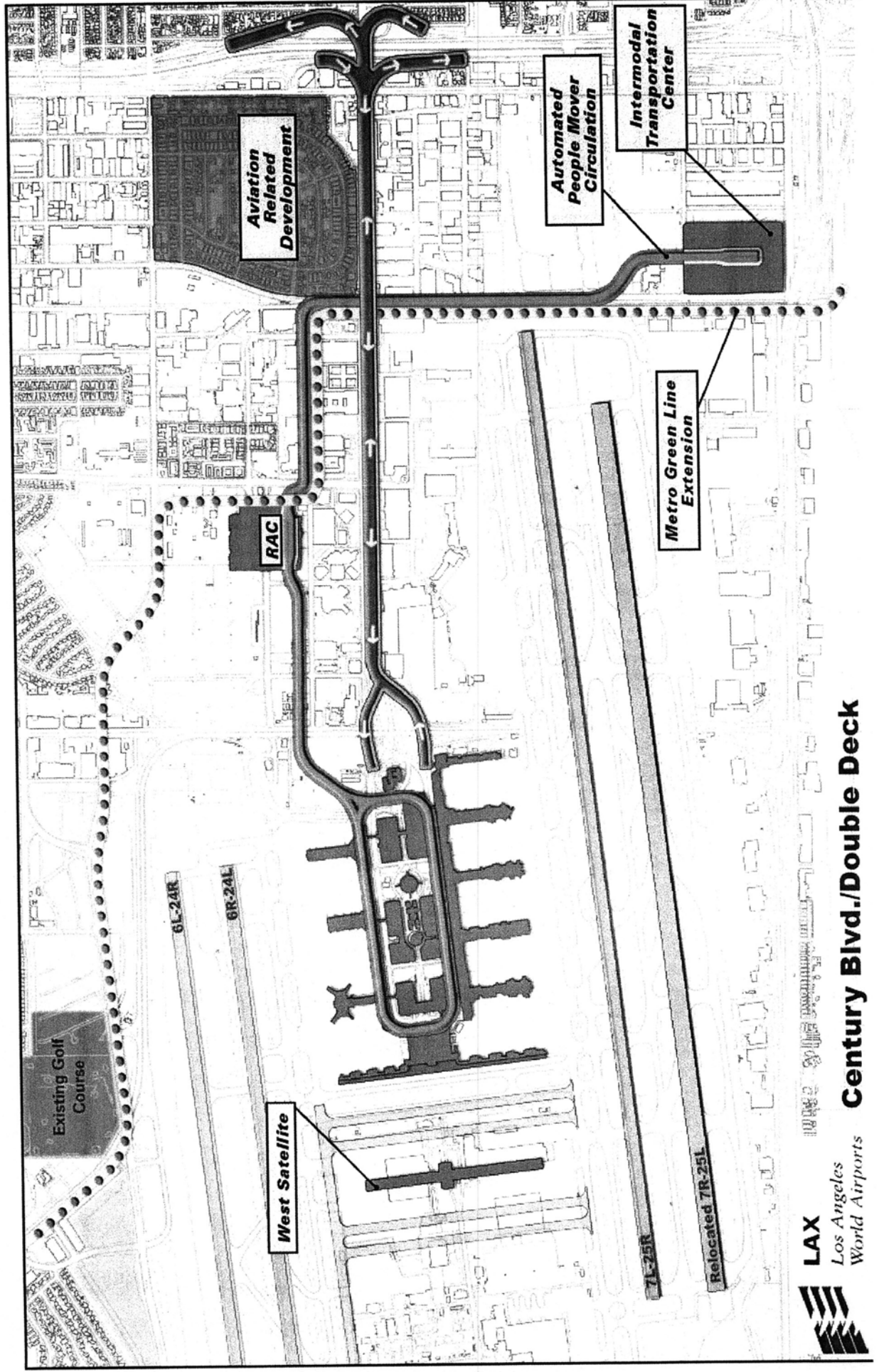
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Concept Development Goals - Access

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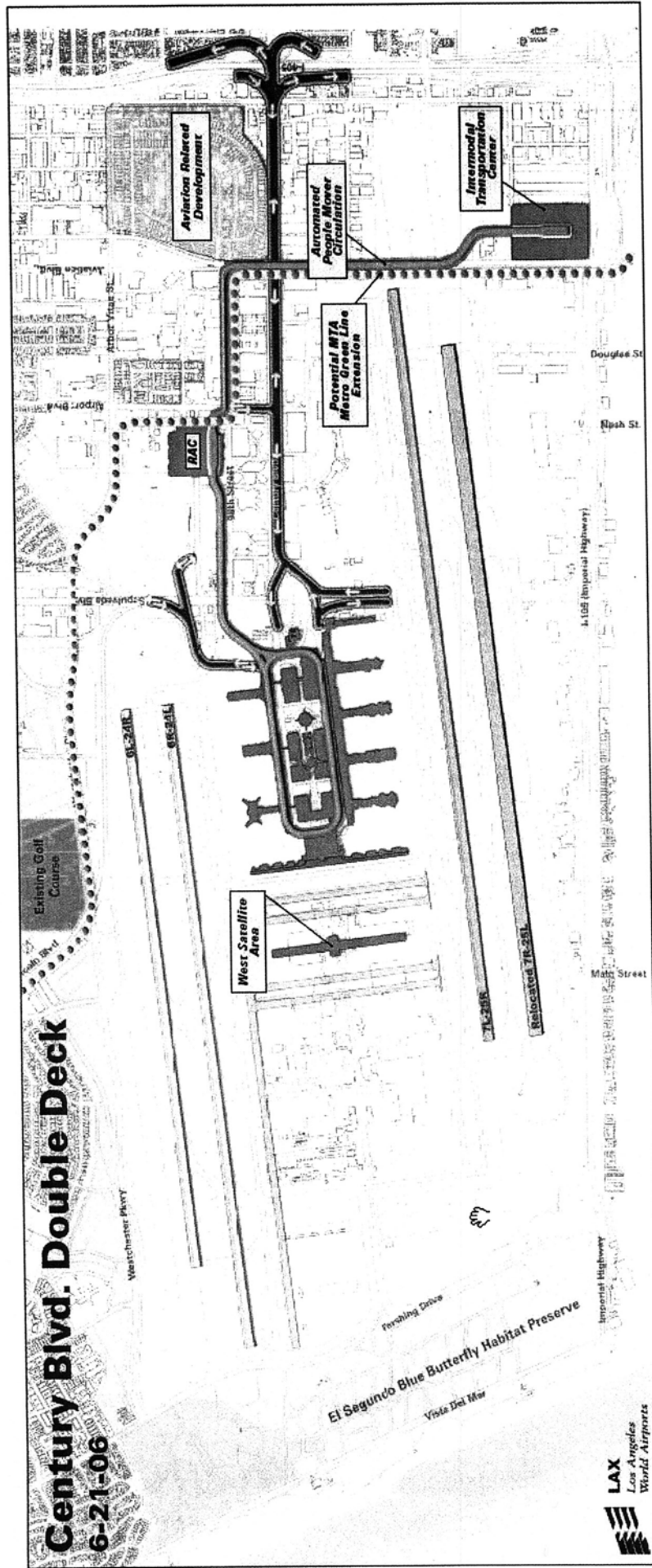
Access Improvement Concepts

Century Blvd. Double Deck (6/1/06)



Access Improvement Concepts

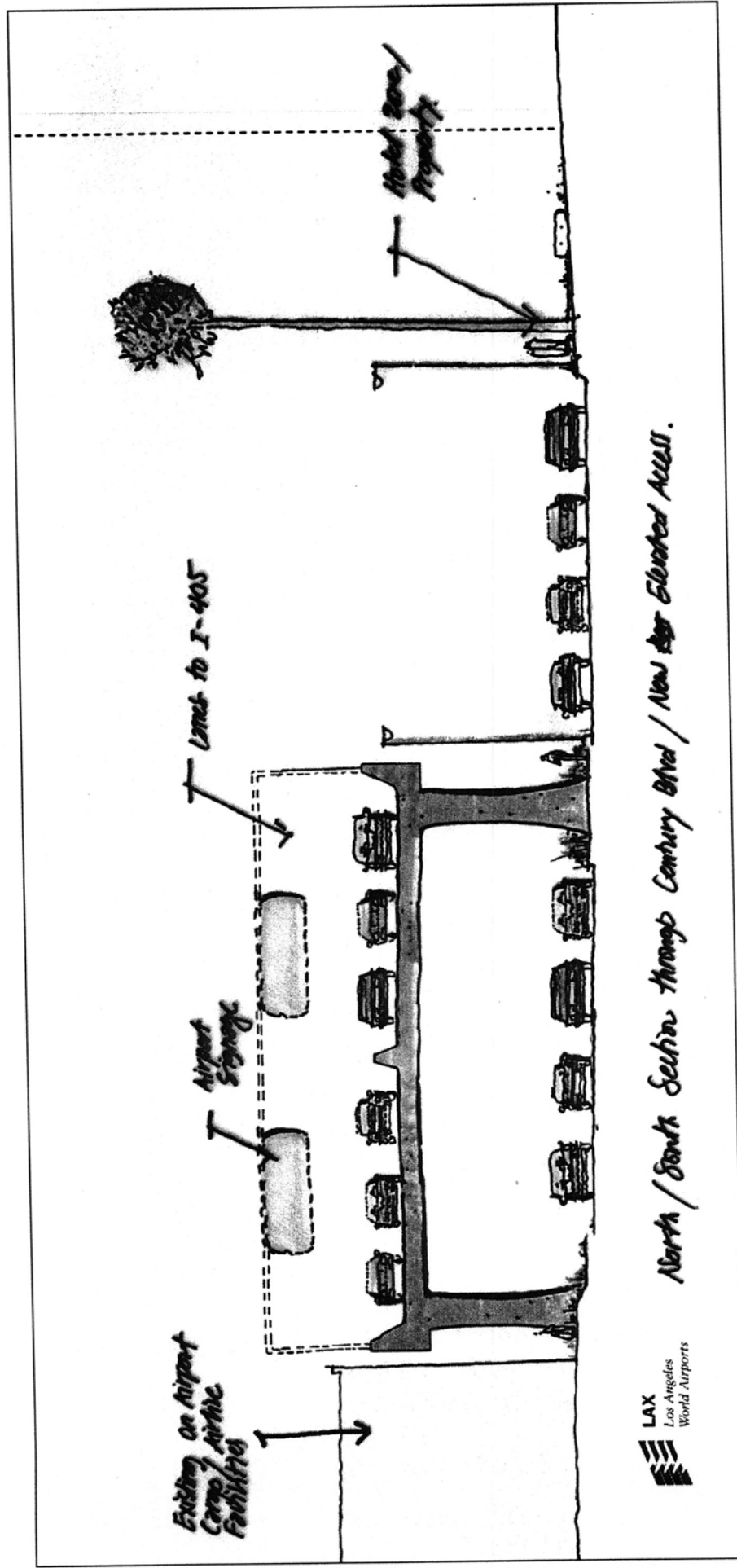
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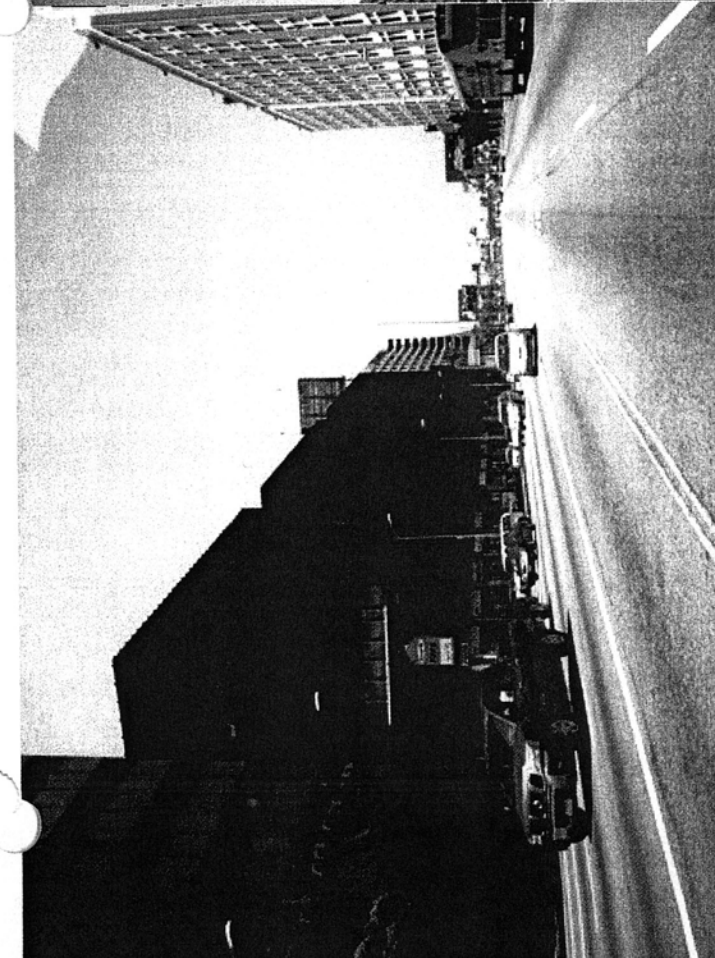
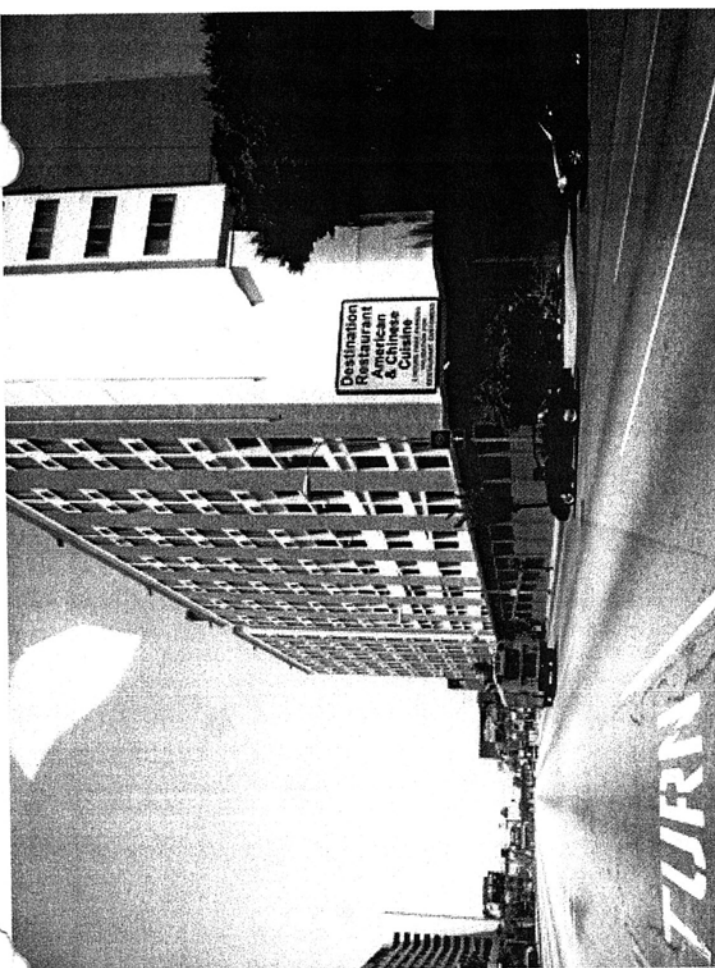
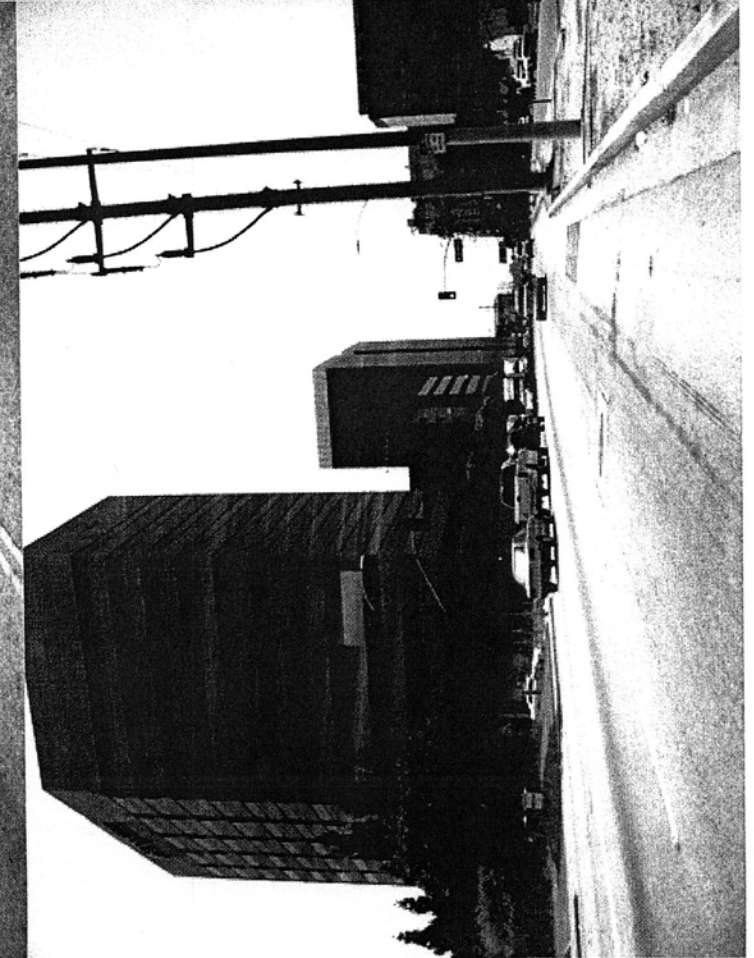
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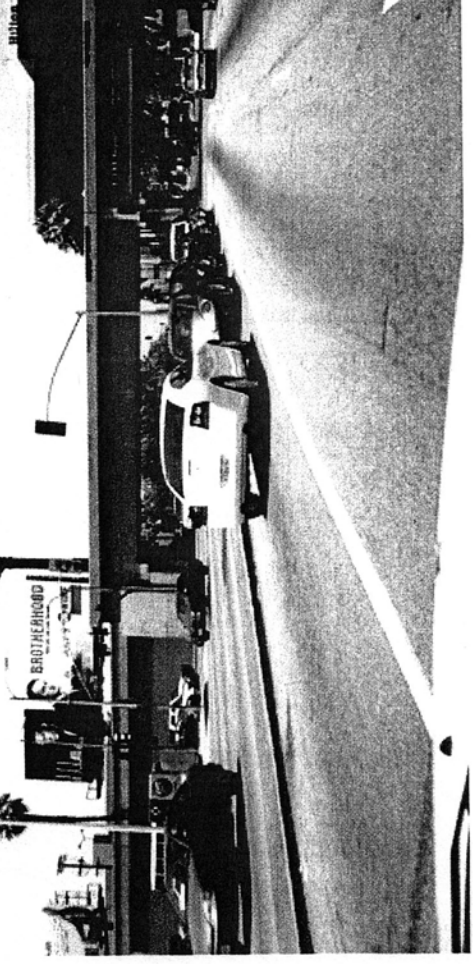
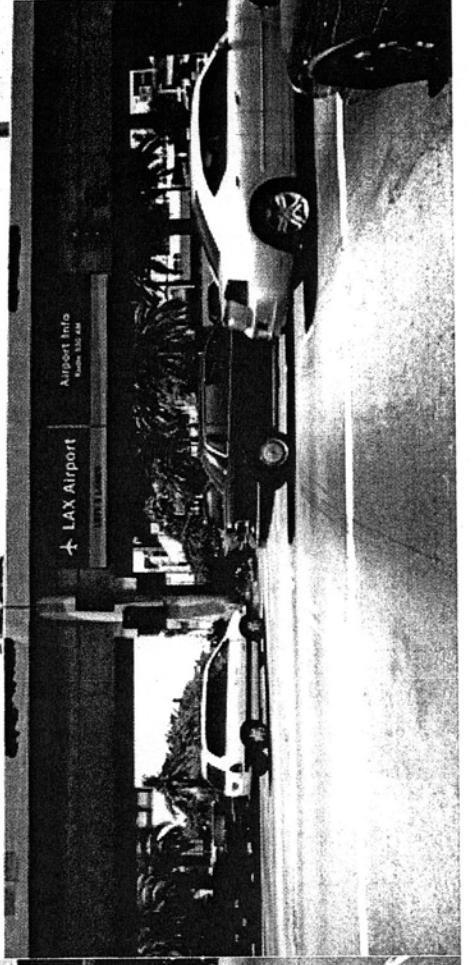
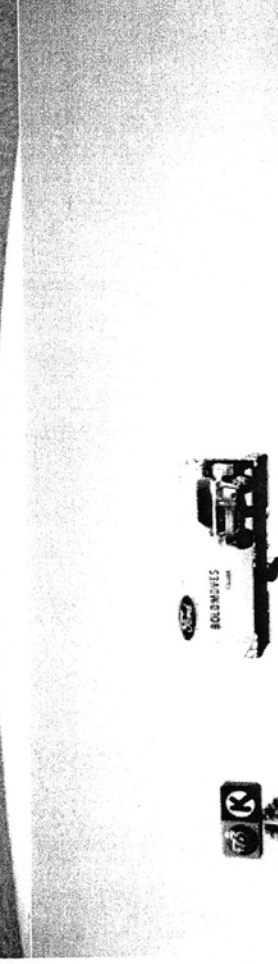
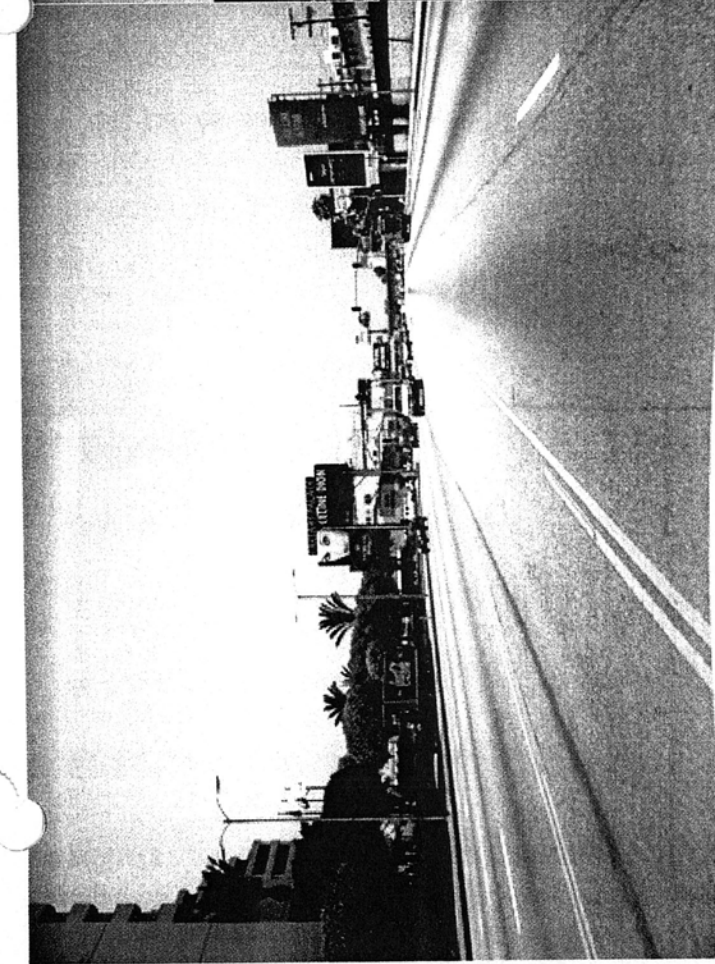
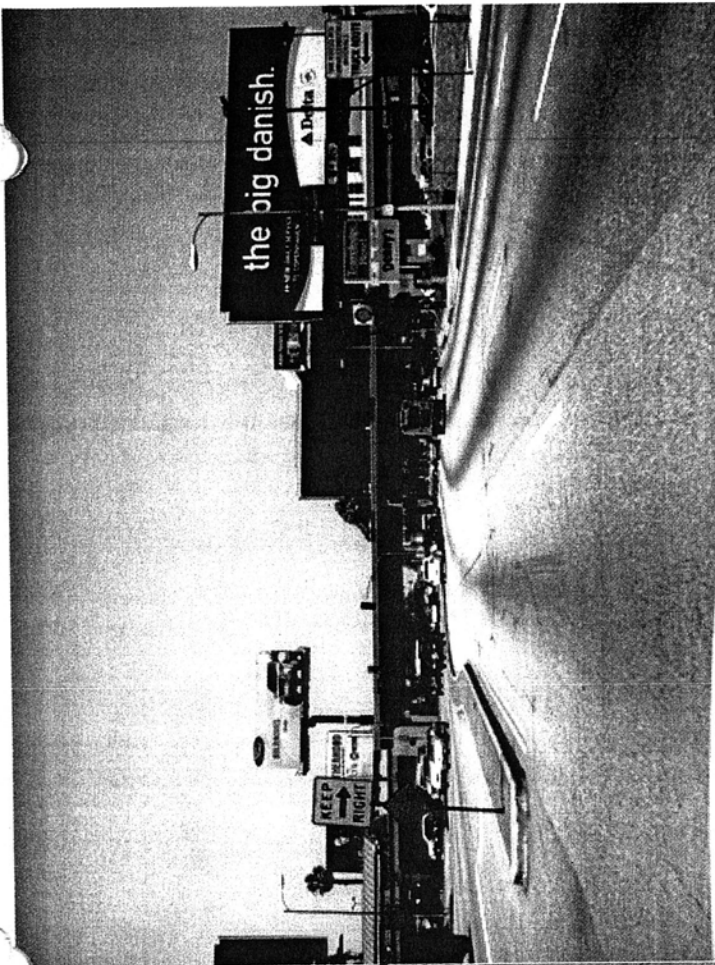
Access Improvement Concepts

Century Blvd. Double Deck



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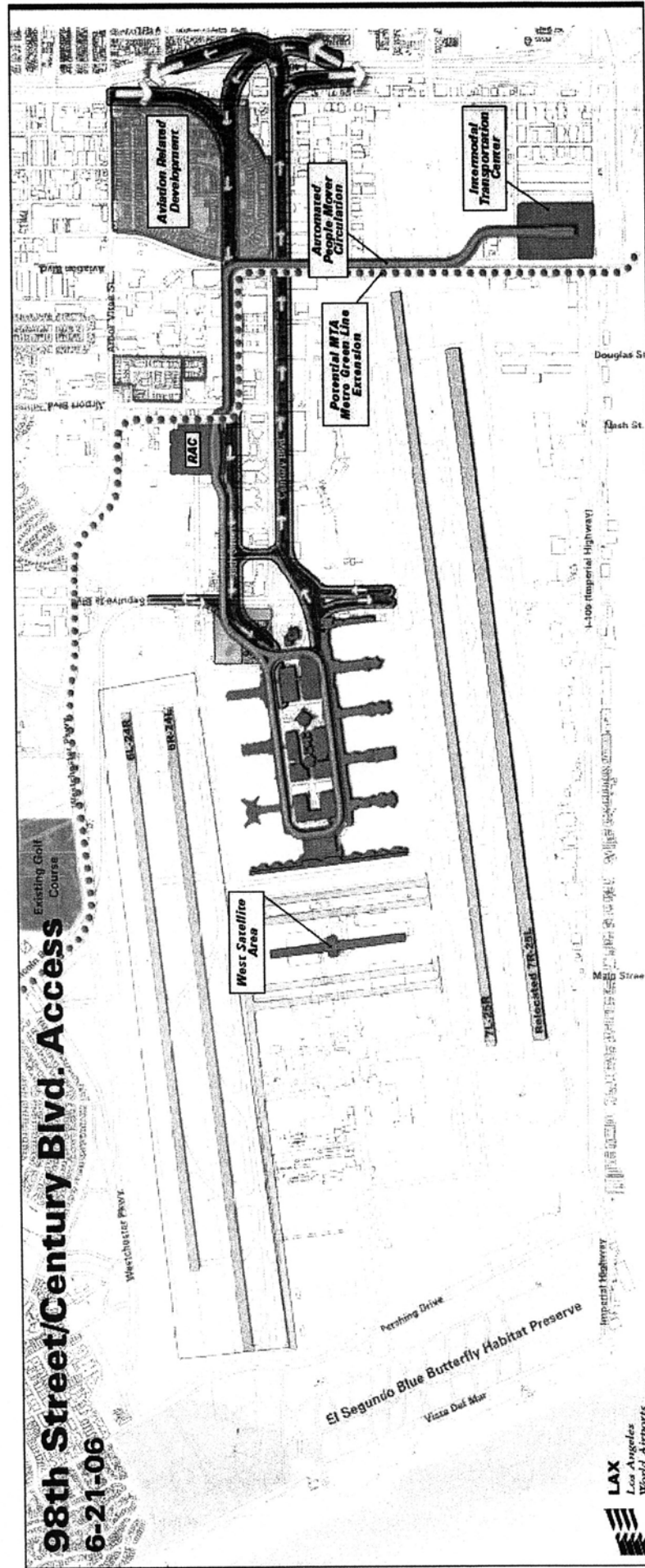


98th Street/Century Blvd. (6/1/06)



Access Improvement Concepts

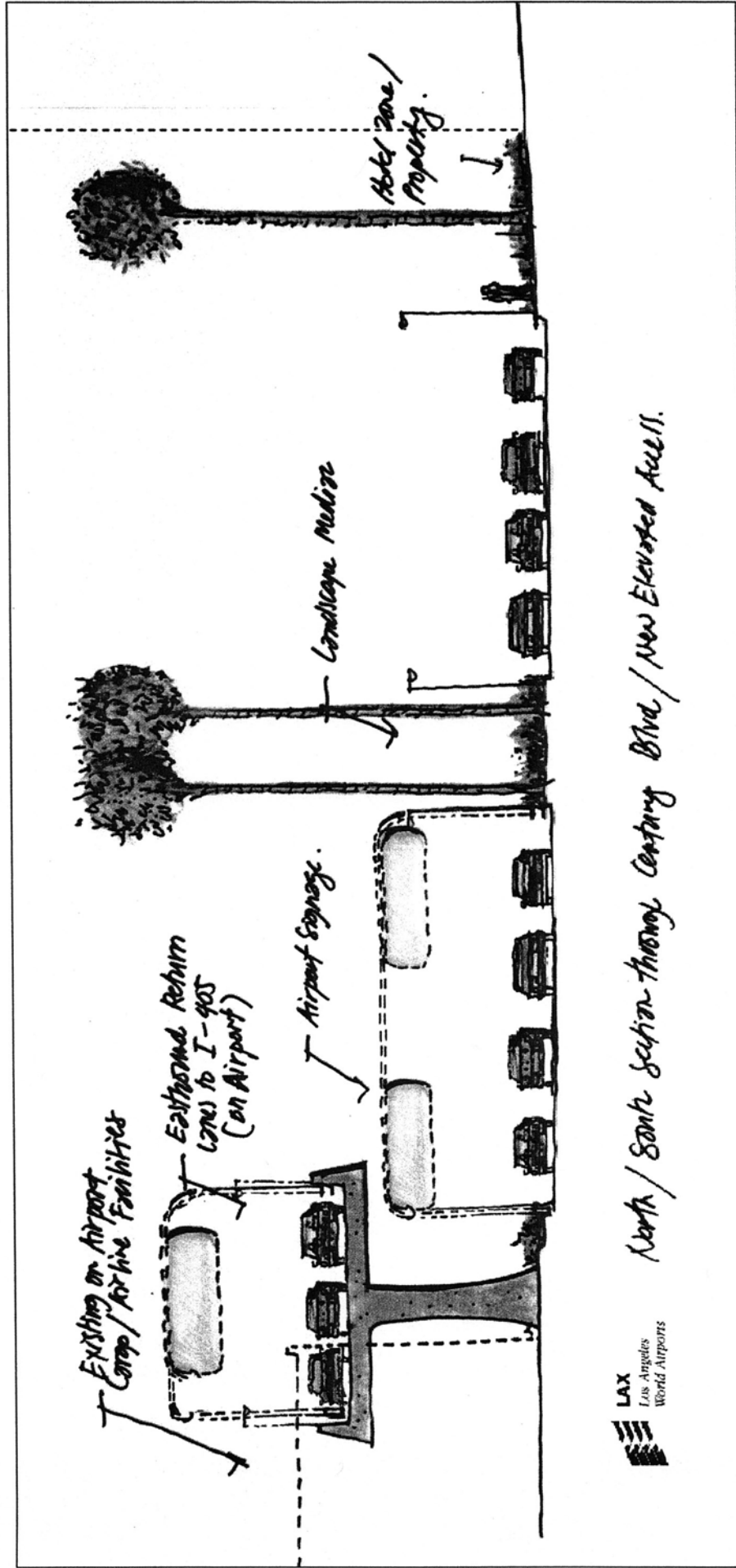
98th Street/Century Blvd. (6/21/06)



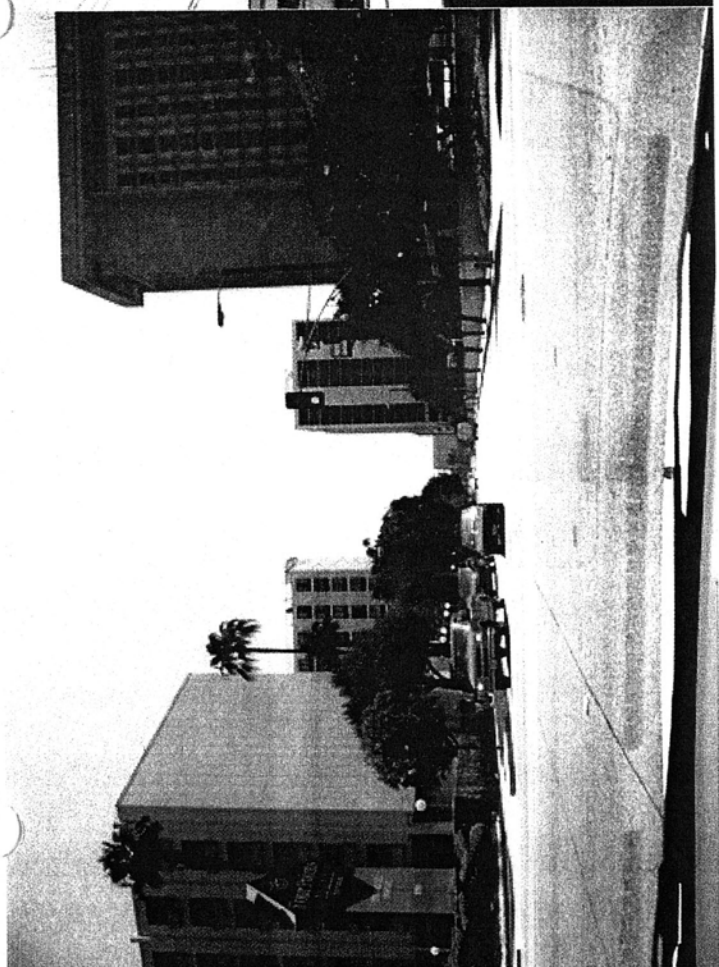
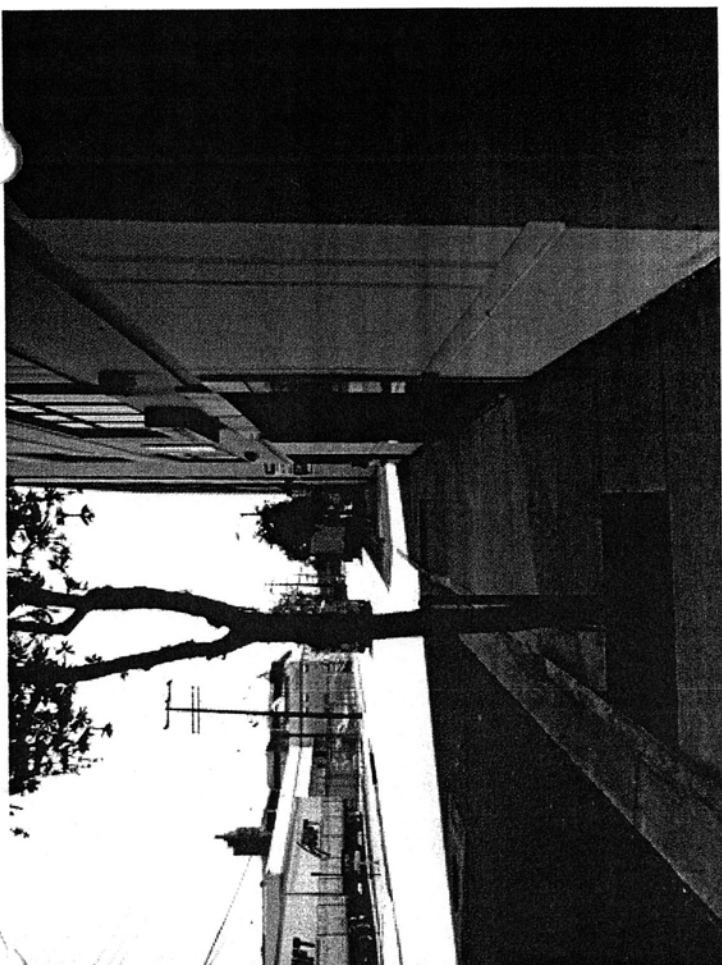
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Access Improvement Concepts

98th Street/Century Blvd.

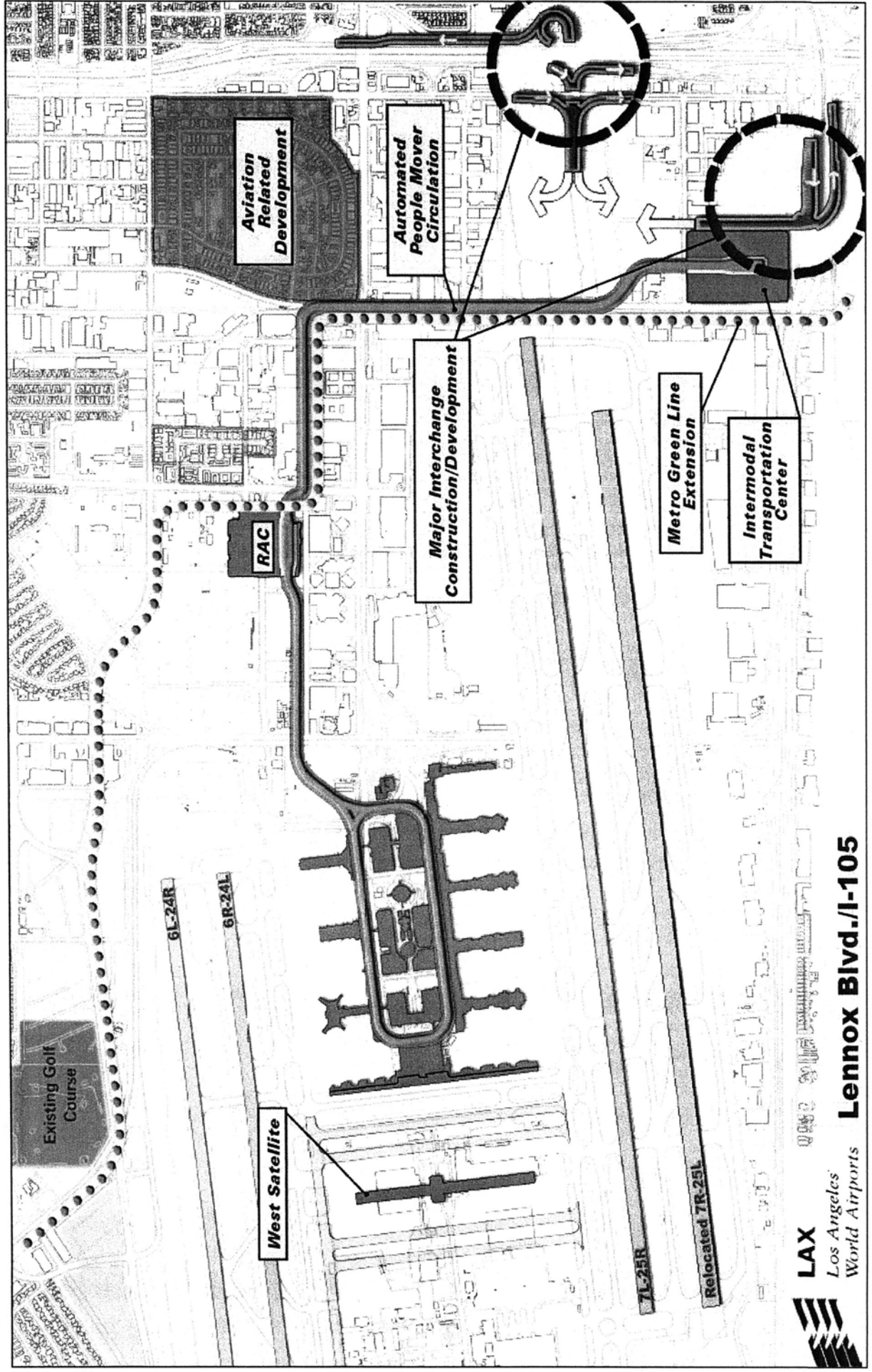


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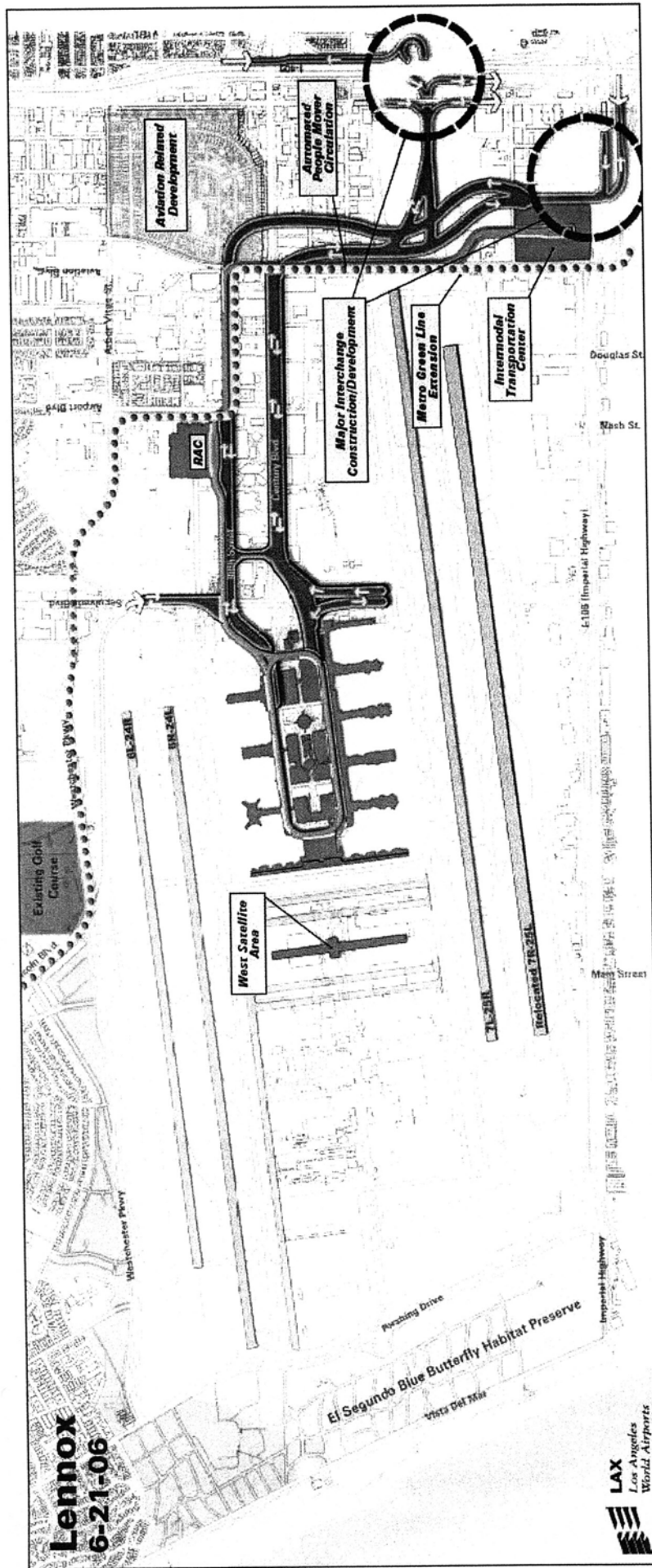
Access Improvement Concepts

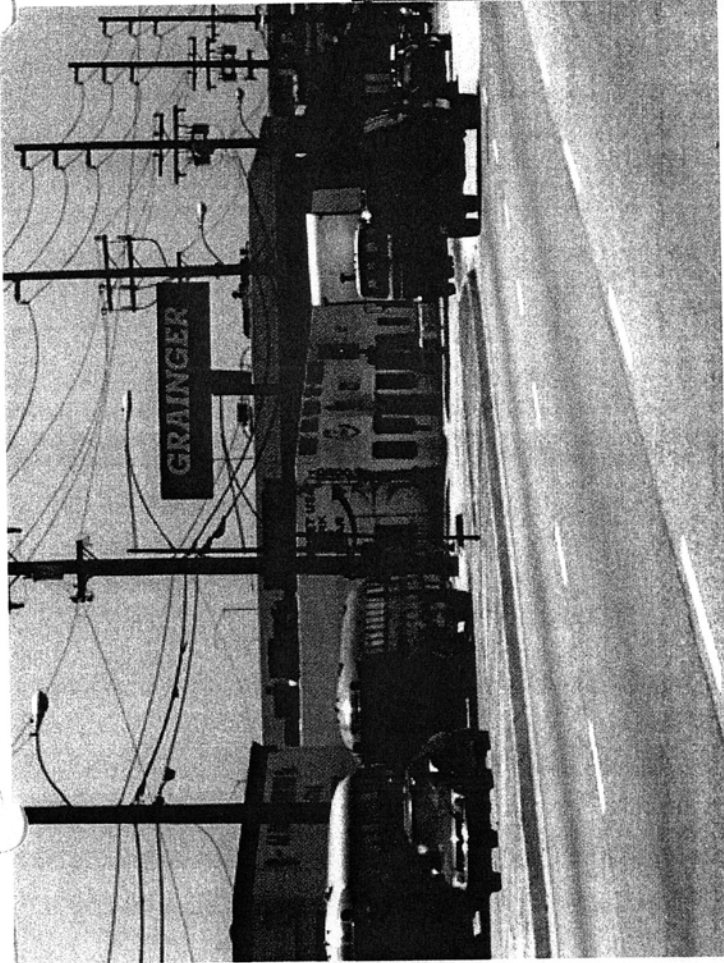
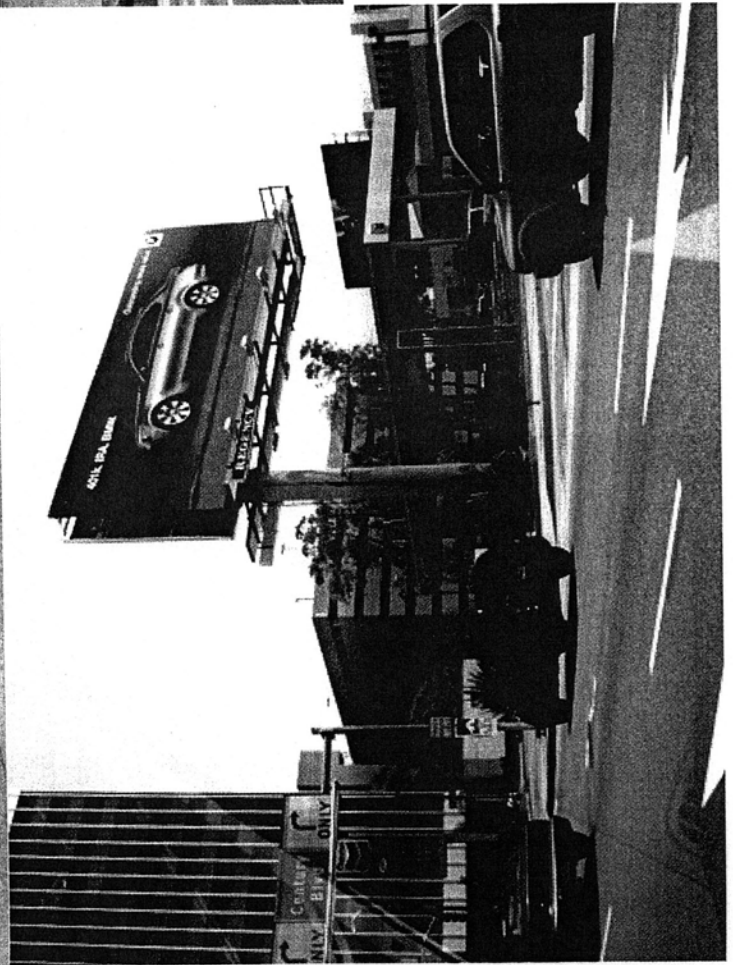
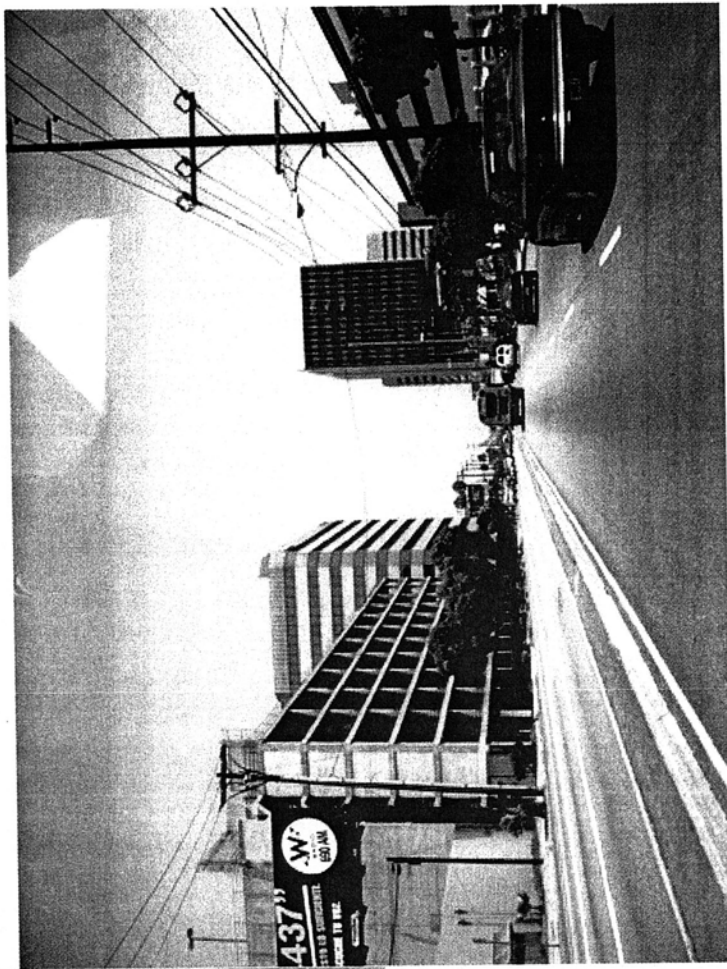
Lennox & I-105 Interchanges (6/1/06)



Access Improvement Concepts

Lennox & I-105 Interchanges (6/21/06)

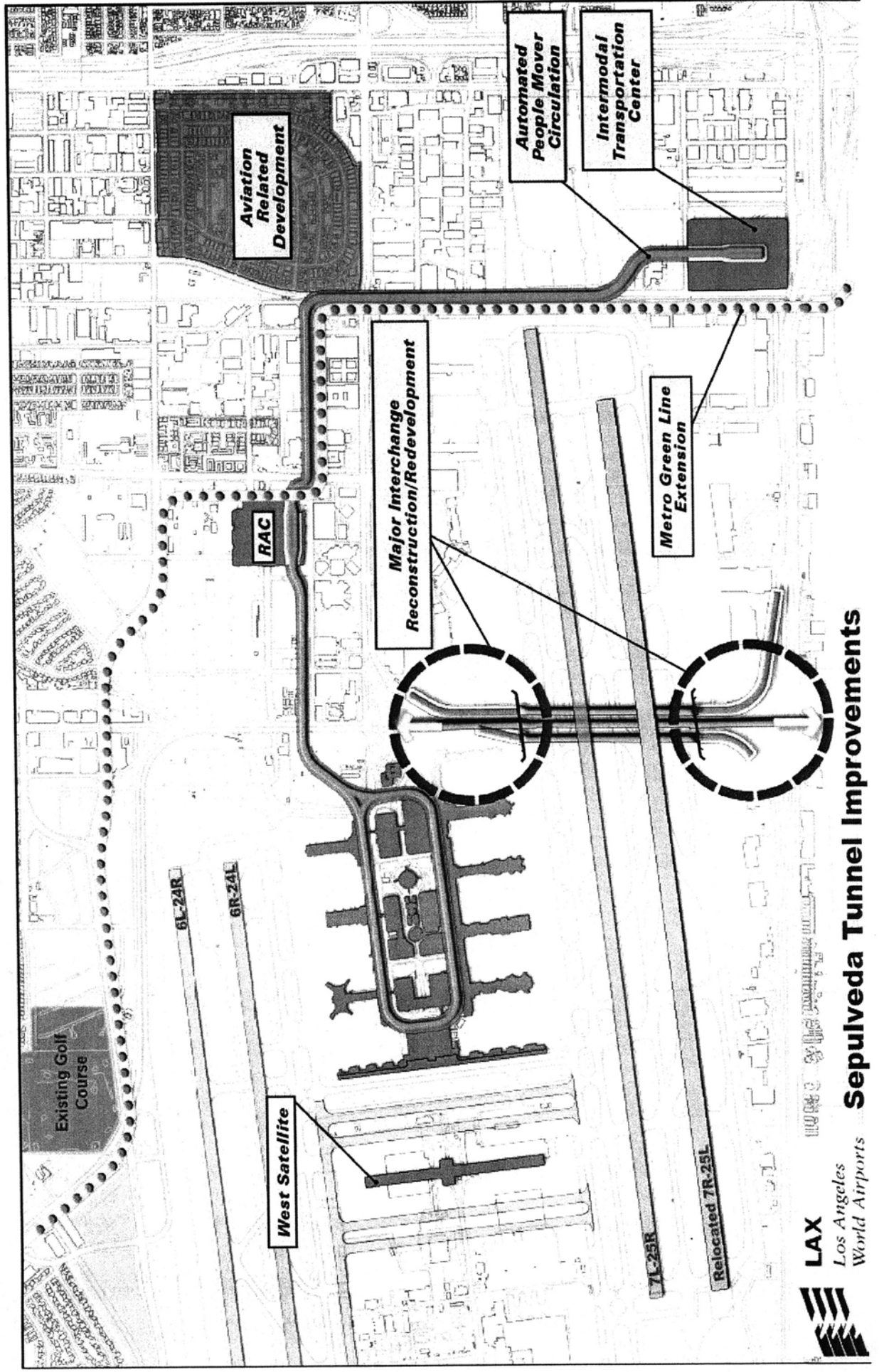


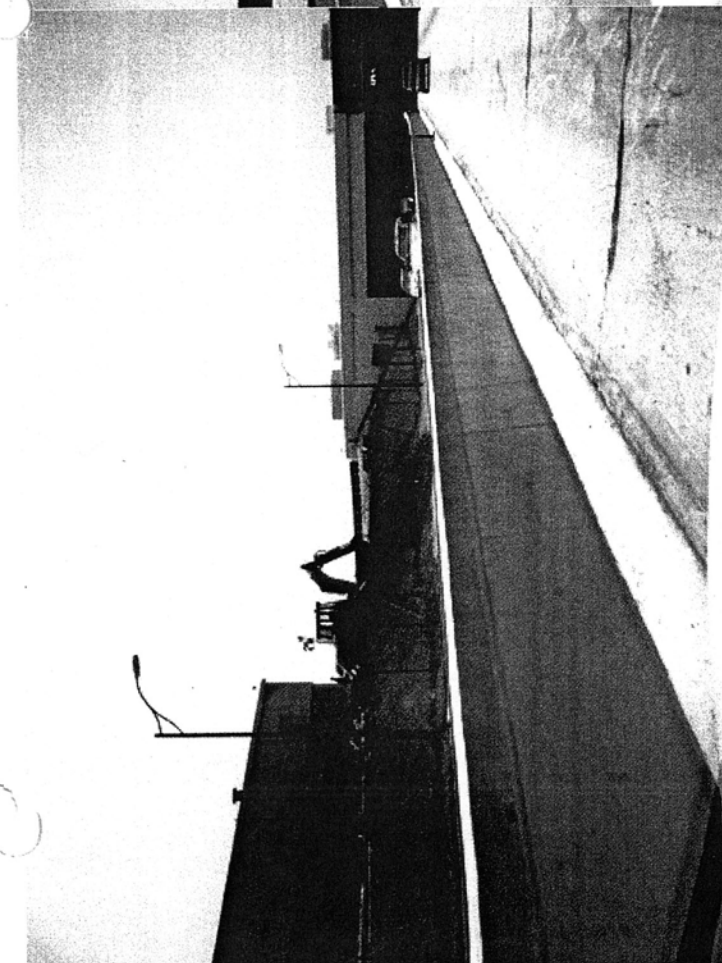
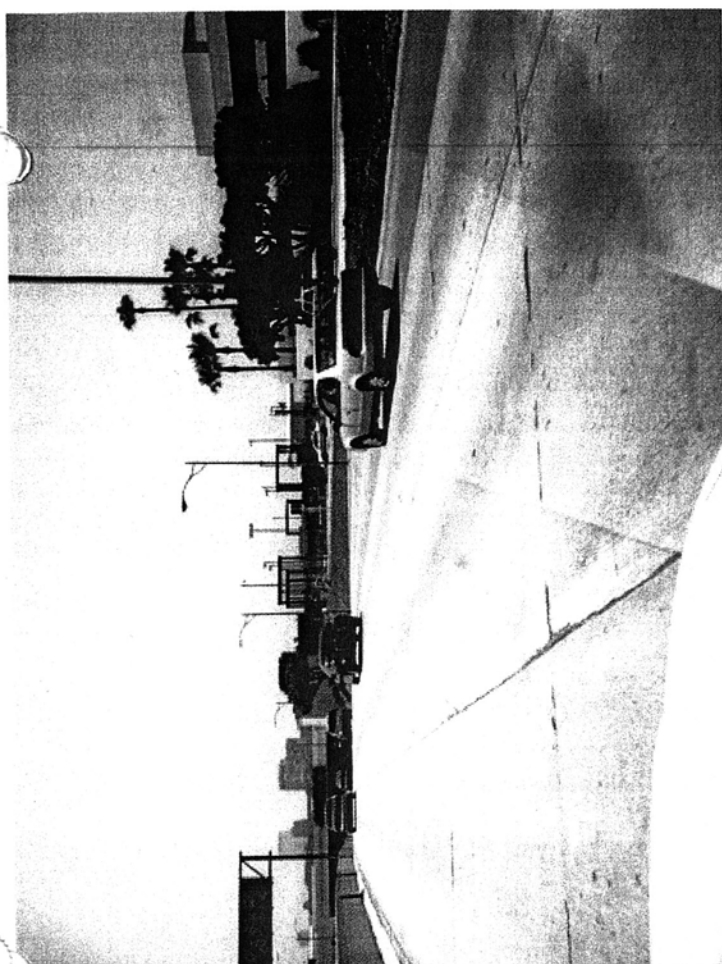
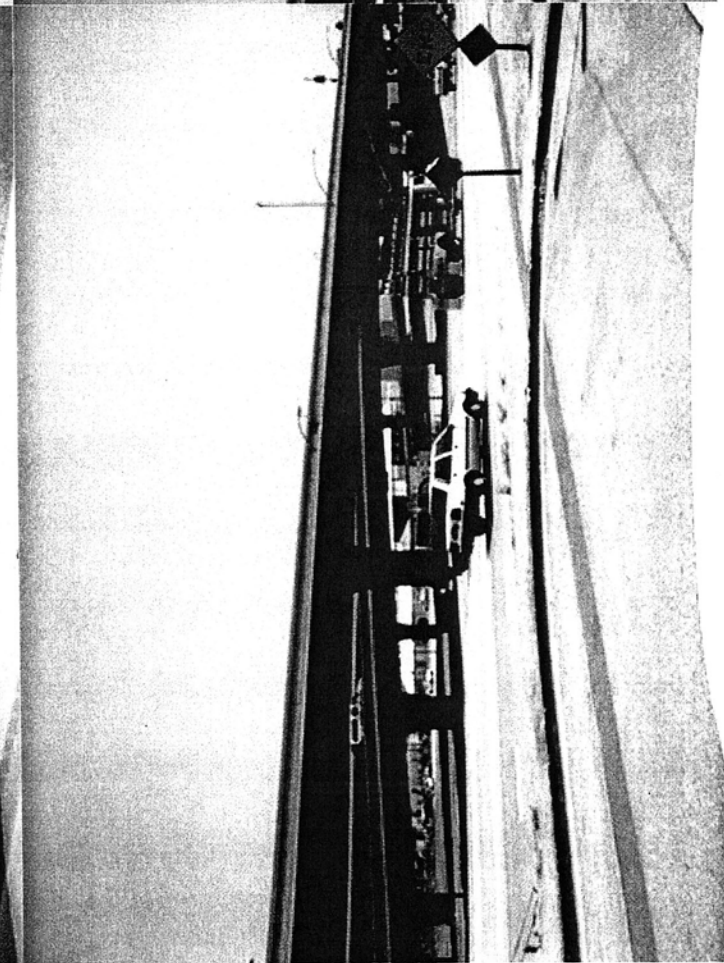
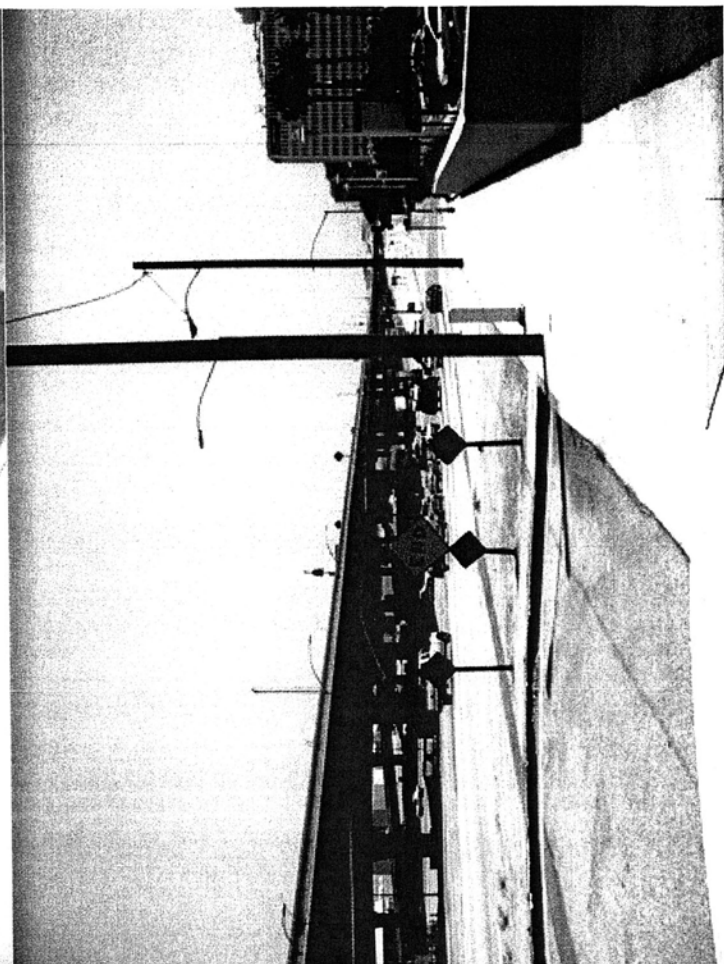


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Access Improvement Concepts

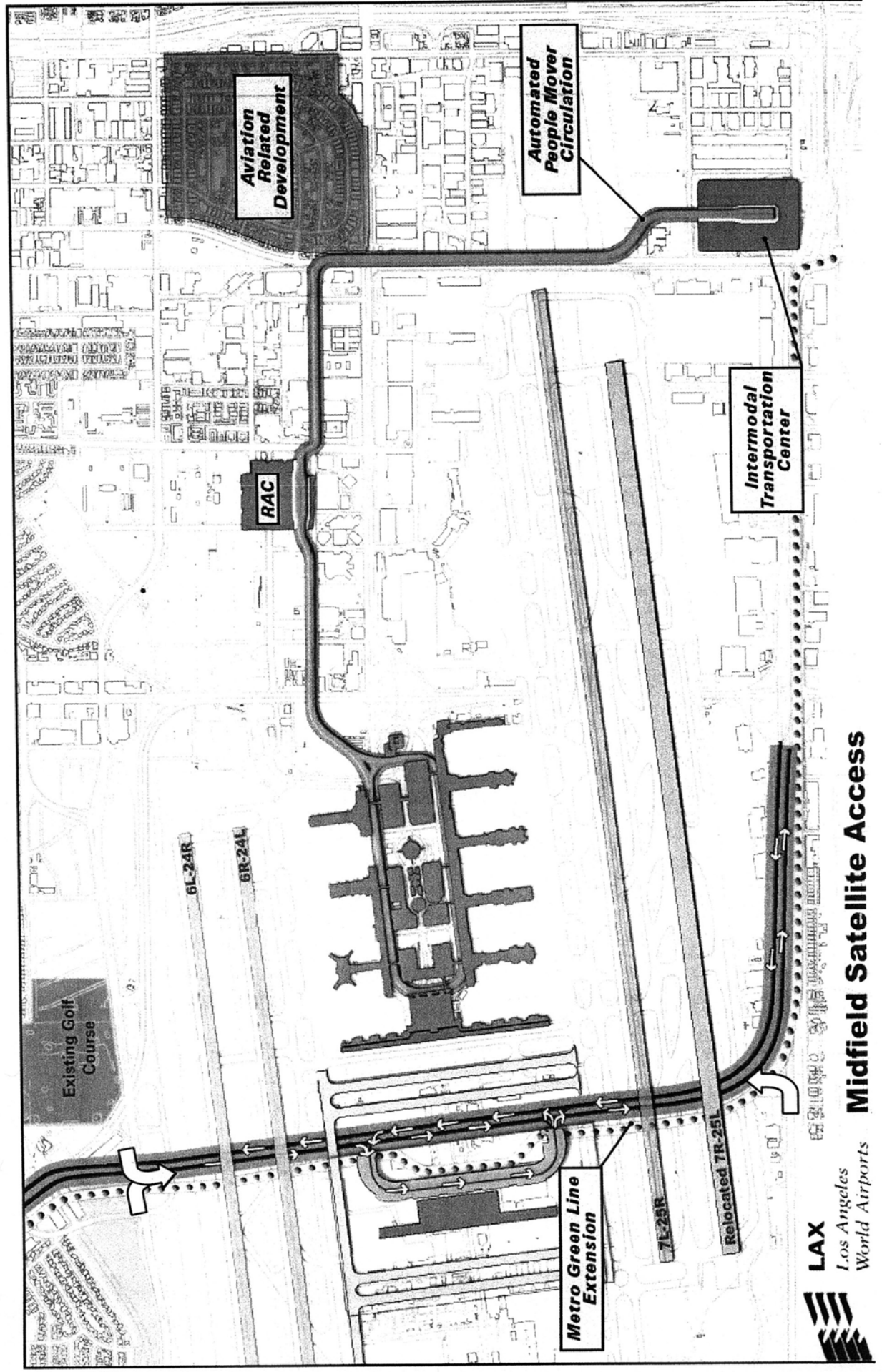
Sepulveda Tunnel Improvements (6/1/06)





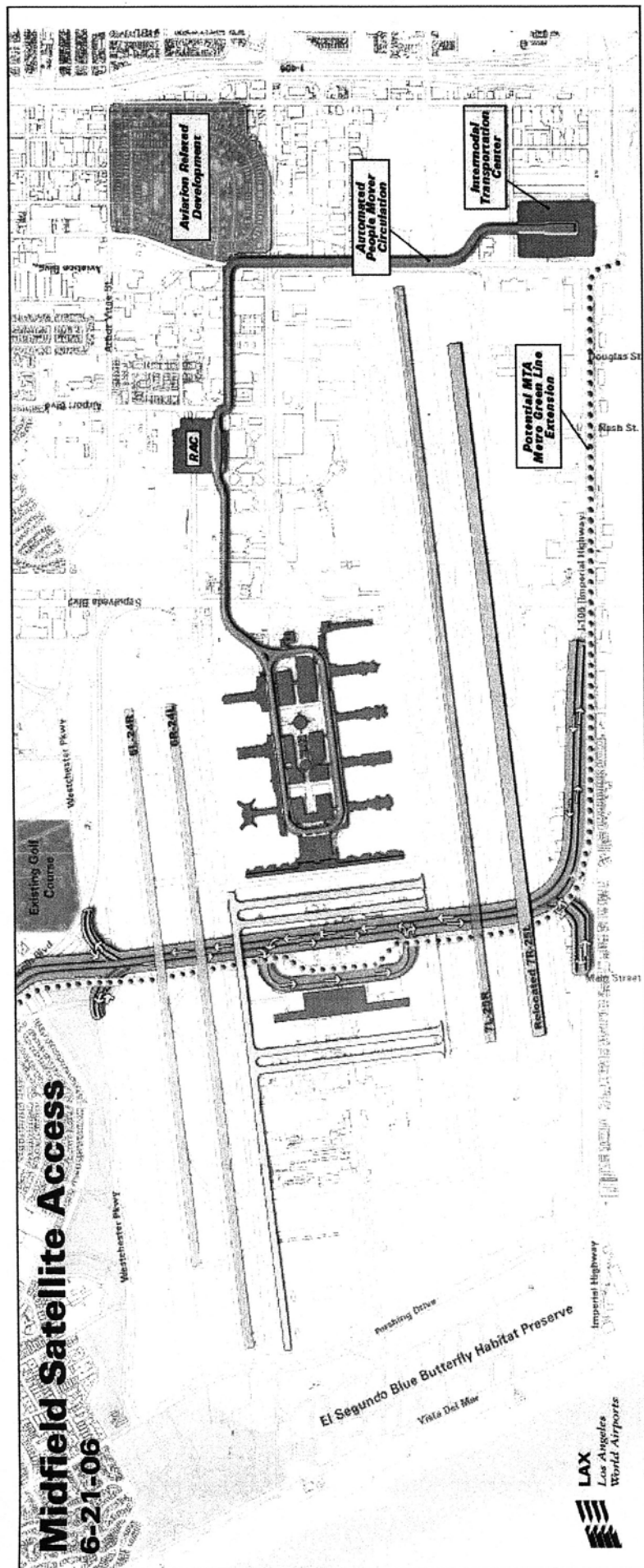
Access Improvement Concepts

Midfield Satellite (6/1/06)



Access Improvement Concepts

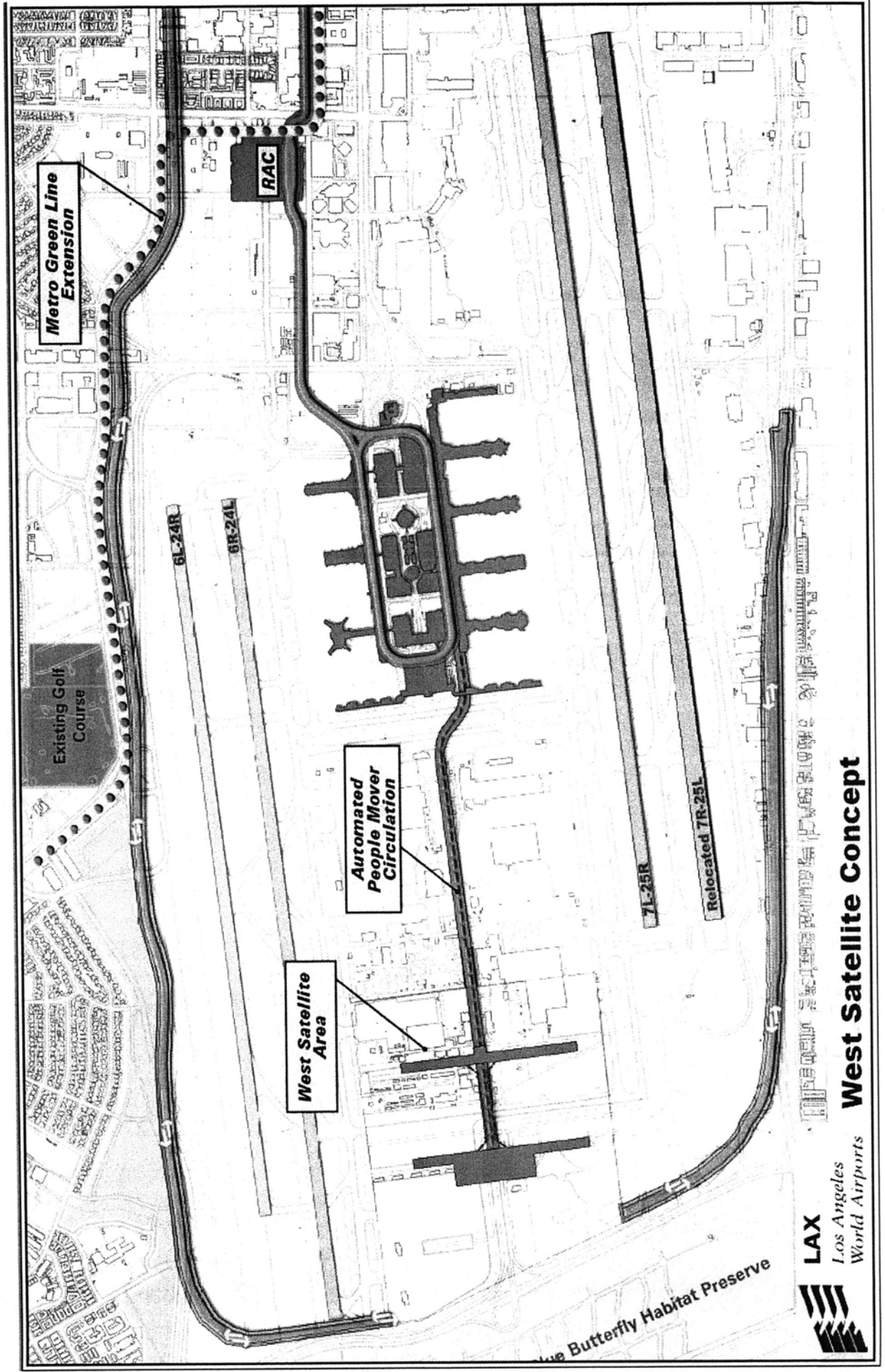
Midfield Satellite (6/21/06)



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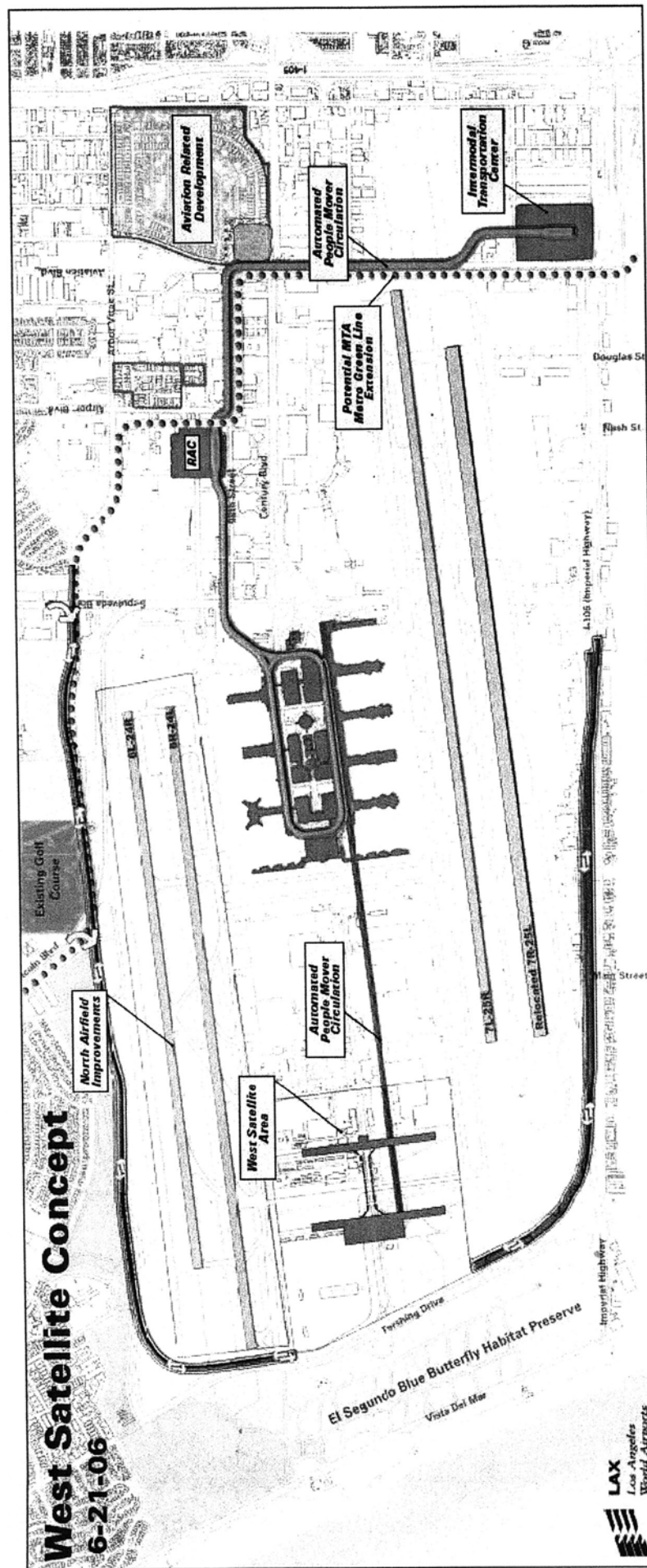
Access Improvement Concepts

West Satellite (6/1/06)



Access Improvement Concepts

West Satellite (6/21/06)



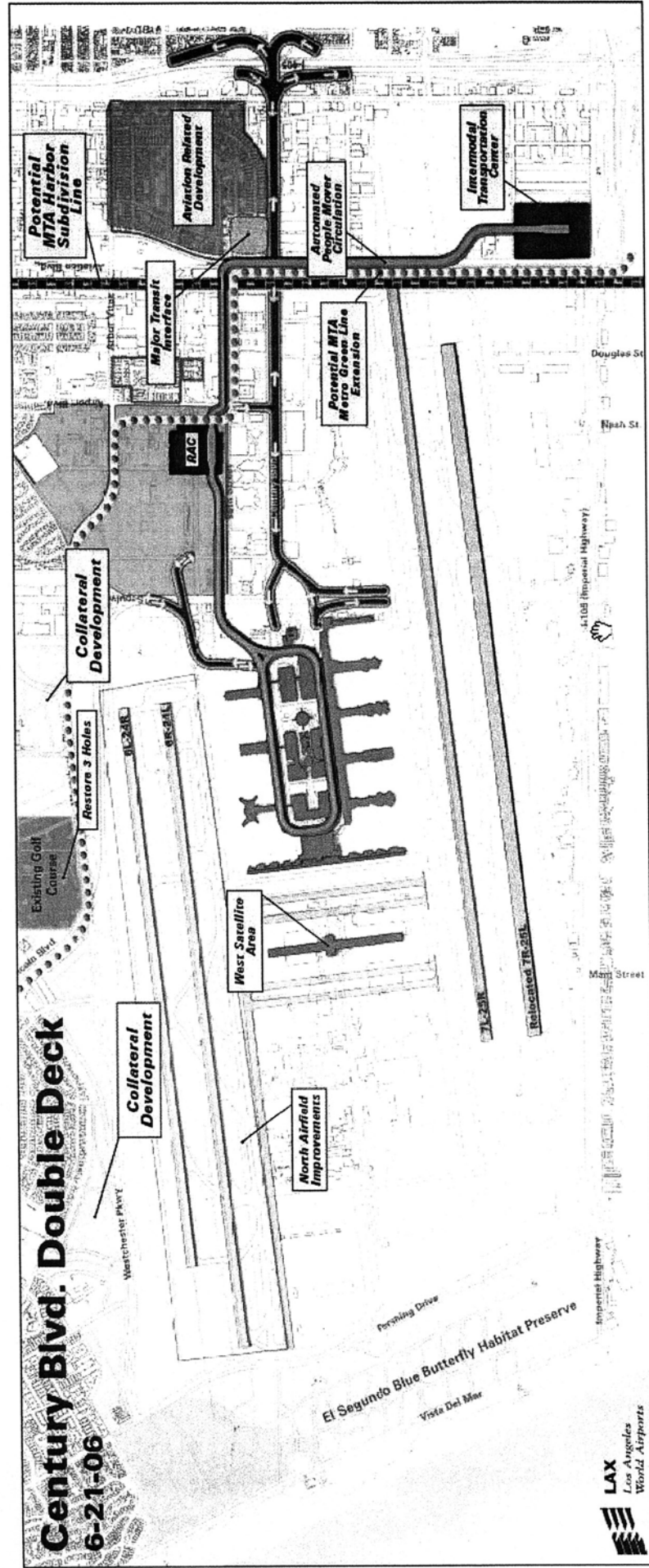
We fly as

Integrated Plan Development

- Combine Ground Transportation Improvements with Collateral and Ancillary Land Uses
- Add North Airfield Improvements
- Working toward narrow set of environmental alternatives for next phase of study

Integrated Plan Development

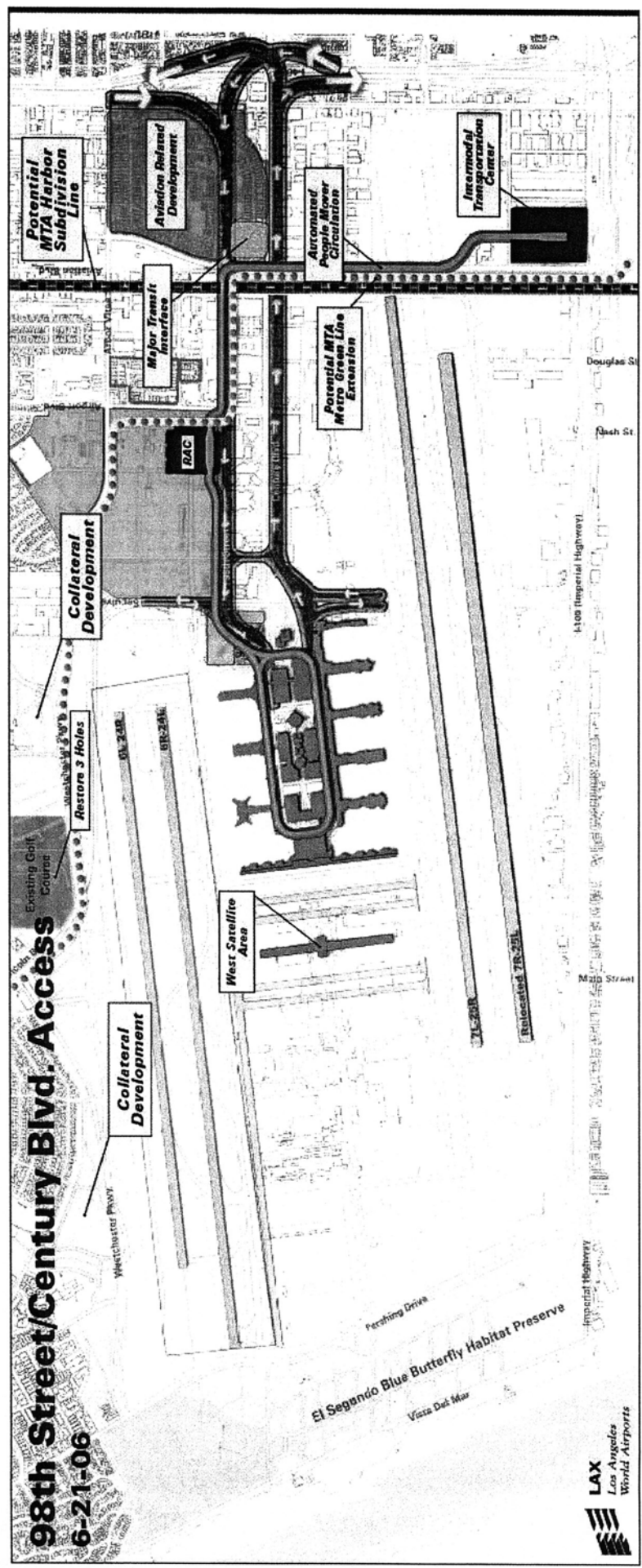
Century Blvd. Double Deck (6/21/06)



We fly as

Integrated Plan Development

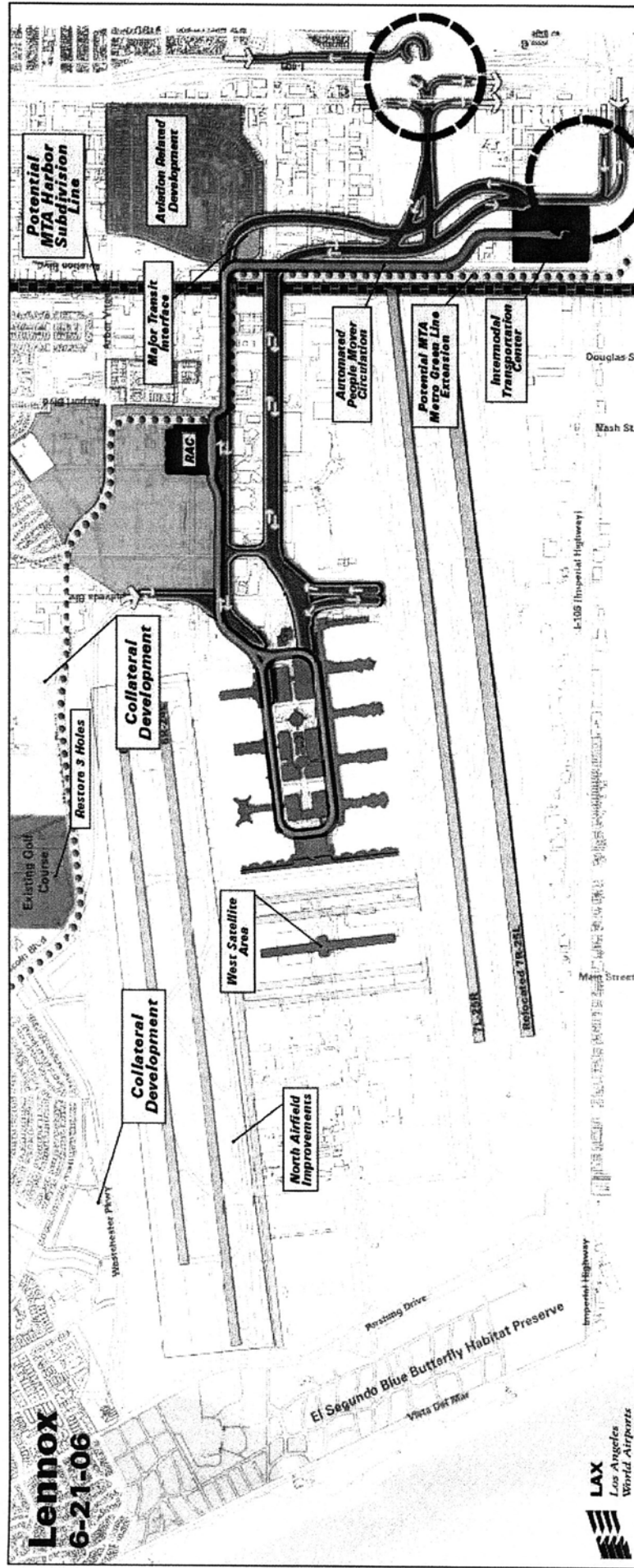
98th Street/Century Blvd. (6/21/06)



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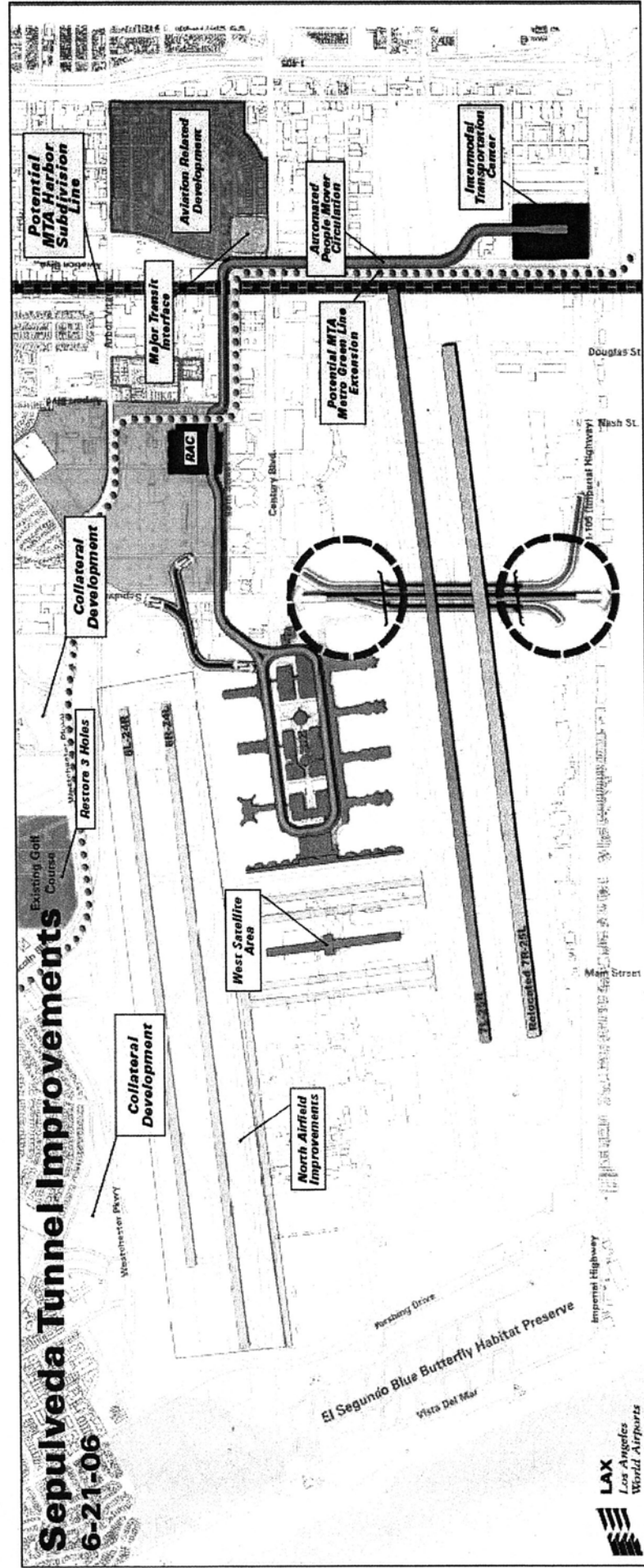
Lennox & I-105 Interchanges (6/21/06)



We fly as

Integrated Plan Development

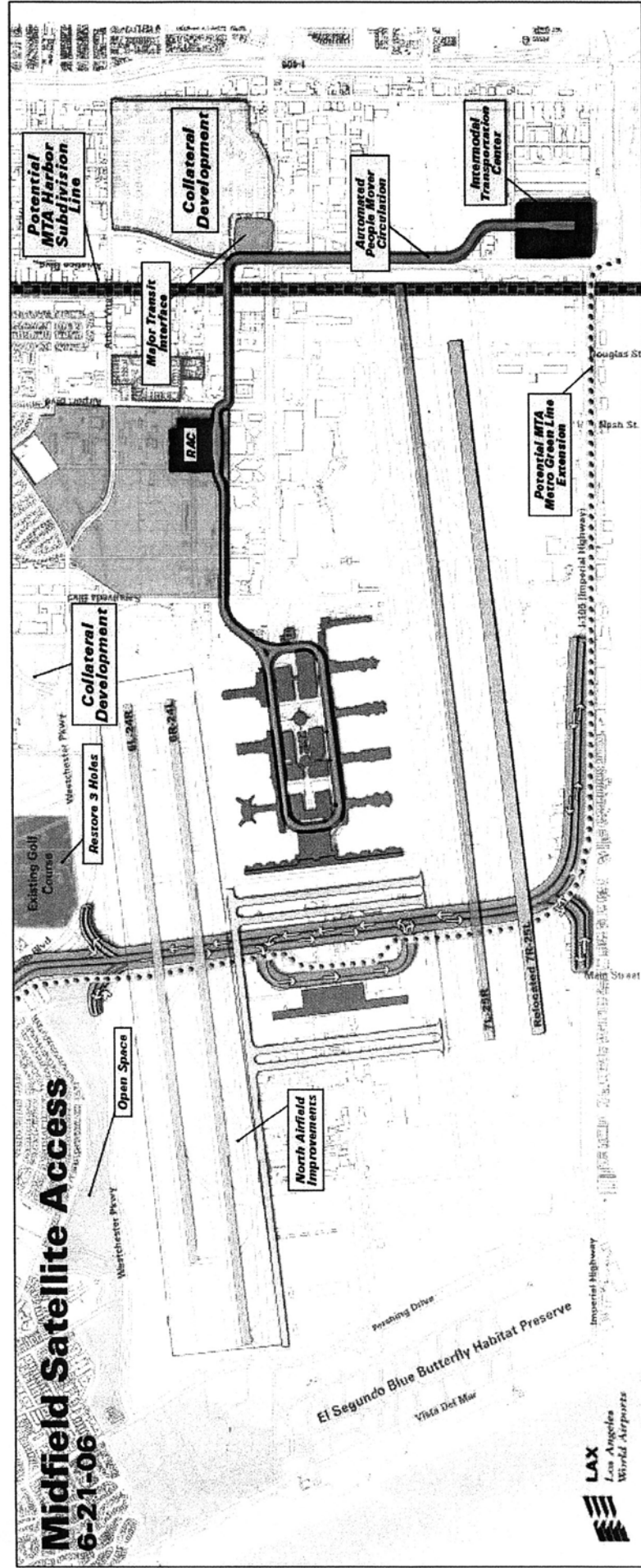
Sepulveda Tunnel Improvements (6/21/06)



We fly as

Integrated Plan Development

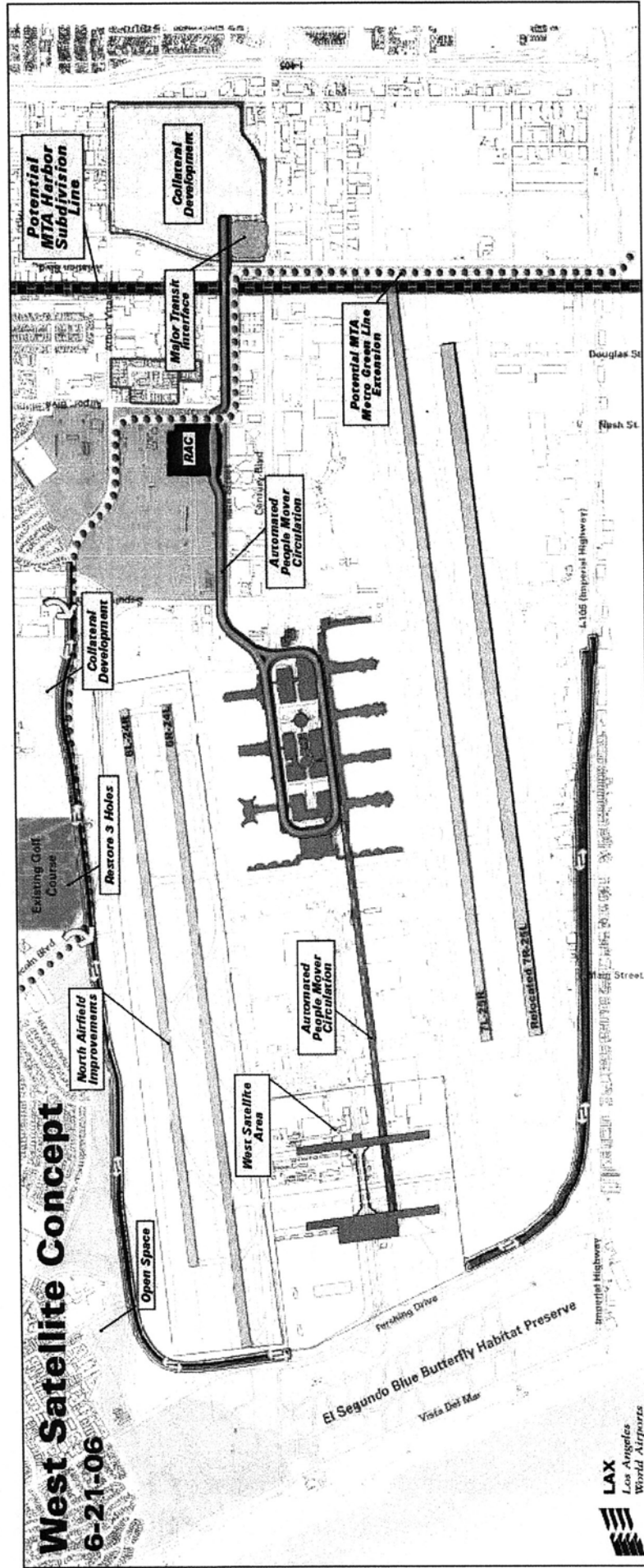
Midfield Satellite (6/21/06)



We fly as

Integrated Plan Development

West Satellite (6/21/06)



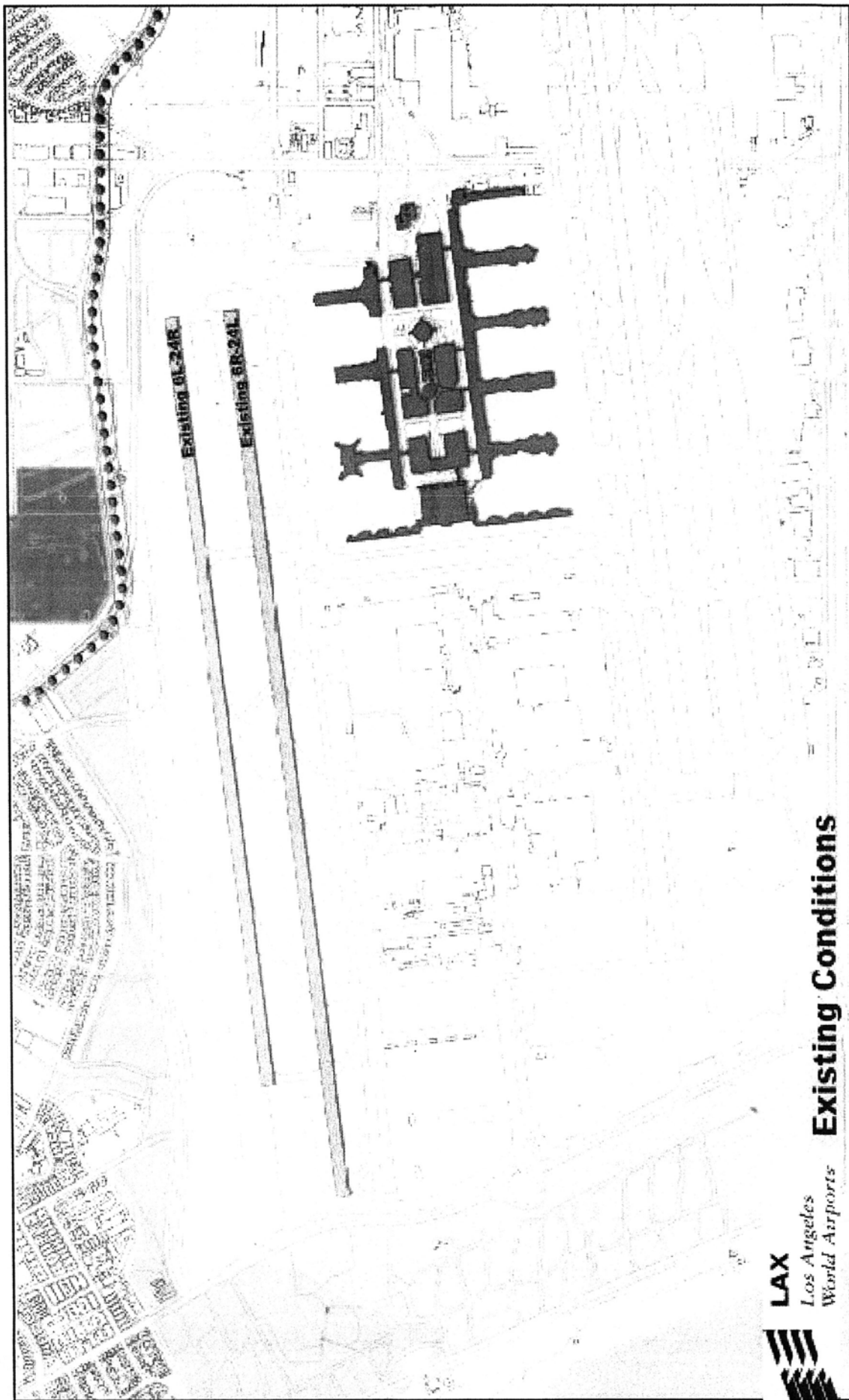
We fly as

Concept Development Goals - Airfield

1. Address safety concerns from persistent runway incursions.
2. Reduce air quality impacts from existing north airfield taxiways and gate locations.
3. Balance long-haul departing aircraft operations between North and South Airfield.
4. Improve runway and taxiway spacing to ease large aircraft movement.

North Airfield Concepts

Existing Conditions

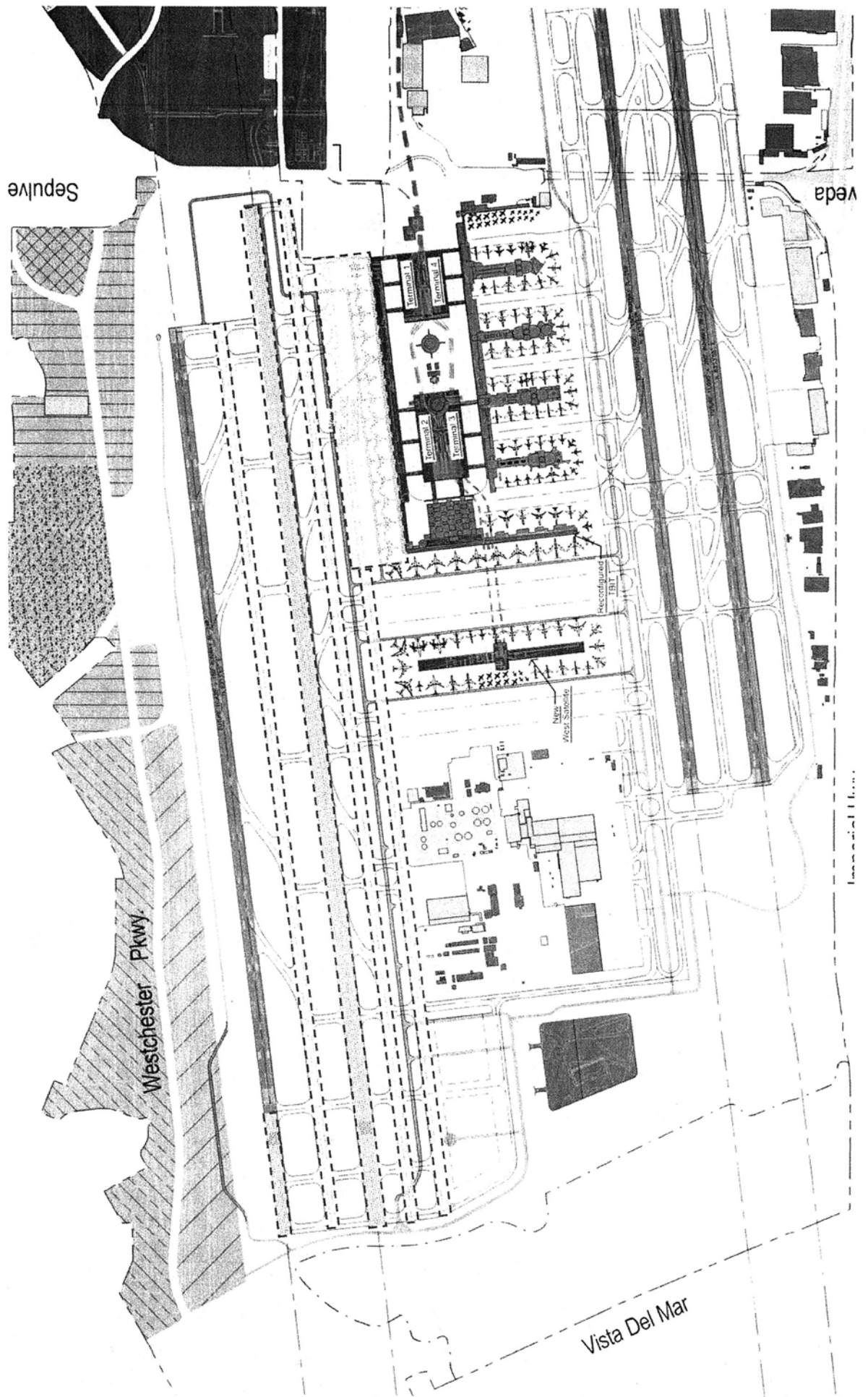


Los Angeles
World Airports

Existing Conditions

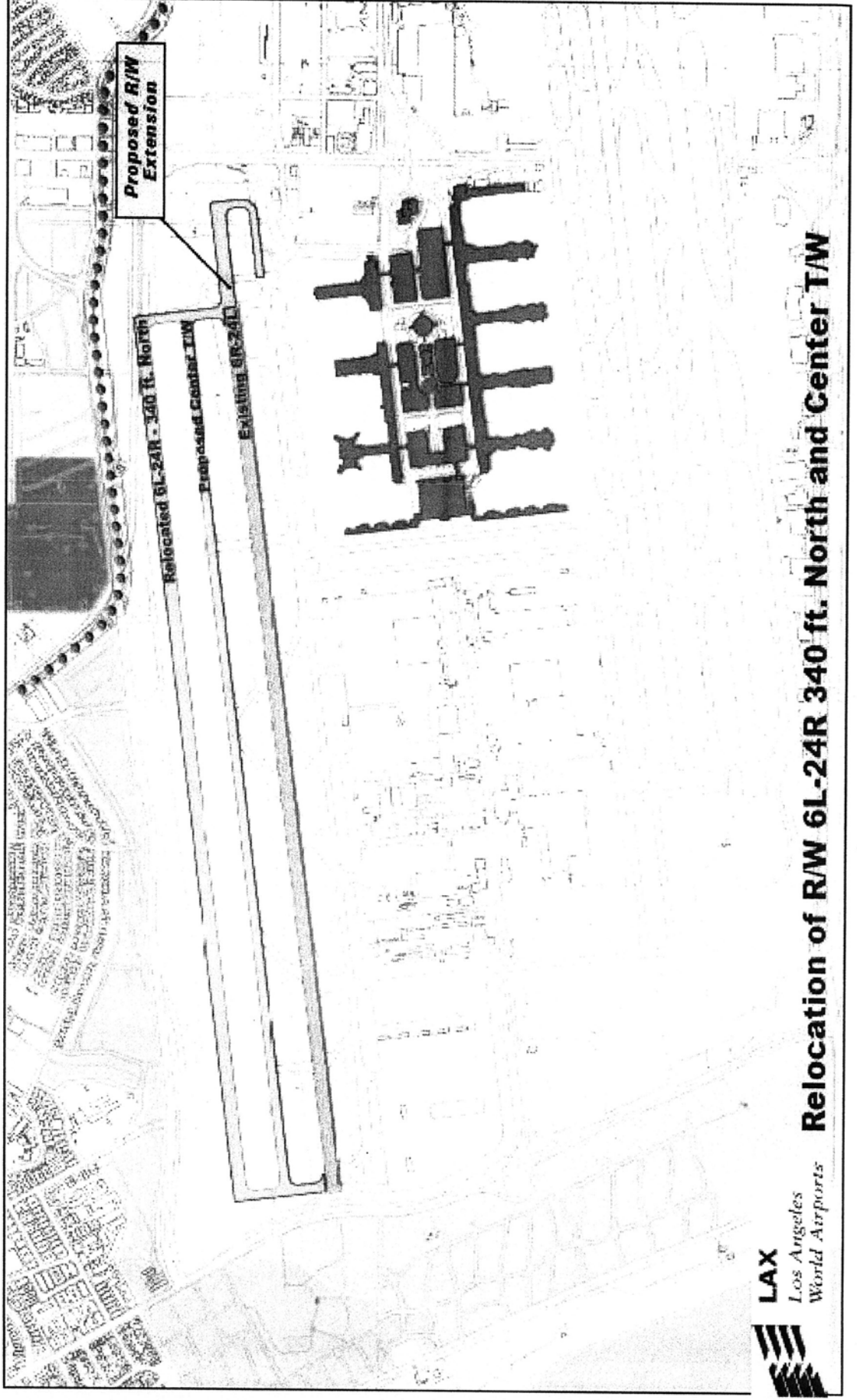
North Airfield Concepts

Alternative D North Airfield



North Airfield Concepts

Shift Runway 24R North (6/1/06)



LAX

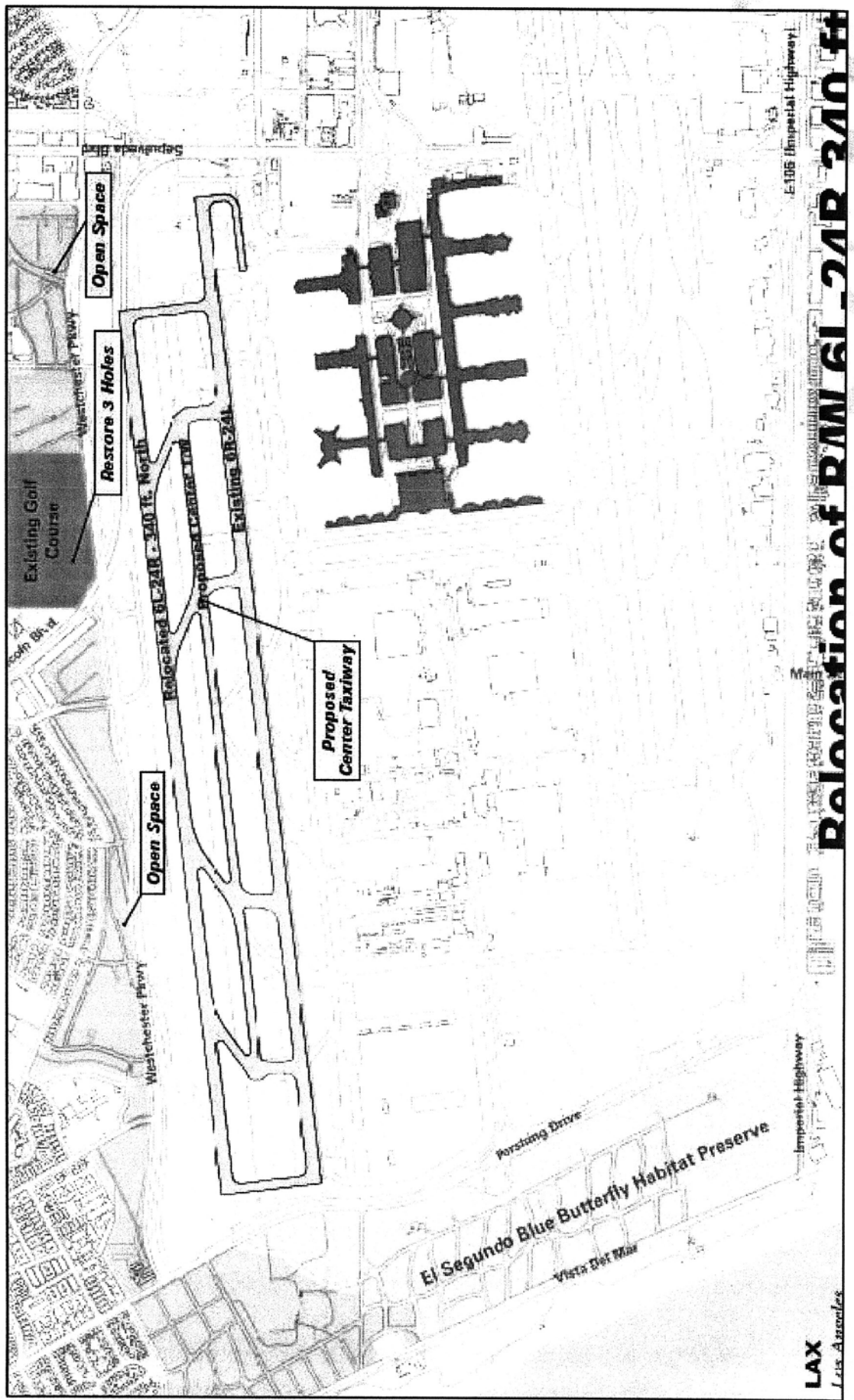
Los Angeles
World Airports

Relocation of R/W 6L-24R 340 ft. North and Center T/W

North Airfield Concepts

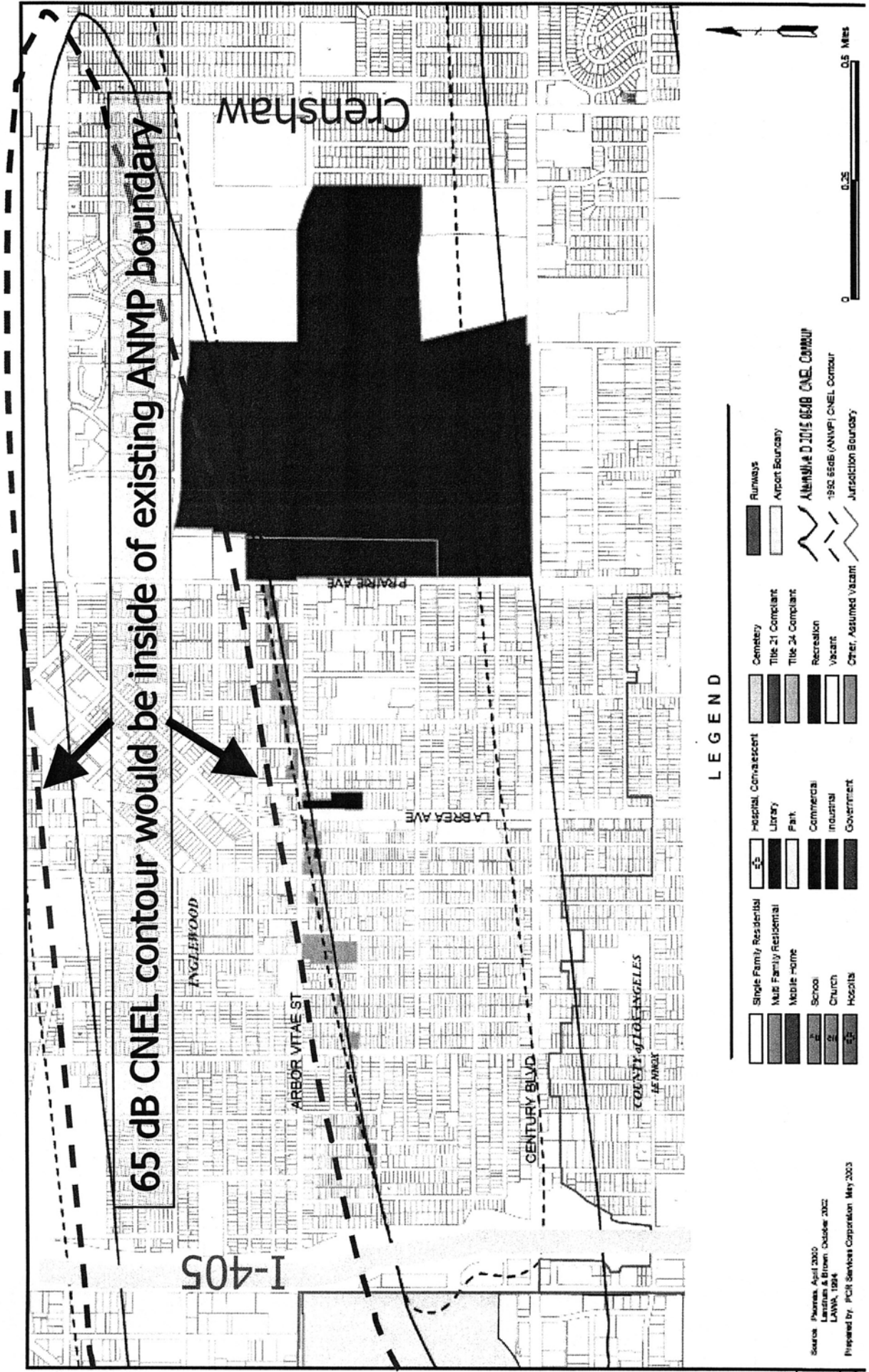
Shift Runway 24R North (6/21/06)

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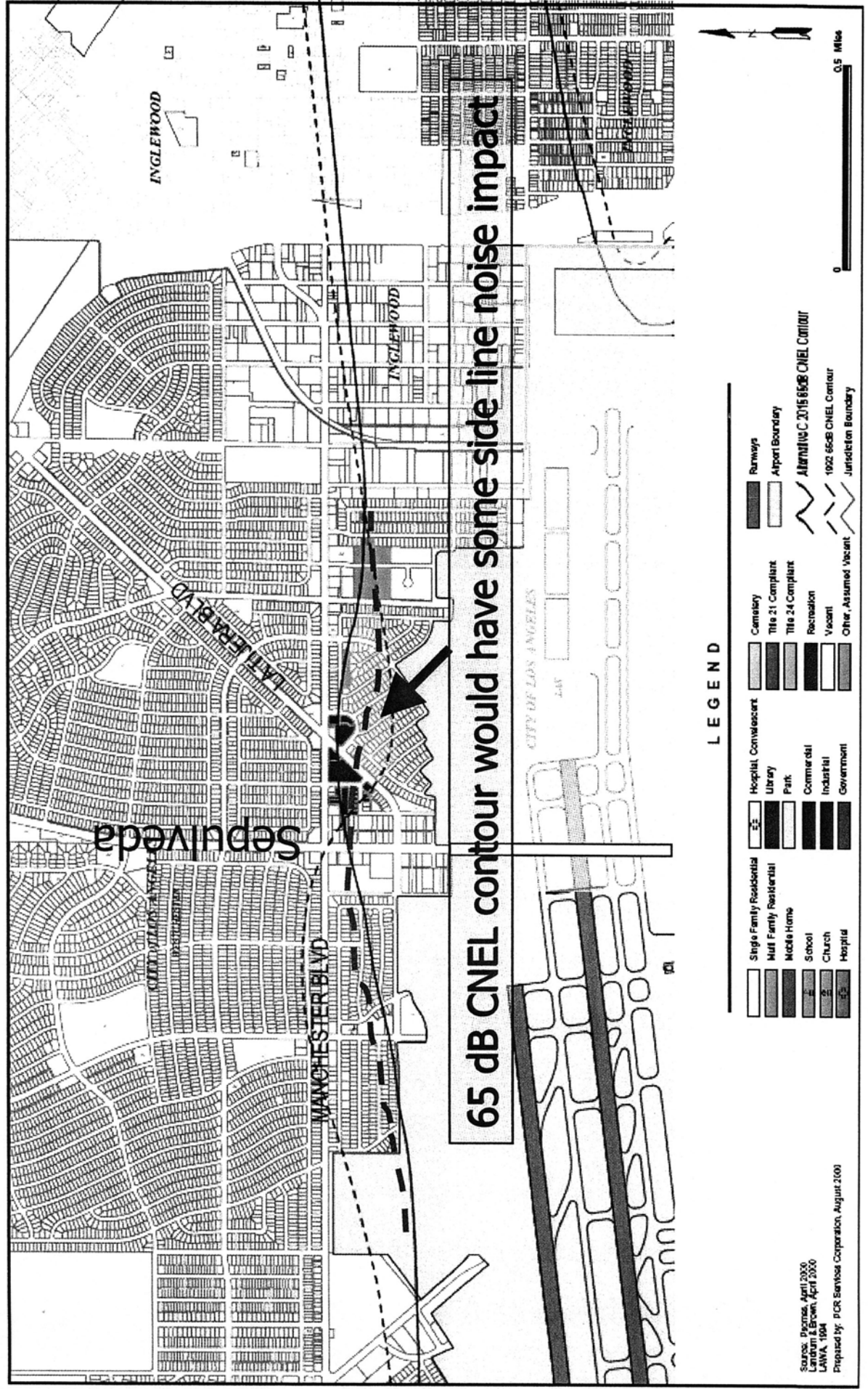
North Airfield Concepts

Shift Runway 24R North



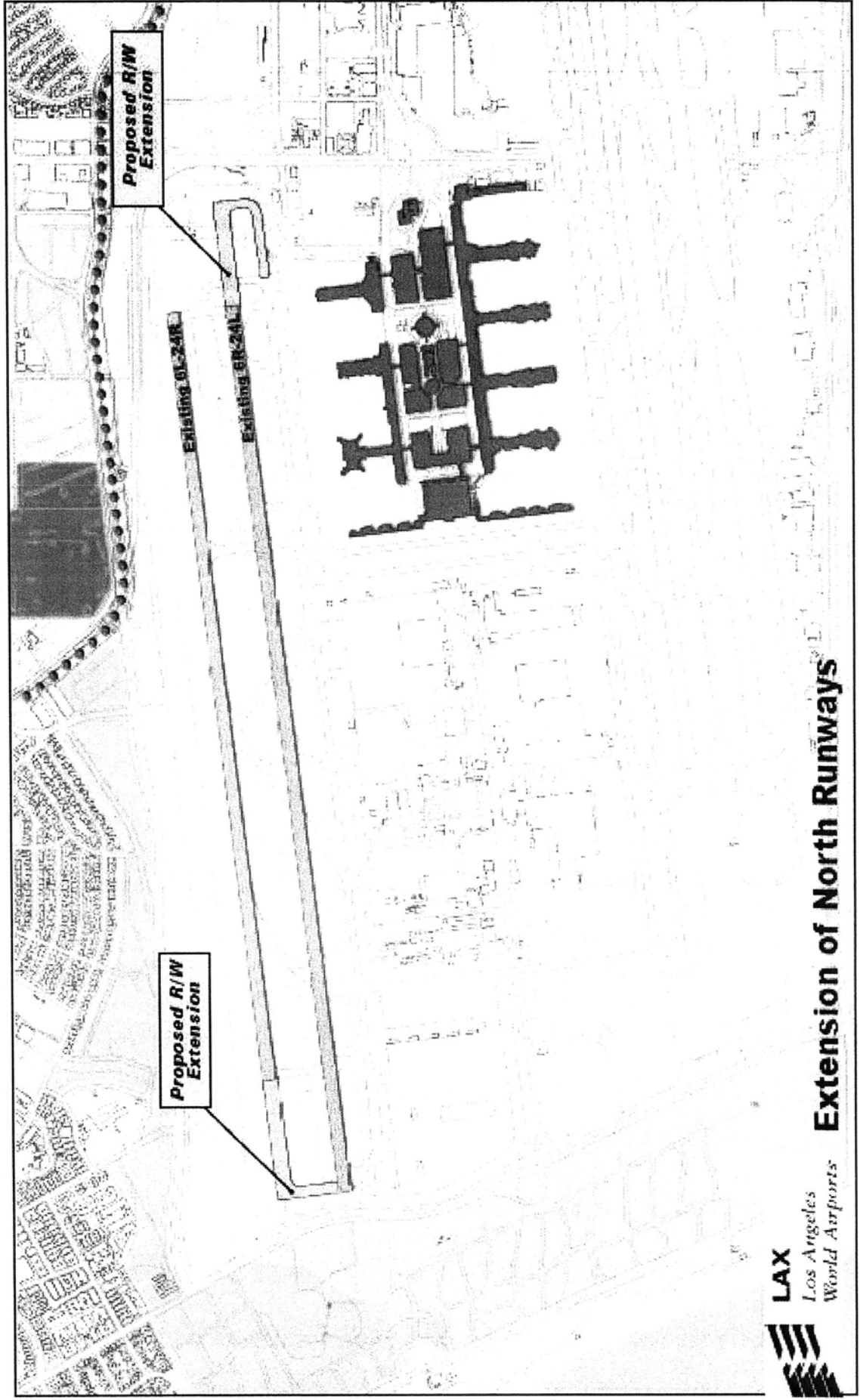
North Airfield Concepts

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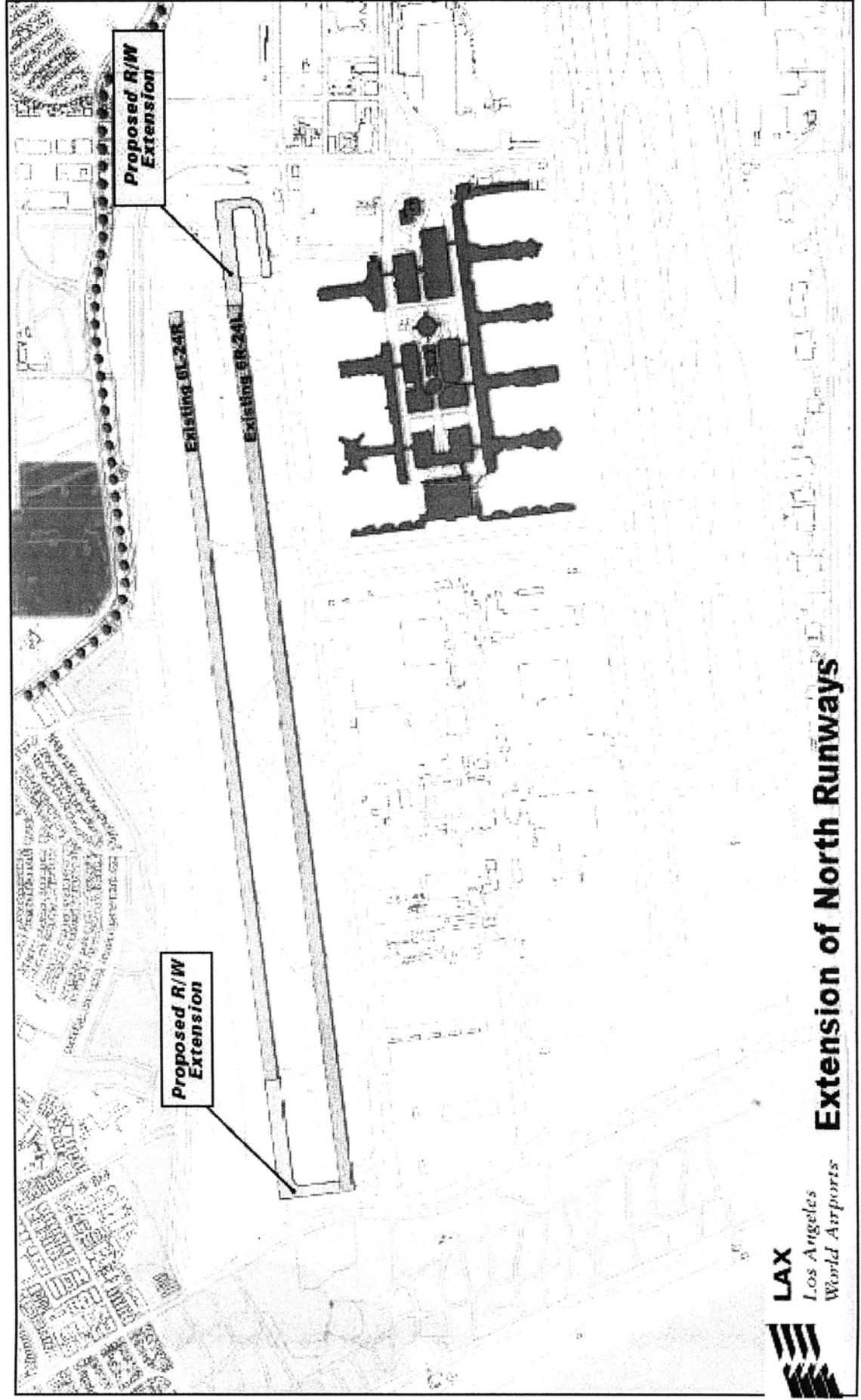
North Airfield Concepts

Extend Existing Runways



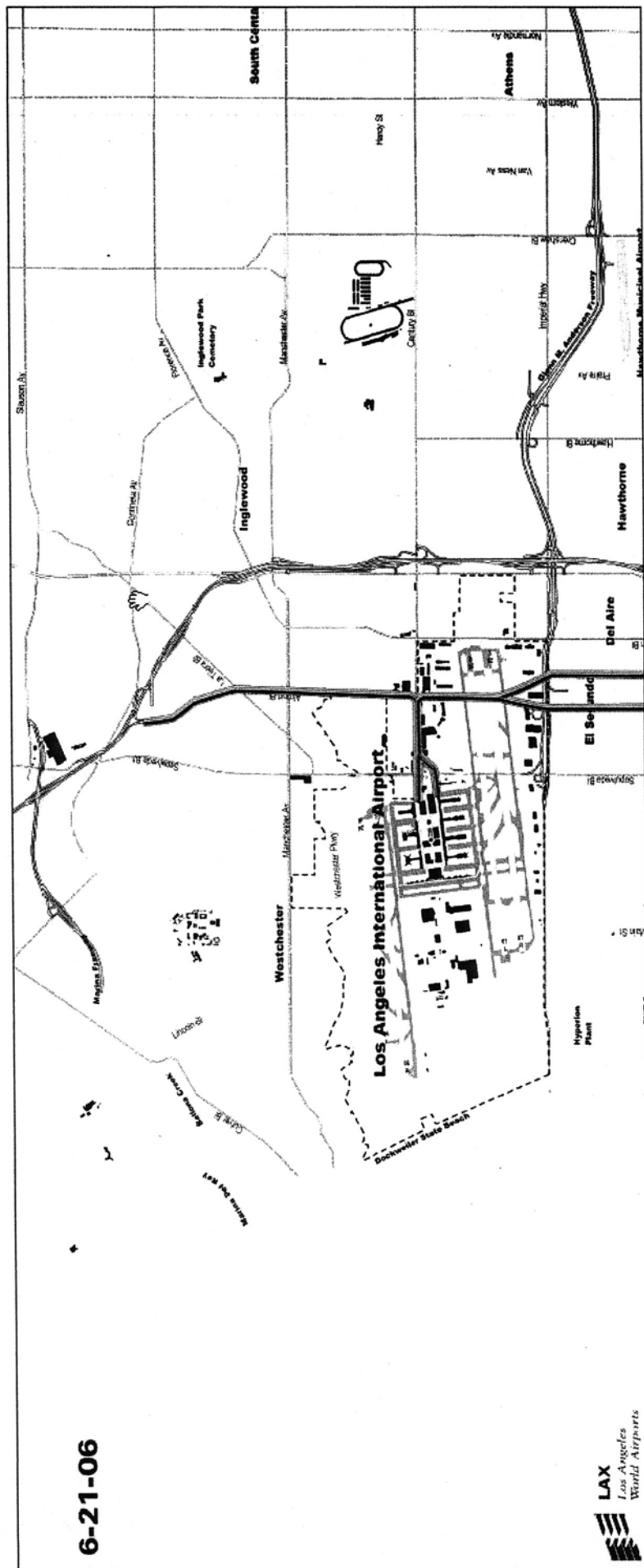
North Airfield Concepts

Extend Existing Runways



Access Improvement Concepts

I-405 North Access Improvement (6/21/06)



We fly as

**LAX Specific Plan Amendment Study
Advisory Meeting Materials -
August 10, 2006**



Los Angeles World Airports

LAX SPECIFIC PLAN AMENDMENT STUDY

**ADVISORY COMMITTEE
Meeting No. 8 – August 10, 2006**

Agenda:

- I. Schedule for Advisory Committee and Community-Based Planning Process Meetings**
 - a. 1st Thursday of the Month - from 10:00 a.m. to 2:00 p.m.
 - b. Public Meeting Series No. 5 Scheduled for August 23rd and 26th, 2006
 - c. Review Process Schedule
 - d. Future Public Meetings
- II. Update on Community Advocate Position**
- III. Update on Southern California Regional Airport Authority (SCRAA)**
- IV. LAWA Progress on Settlement Commitments**
- V. Review North Airfield Options**
- VI. Review Refined Access Concepts**
- VII. Next Steps**

LAX Specific Plan Amendment Study

CONCEPT DEVELOPMENT

Advisory Committee Meeting

August 10, 2006

We fly as

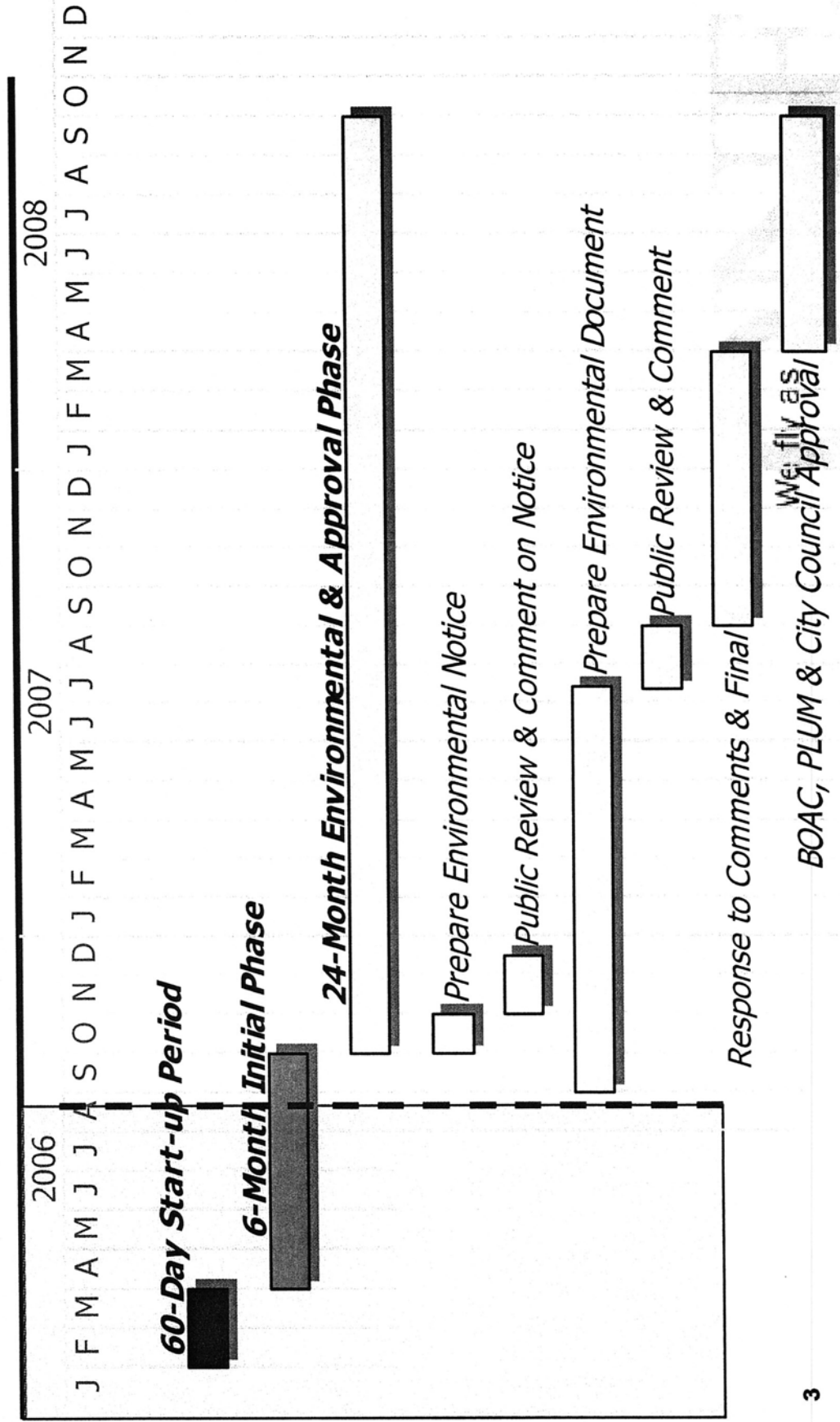
ONE

Agenda – August 10, 2006

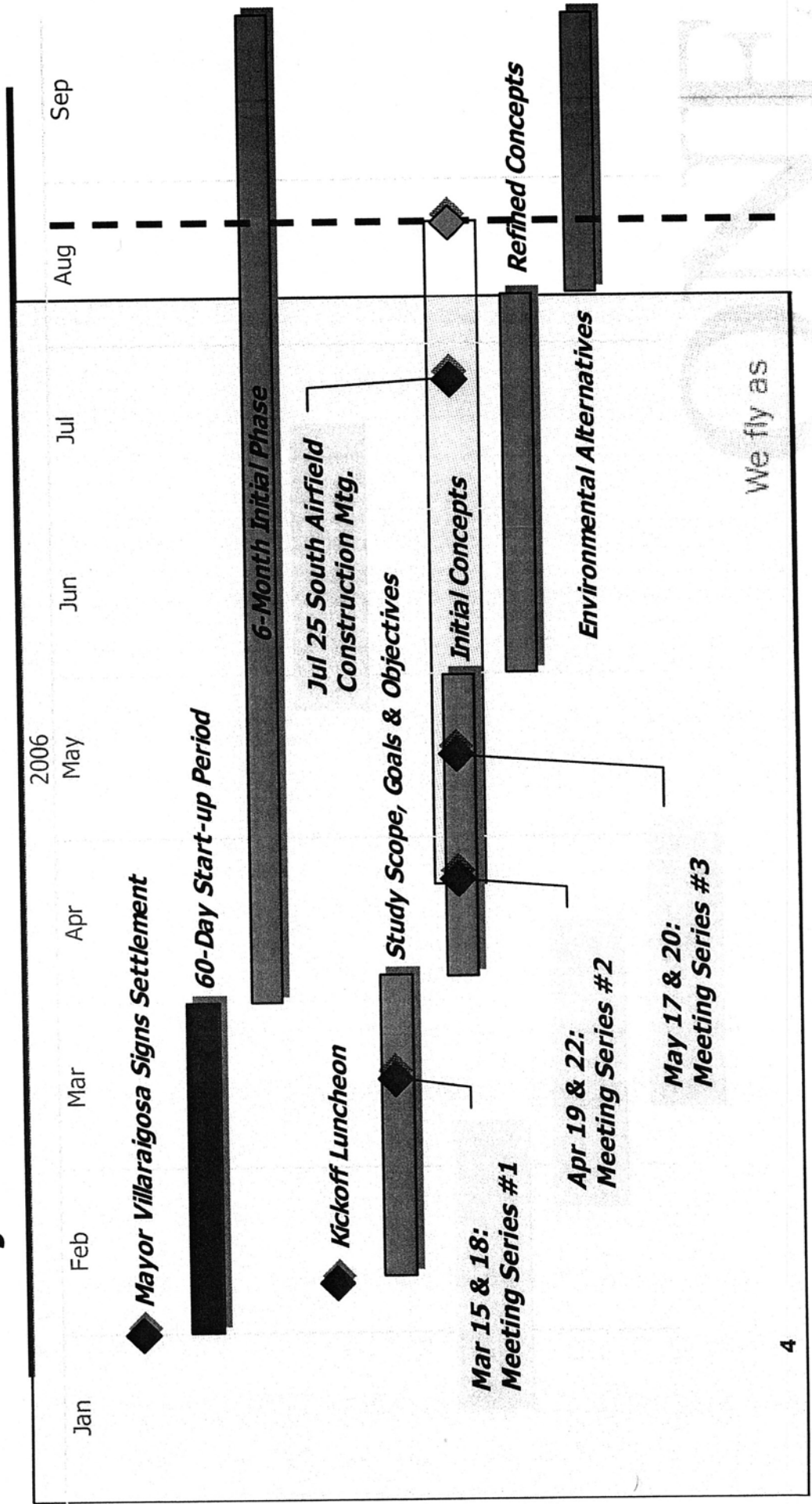
- Standing Advisory Committee meetings
- Community Advocate position
- Southern California Regional Airport Authority
- LAWA progress on settlement commitments
- Review North Airfield options
- Review refined access concepts
- Community-based planning process
(August 23 & 26 meetings)

We fly as

Project Schedule



Project Schedule – Initial Phase



LAWA Progress

- Aircraft Noise Mitigation Funding:
 - LA County: \$13.5 Million on May 10, 2006
 - El Segundo: \$7.45 Million on May 10, 2006
 - Inglewood: \$12.25 Million scheduled for BOAC approval on August 21, 2006
- South Airfield construction underway with additional air quality mitigation measures and noise control
- SCRAA restarted; 1st meeting in September
- Four rounds of public meetings (to date)
 - March 15th and 18th
 - April 19th and 22nd
 - May 17th and 20th
 - July 25th

We fly as

LAWA Progress (cont.)

- Developed concepts responsive to public and Advisory Committee input
 - Access improvements to replace GTC at Manchester Square
 - North Airfield improvements to replace moving Runway 24L
- Good faith effort to complete initial phase within six months of the commencement date
- Started the Union Station FlyAway
- Considering new FlyAway sites
- Started consolidated hotel shuttle

LAWA Progress (cont.)

- Traffic study underway; extensive coordination with all surrounding communities and agencies
- Origin and destination passenger survey underway
- Green Line Study underway
- South Airfield drainage design modified
- Gate electrification continuing
- Hangar electrification
- Air apportionment study underway
- Jobs program underway

Community-Based Planning Process

Previous public meeting topics:

- Meeting Series #1 – LAX Settlement Agreement
- Meeting Series #2 – Improving Airport Access
- Meeting Series #3 – Airport Operations & Noise
- Meeting #4 – South Airfield Construction Info

Today's meeting topic:

- Meeting Series #5 – Preliminary Concepts

Upcoming topics:

- Meeting Series #6 – Refined Concepts
- Meeting Series #7 – Environmental ^{W&E} Alternatives

Concept Development Process

- Define problems to be solved
- Establish goals and evaluation criteria
- Develop initial concepts
- Review initial concepts with Advisory Committee
- Revise initial concepts
- Review revised concepts with Advisory Committee
- Hold Public Workshops
- Develop environmental alternatives

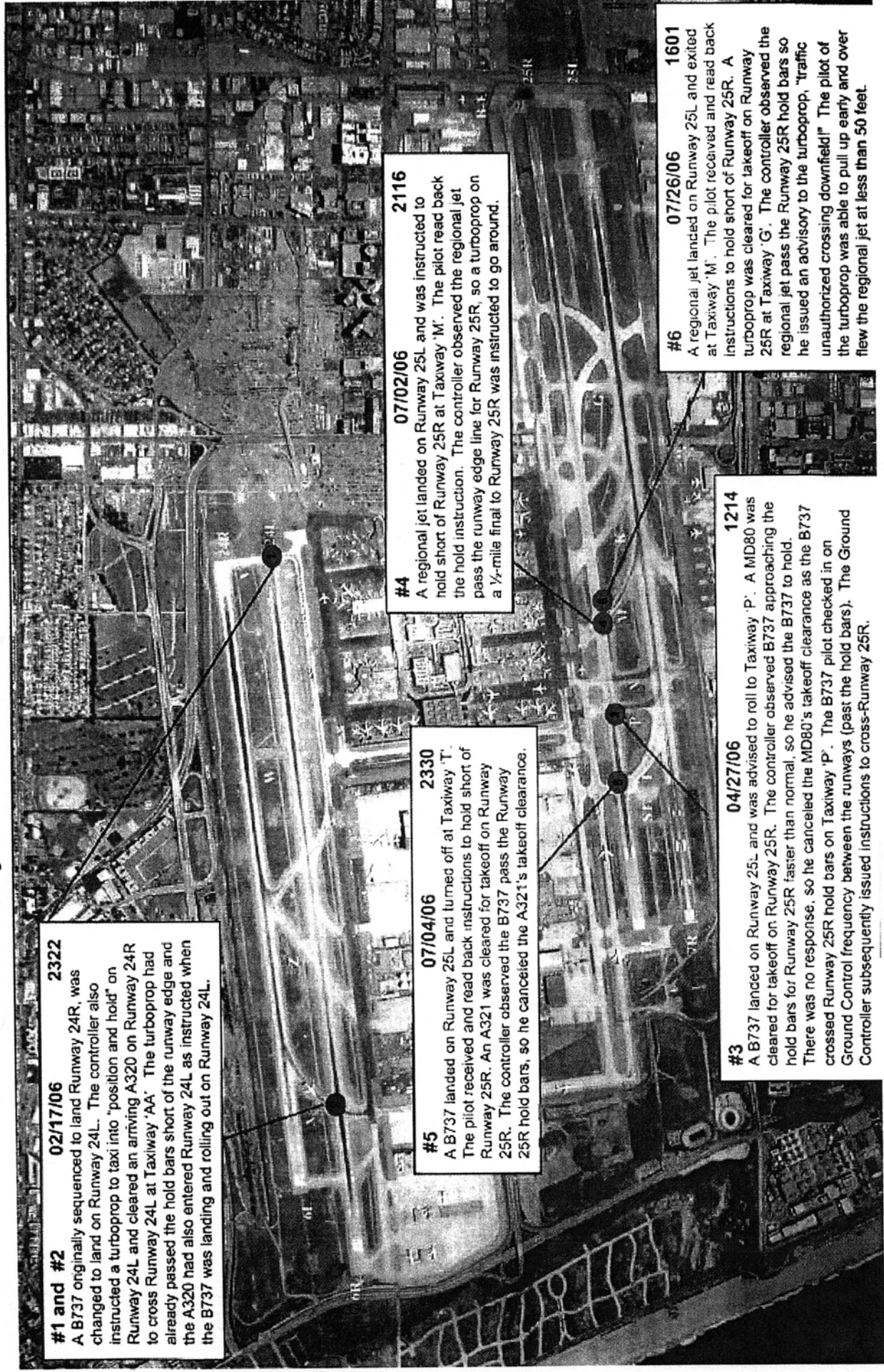
We fly as

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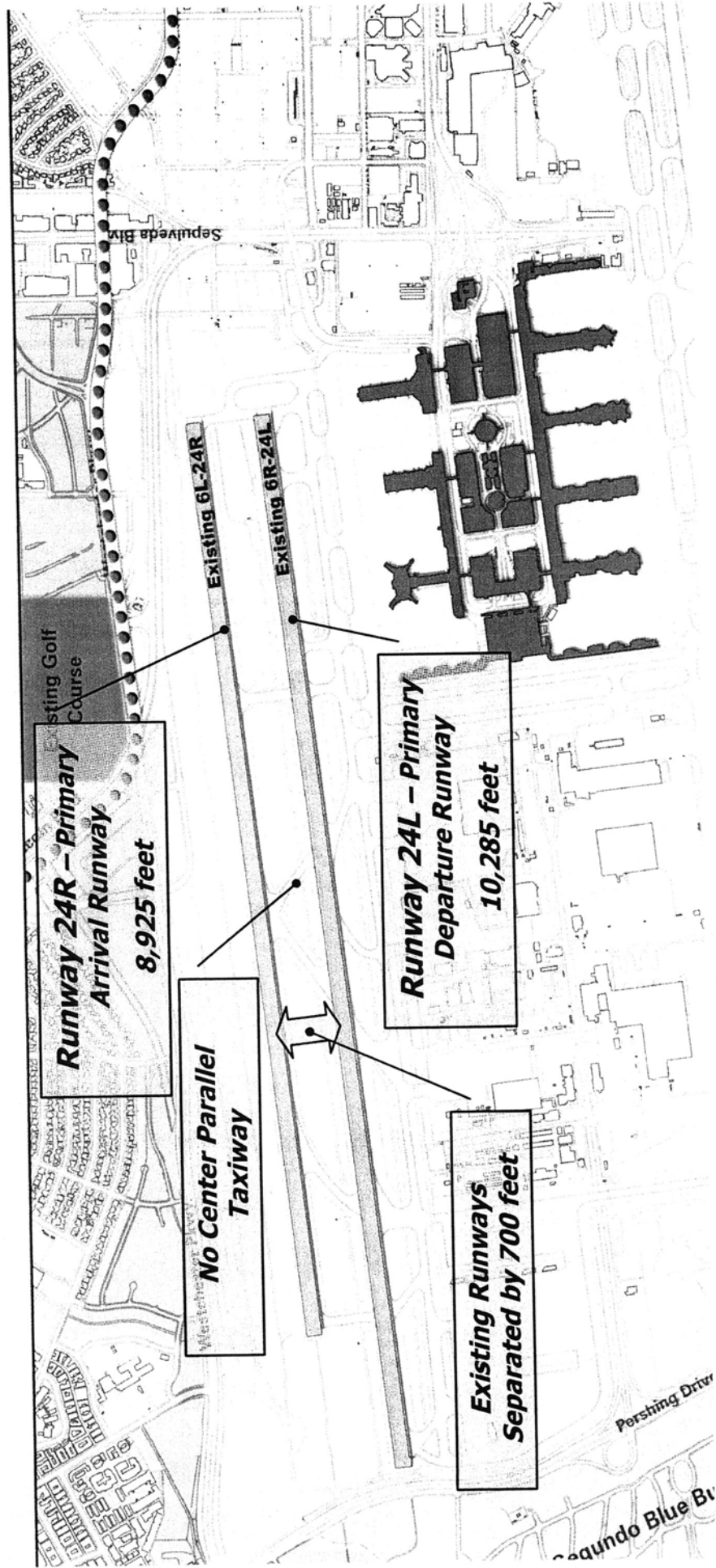
North Airfield Concepts

2006 Runway Incursions as of 8/3/06



North Airfield Concepts

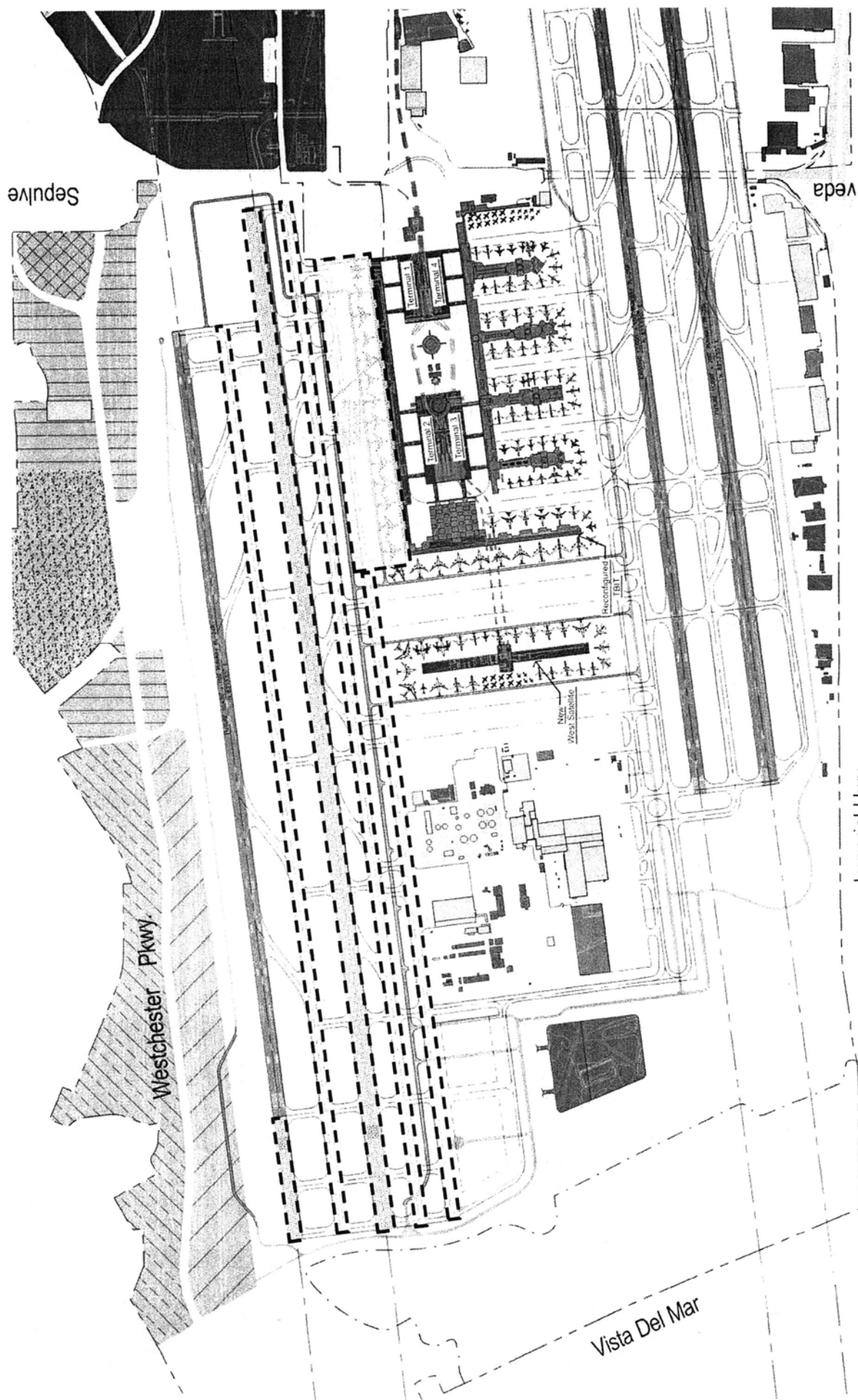
Existing Conditions



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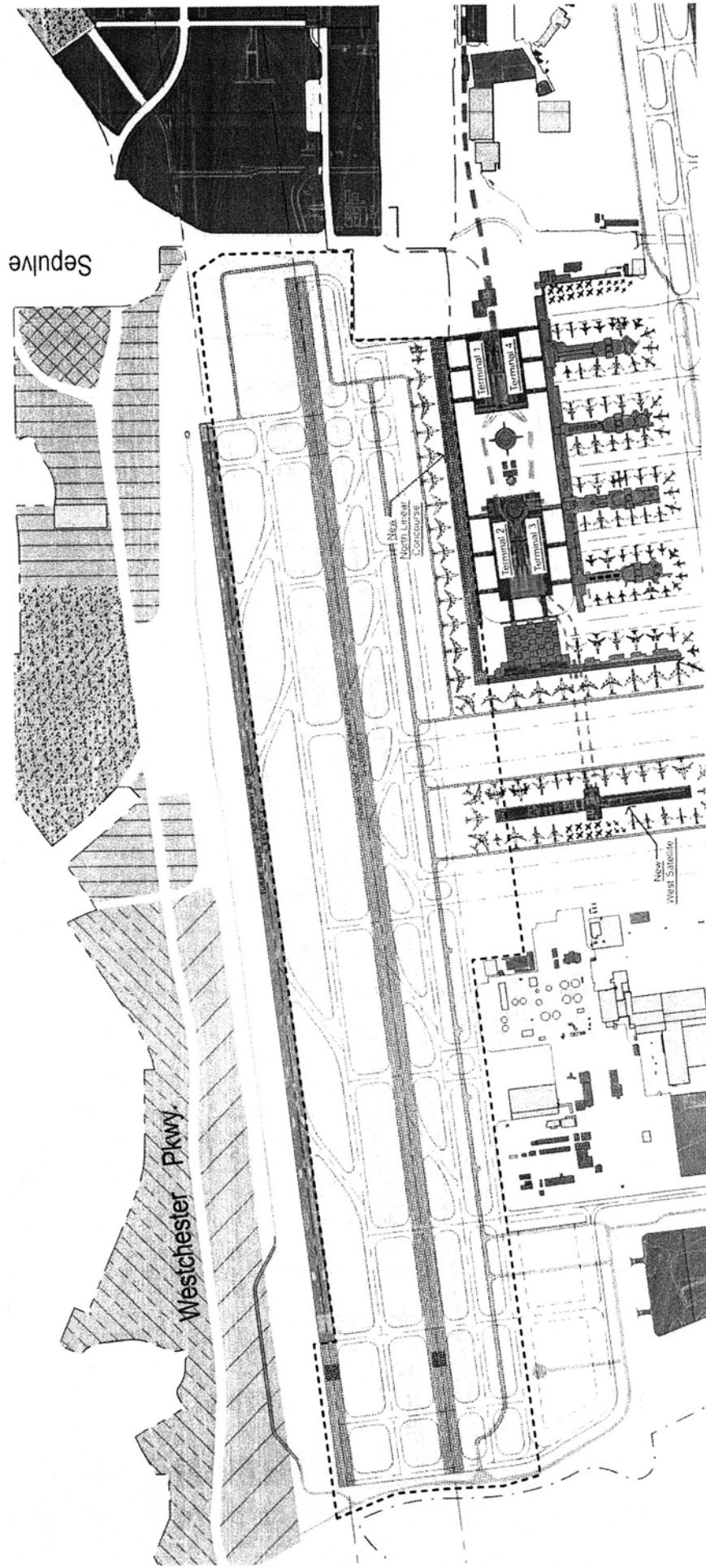
North Airfield Concepts

Alternative D North Airfield



North Airfield Concepts

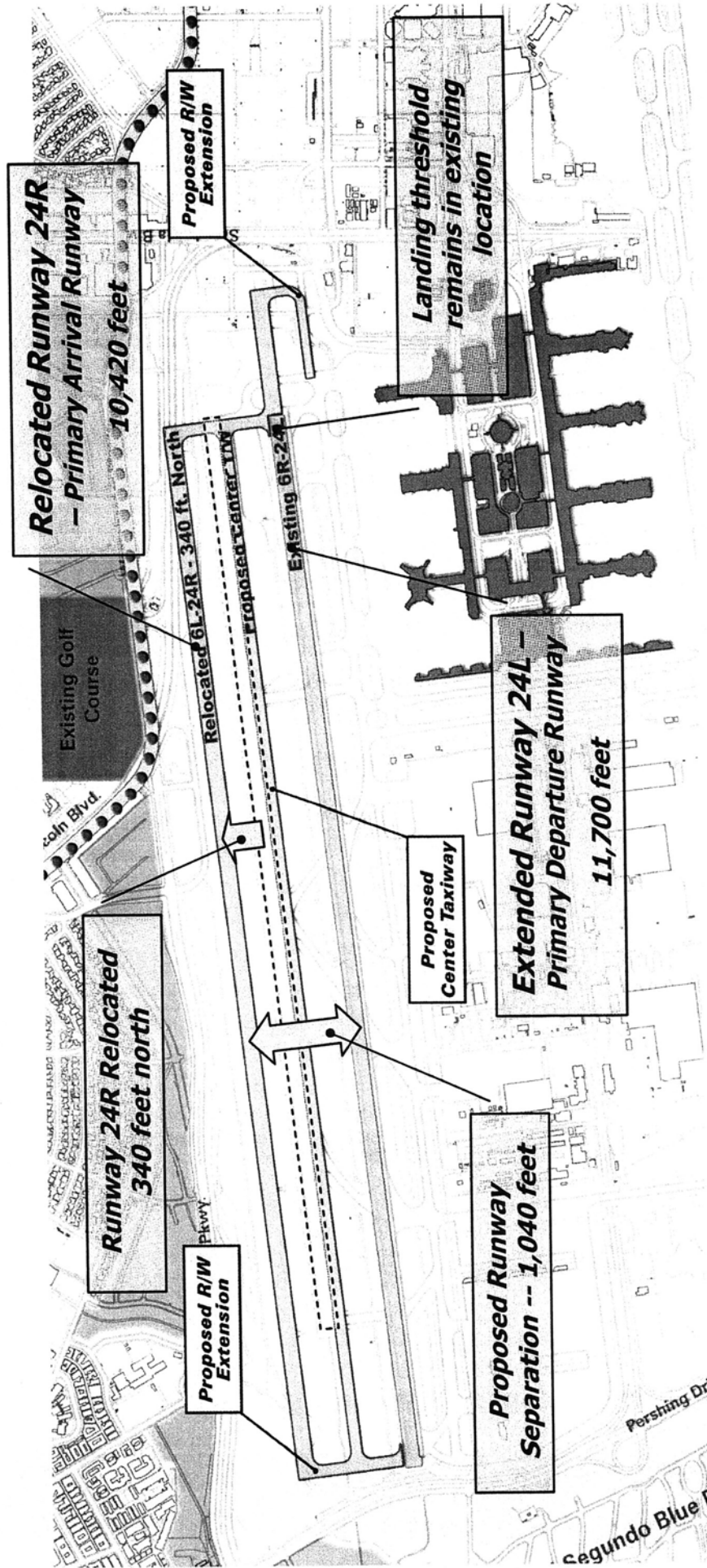
Alternative D North Airfield



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North Airfield Concepts

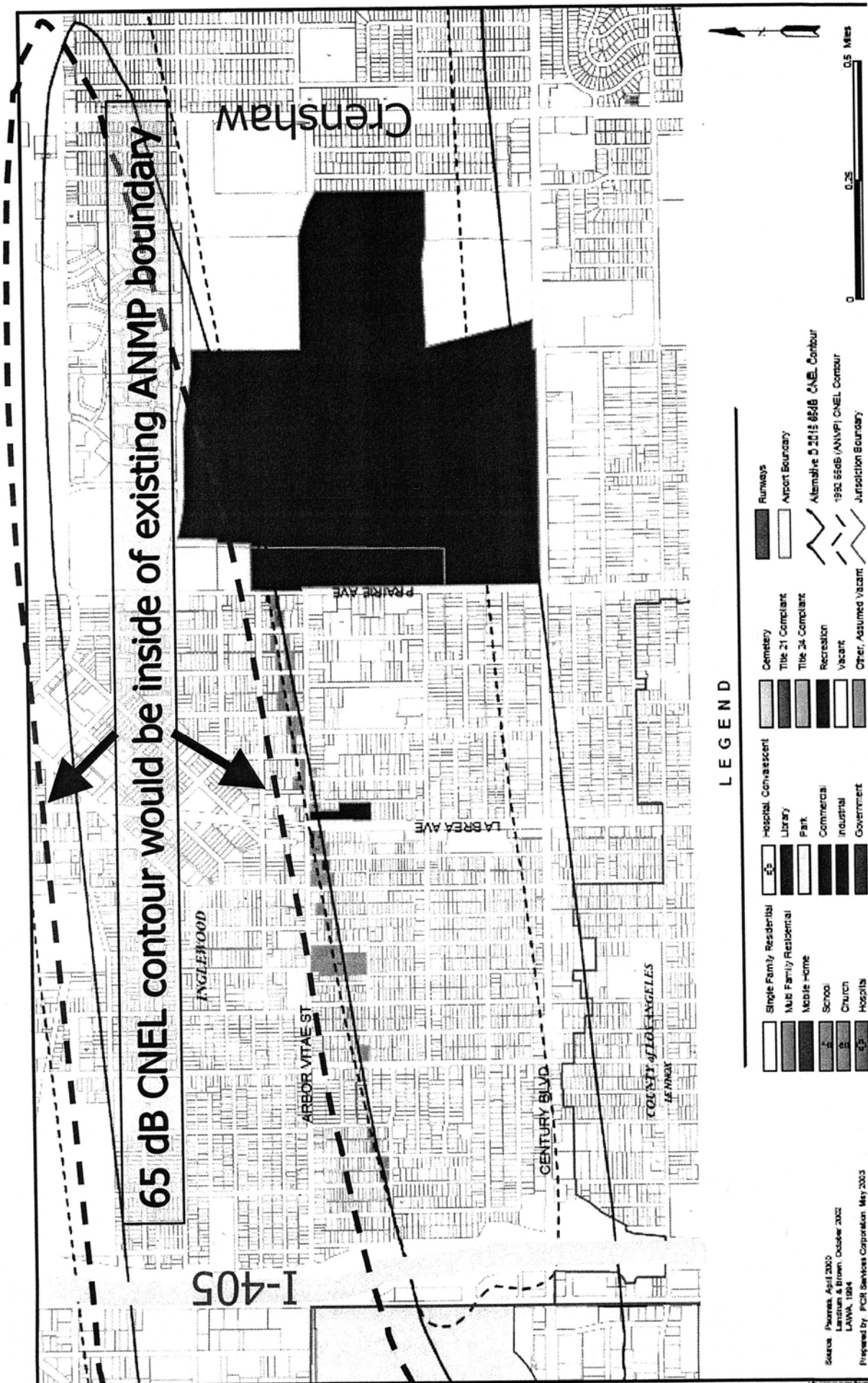
Shift Runway 24R North



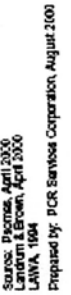
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North Airfield Concepts

Shift Runway 24R North



Shift Runway 24R North



Concept Development Goals - Access

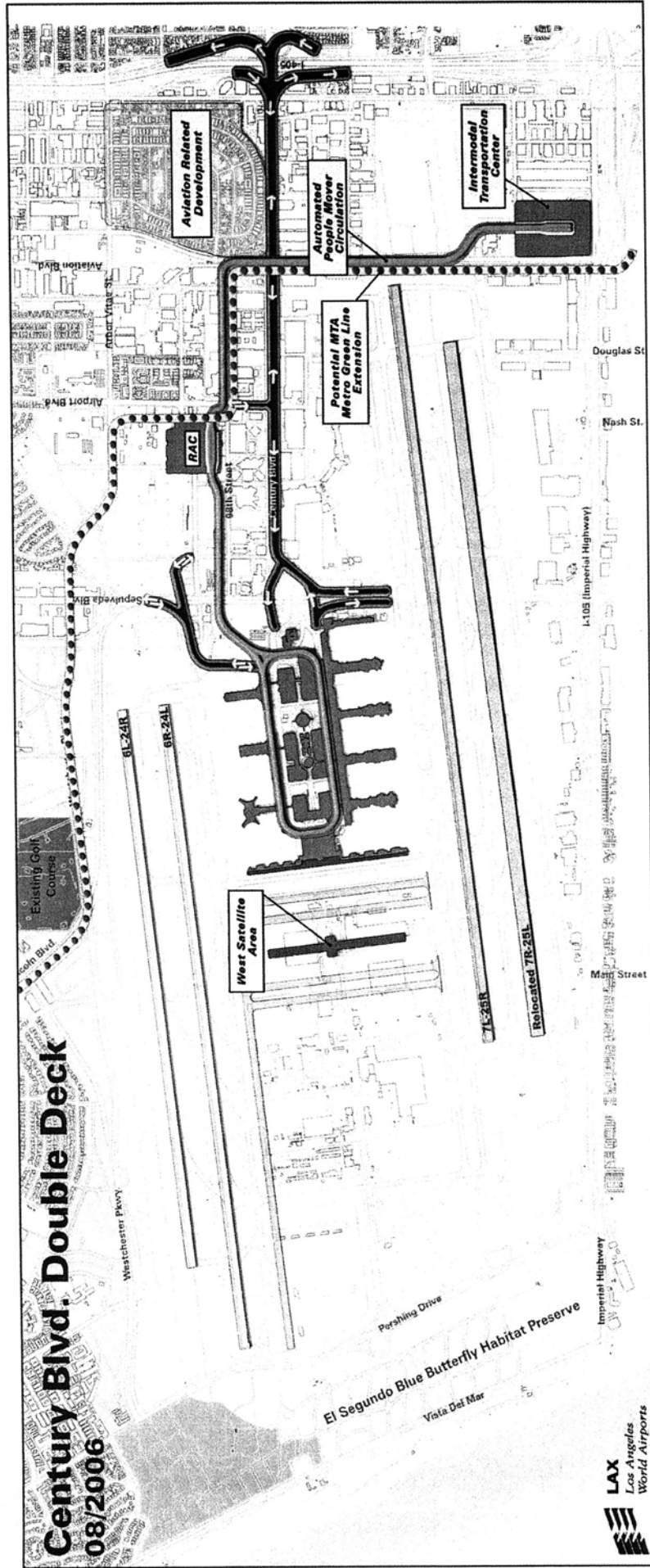
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Access Improvement Concepts

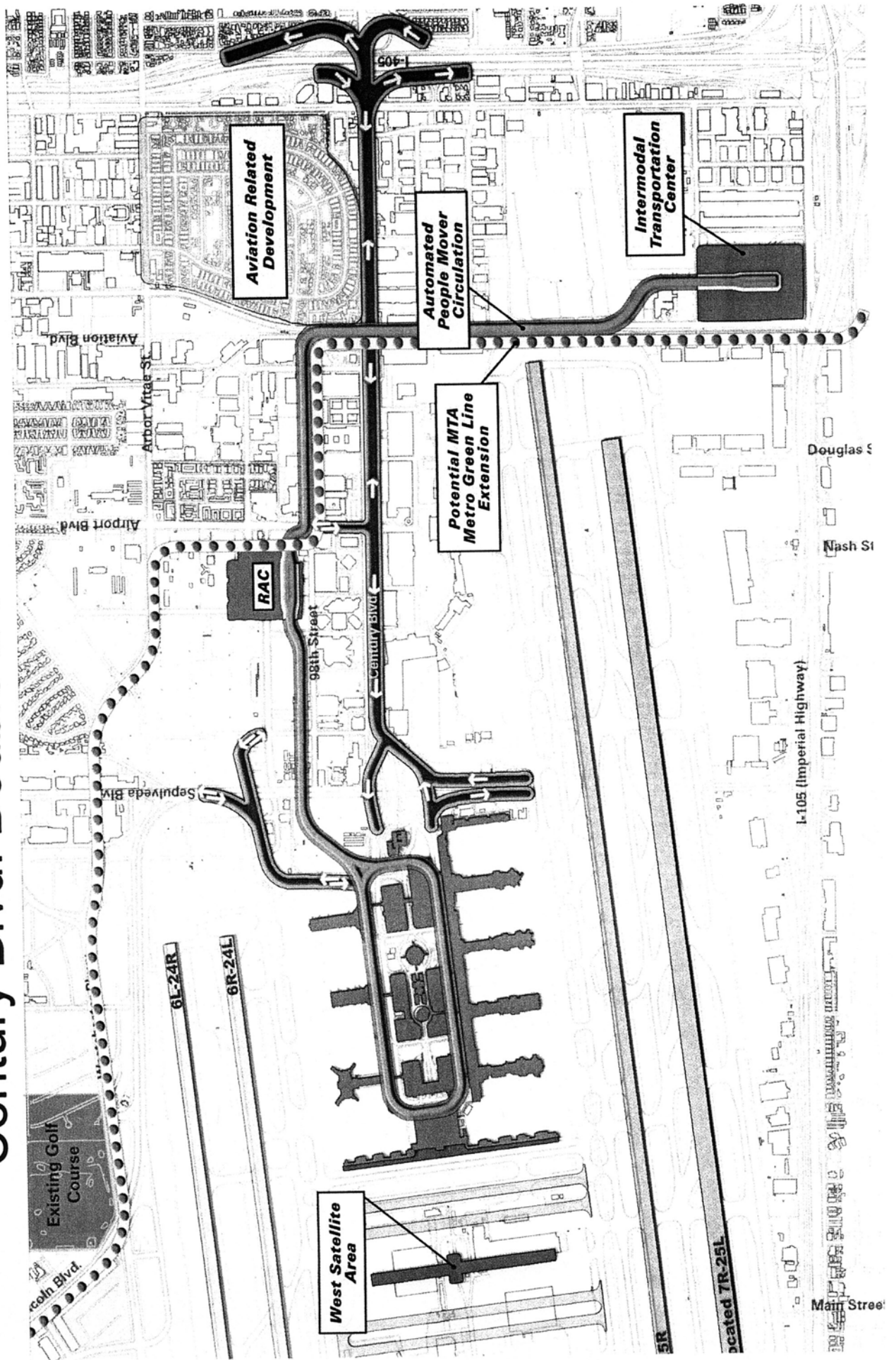
Century Blvd. Double Deck



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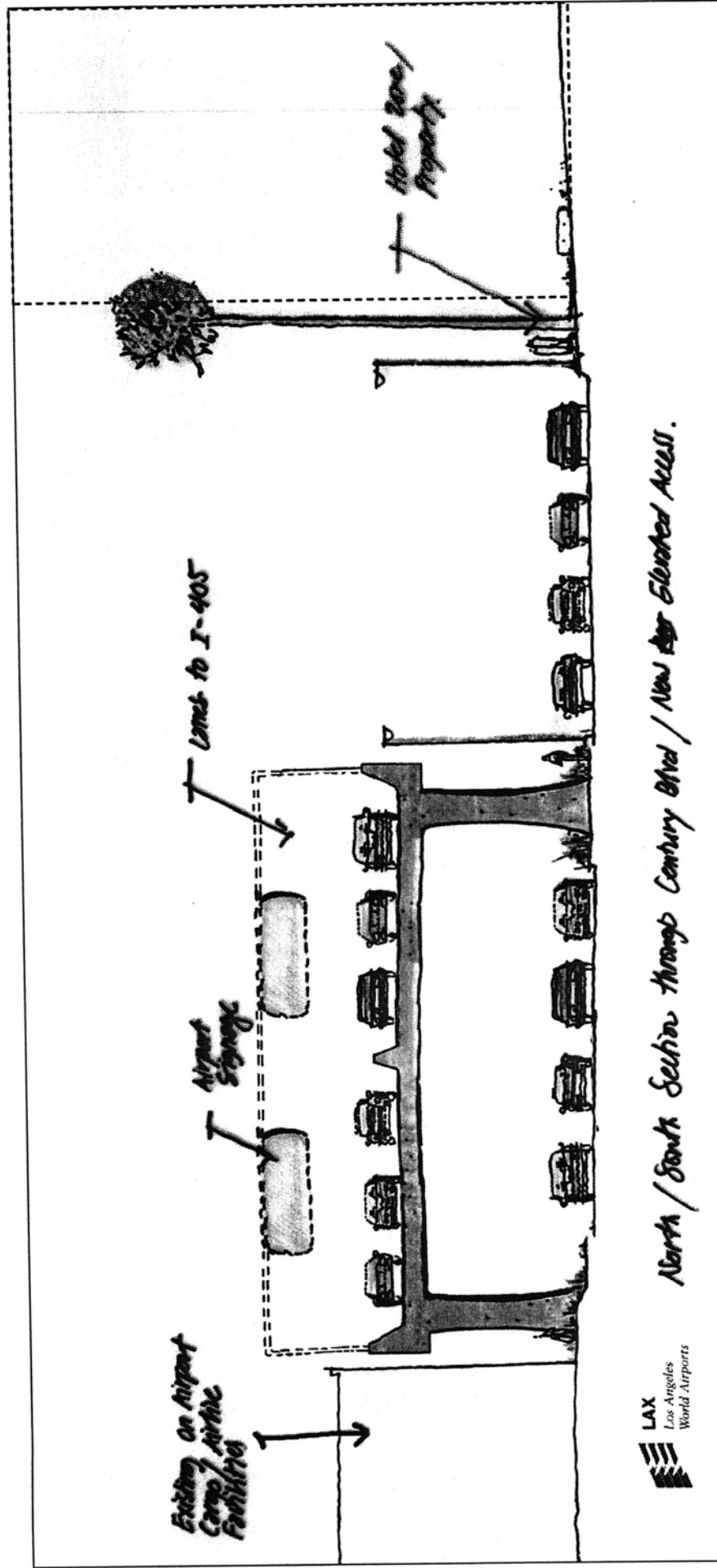
Access Improvement Concepts

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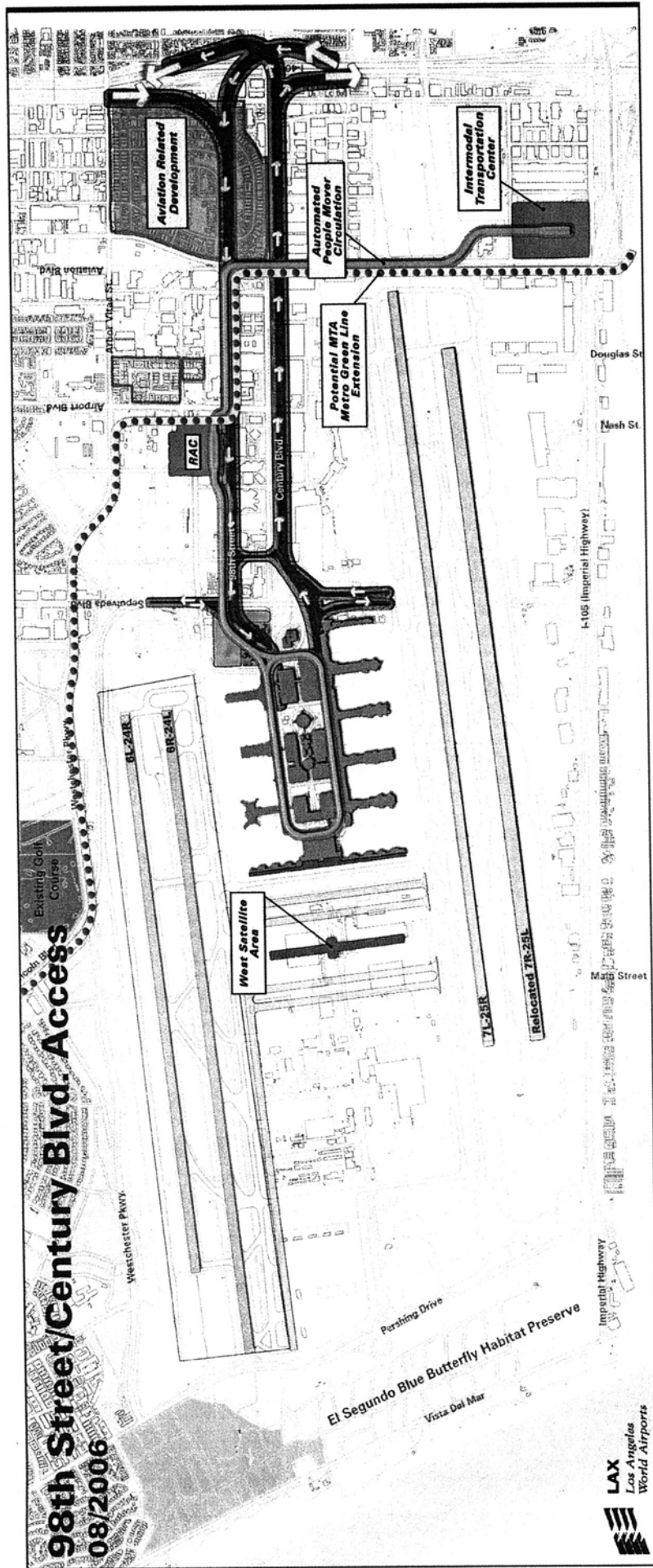
Century Blvd. Double Deck



We fly as

Access Improvement Concepts

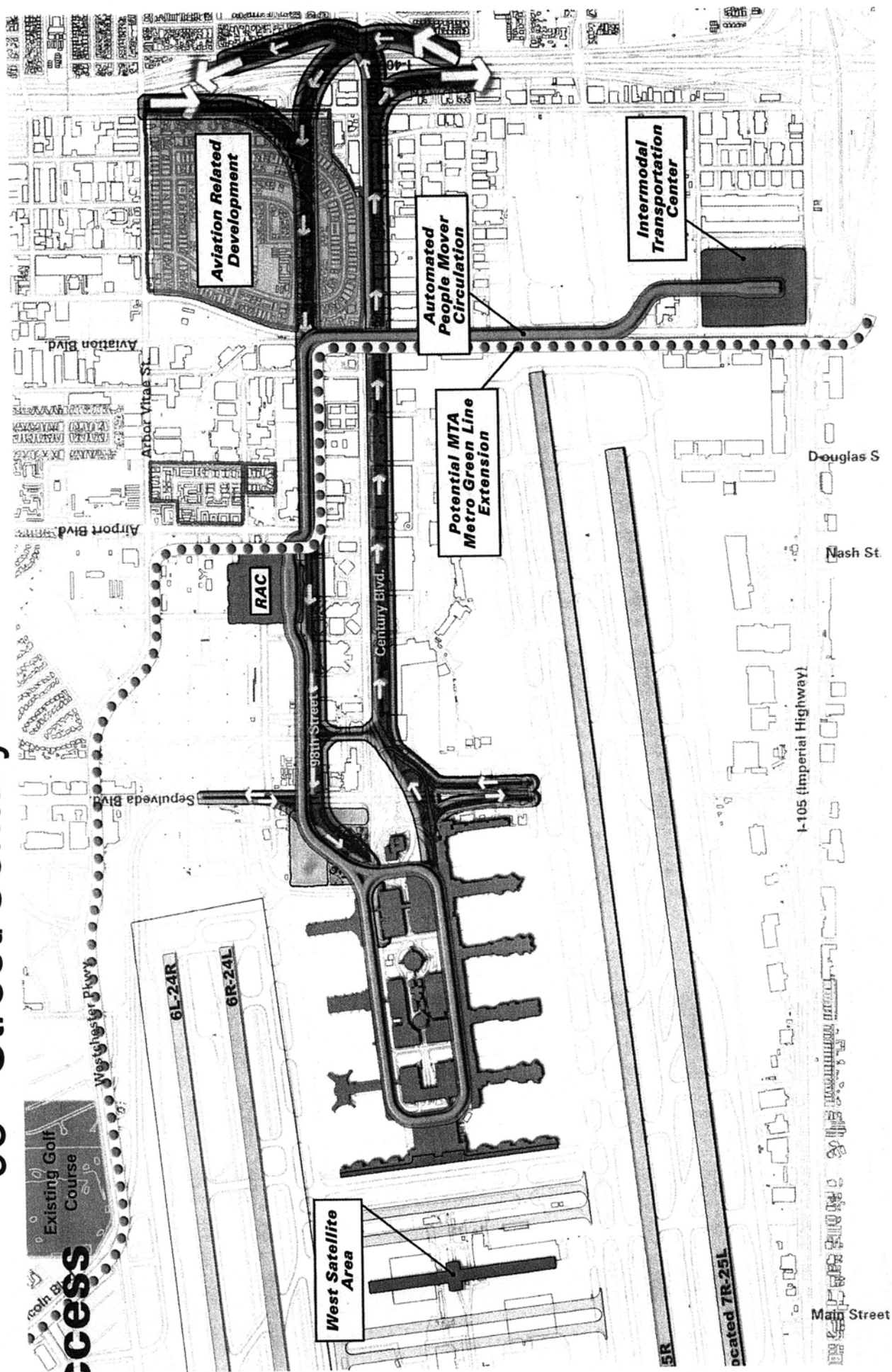
98th Street/Century Blvd.



We fly as

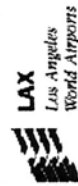
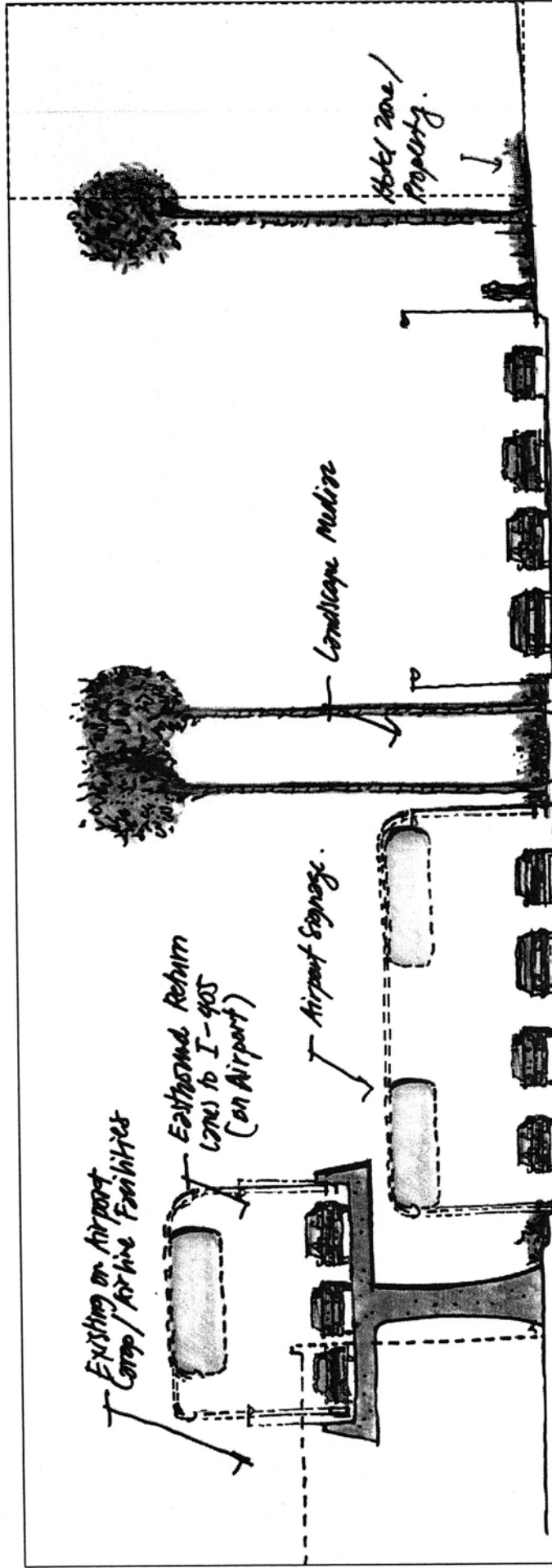
Access Improvement Concepts

98th Street/Century Blvd.



Access Improvement Concepts

98th Street/Century Blvd.

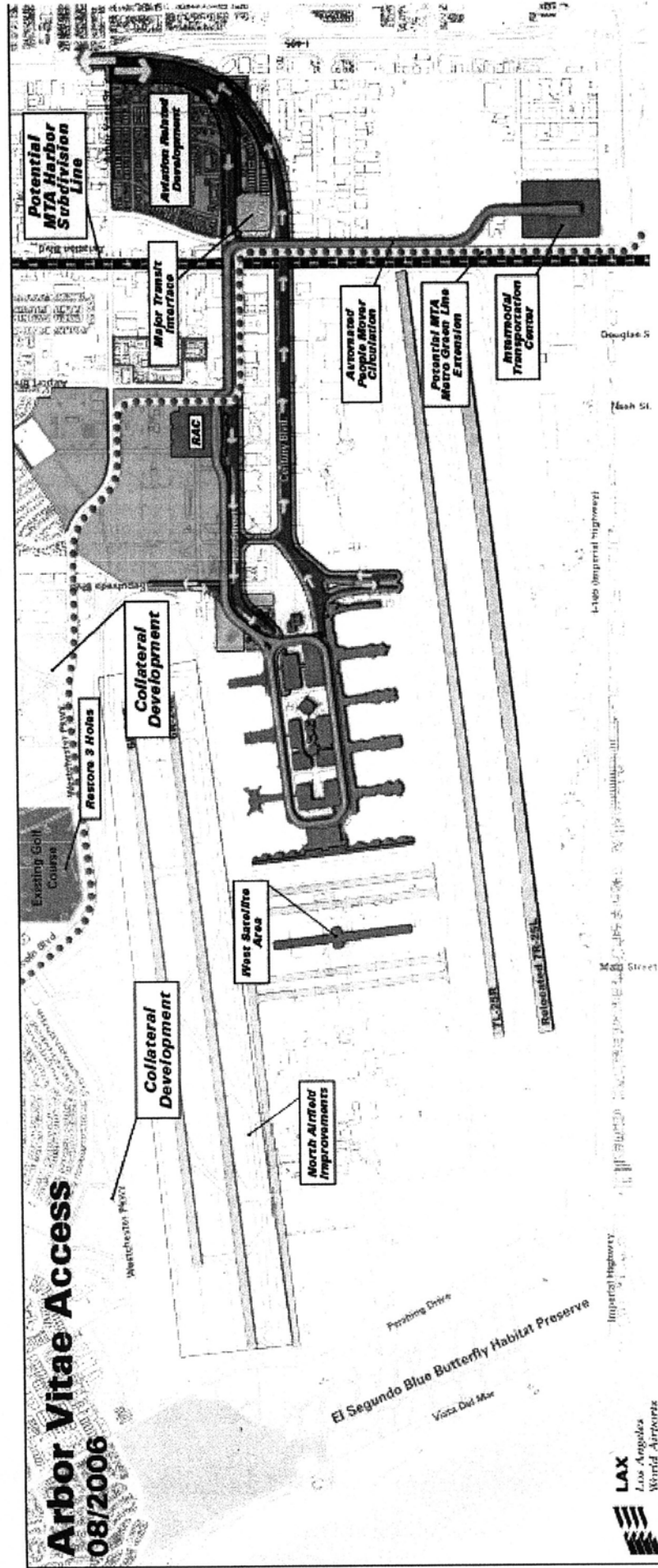


North / South Section Through Century Blvd. / New Elevated Access.

We fly as

Access Improvement Concepts

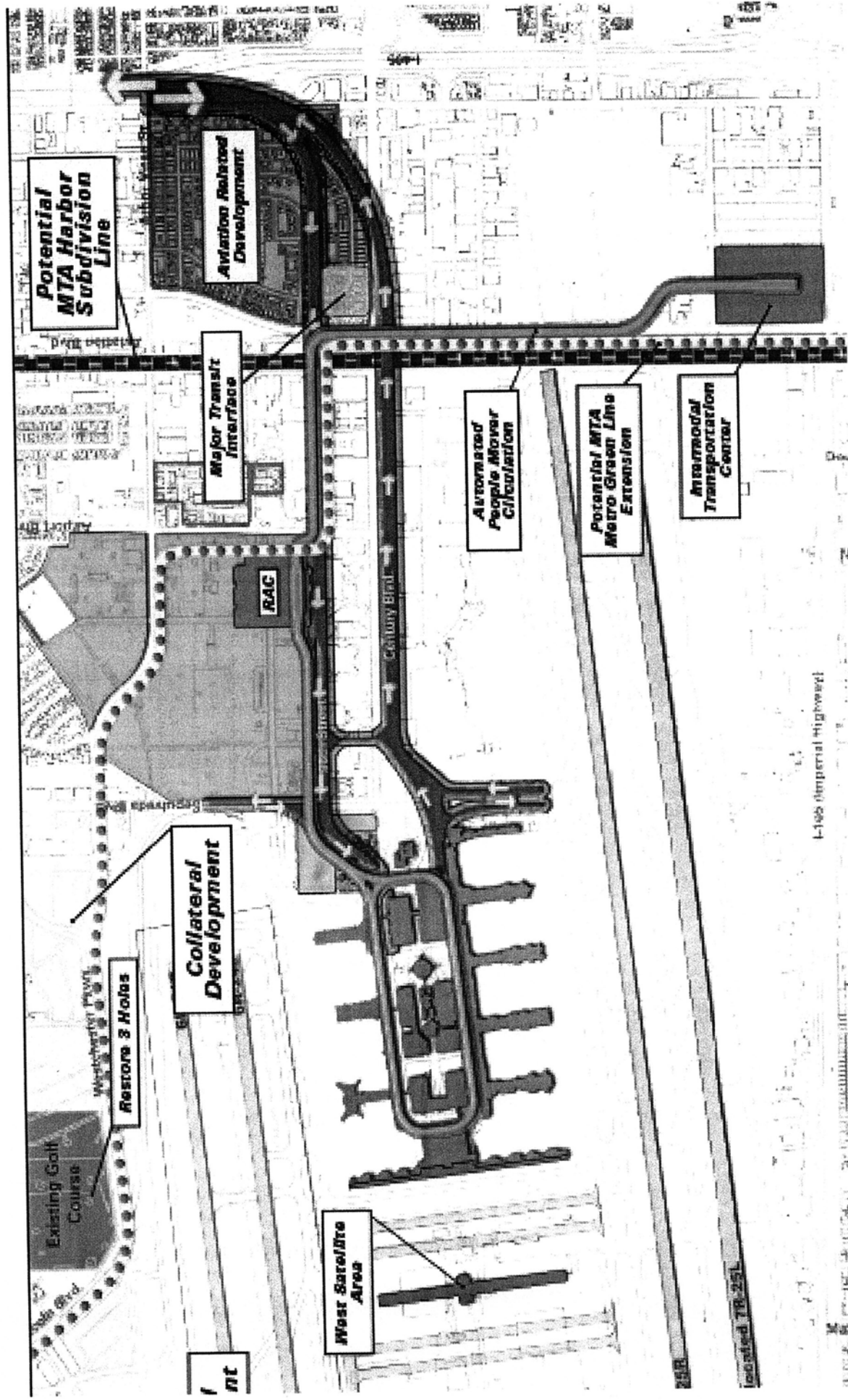
Arbor Vitae Access



We fly as

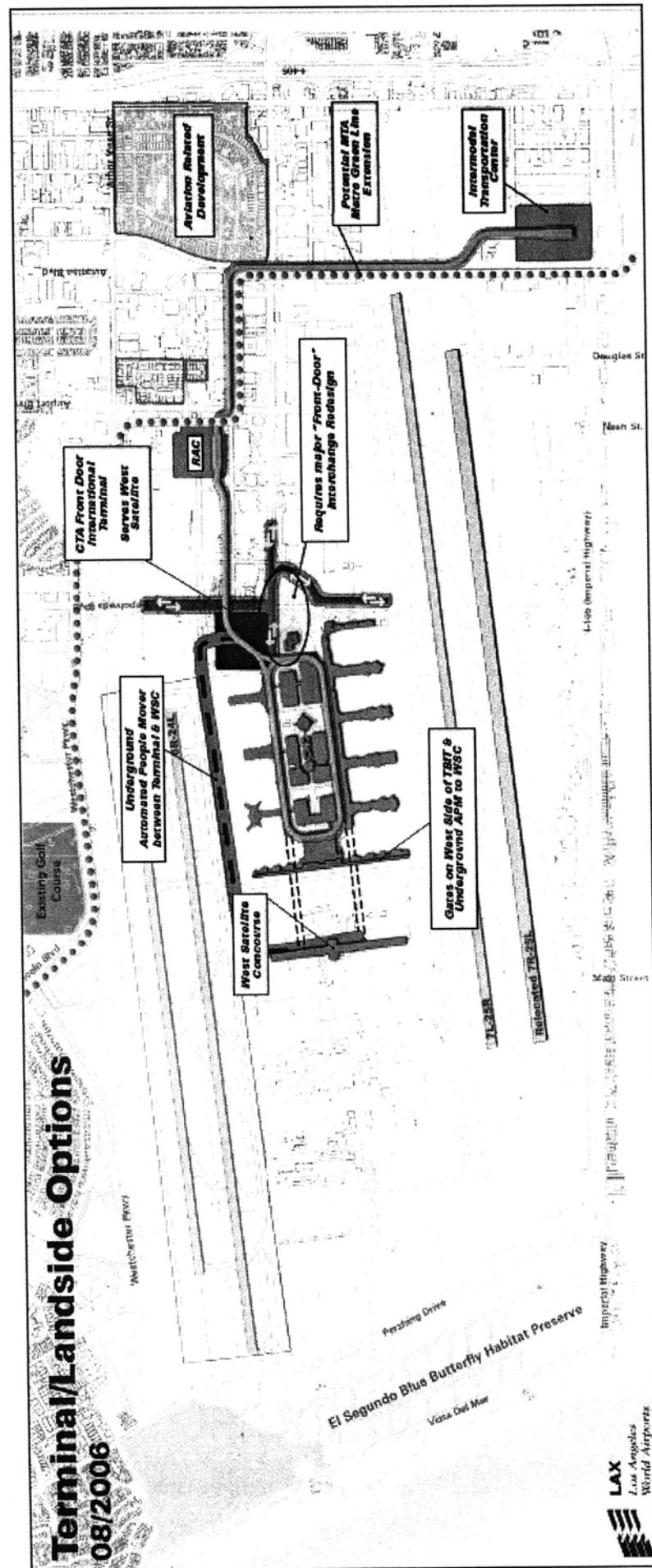
Access Improvement Concepts

Arbor Vitae Access



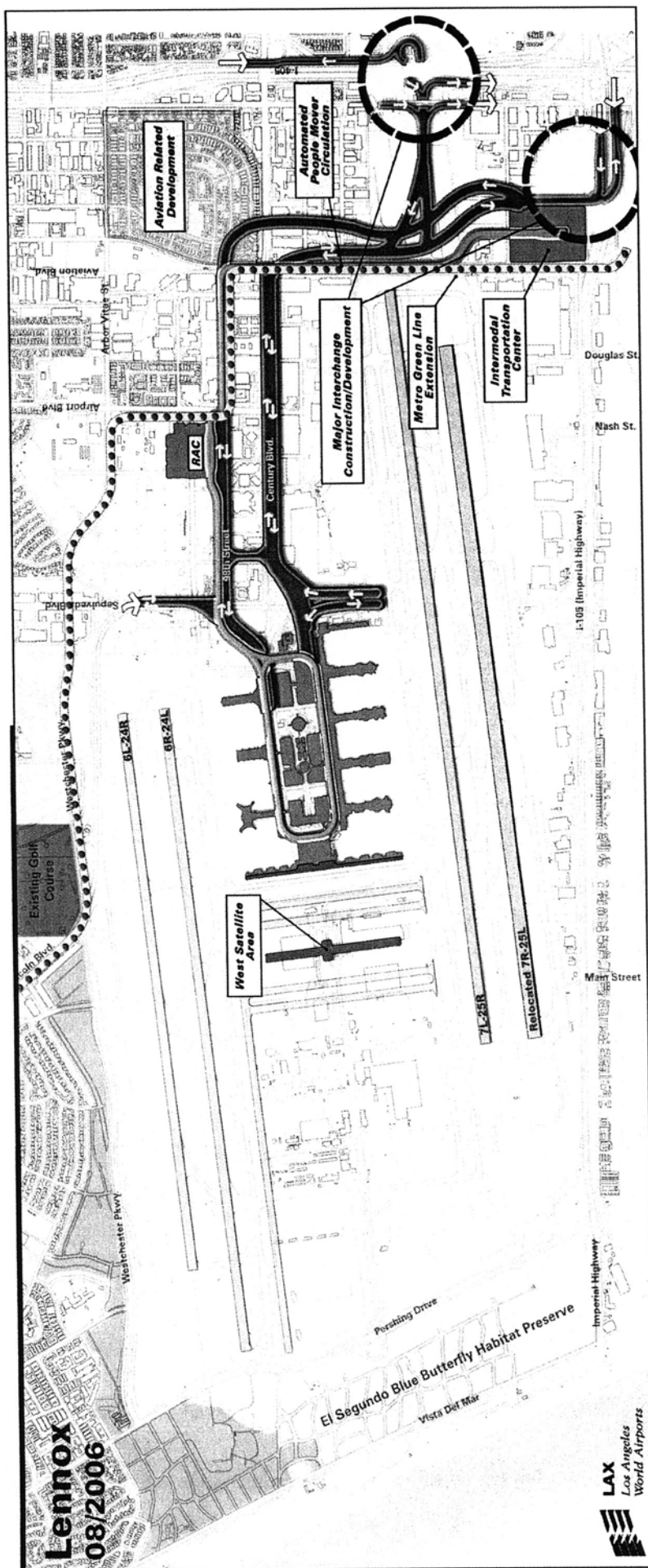
Access Improvement Concepts

"Front-door" Landside Terminal



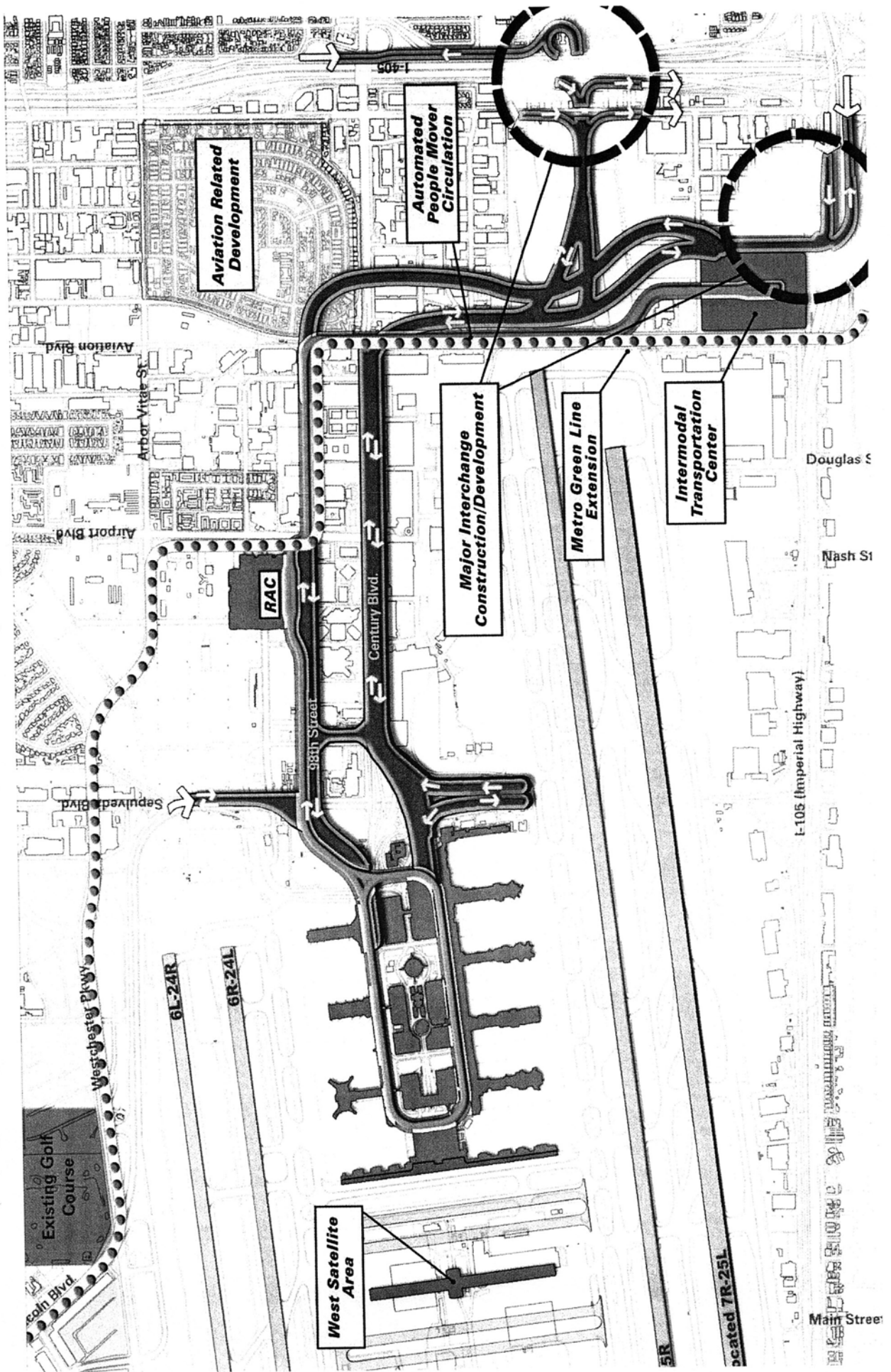
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Access Improvement Concepts Lennox & I-105 Interchanges

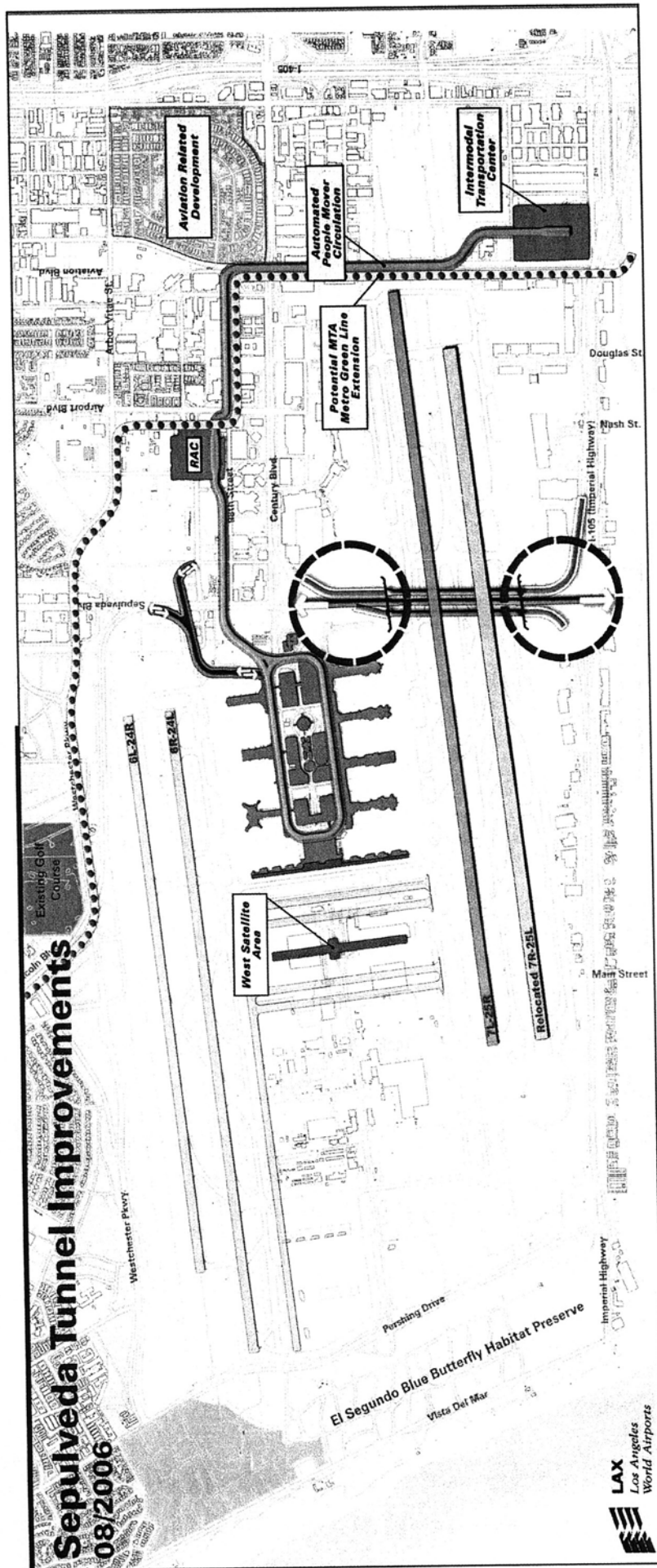


Access Improvement Concepts

Lennox & I-105 Interchanges



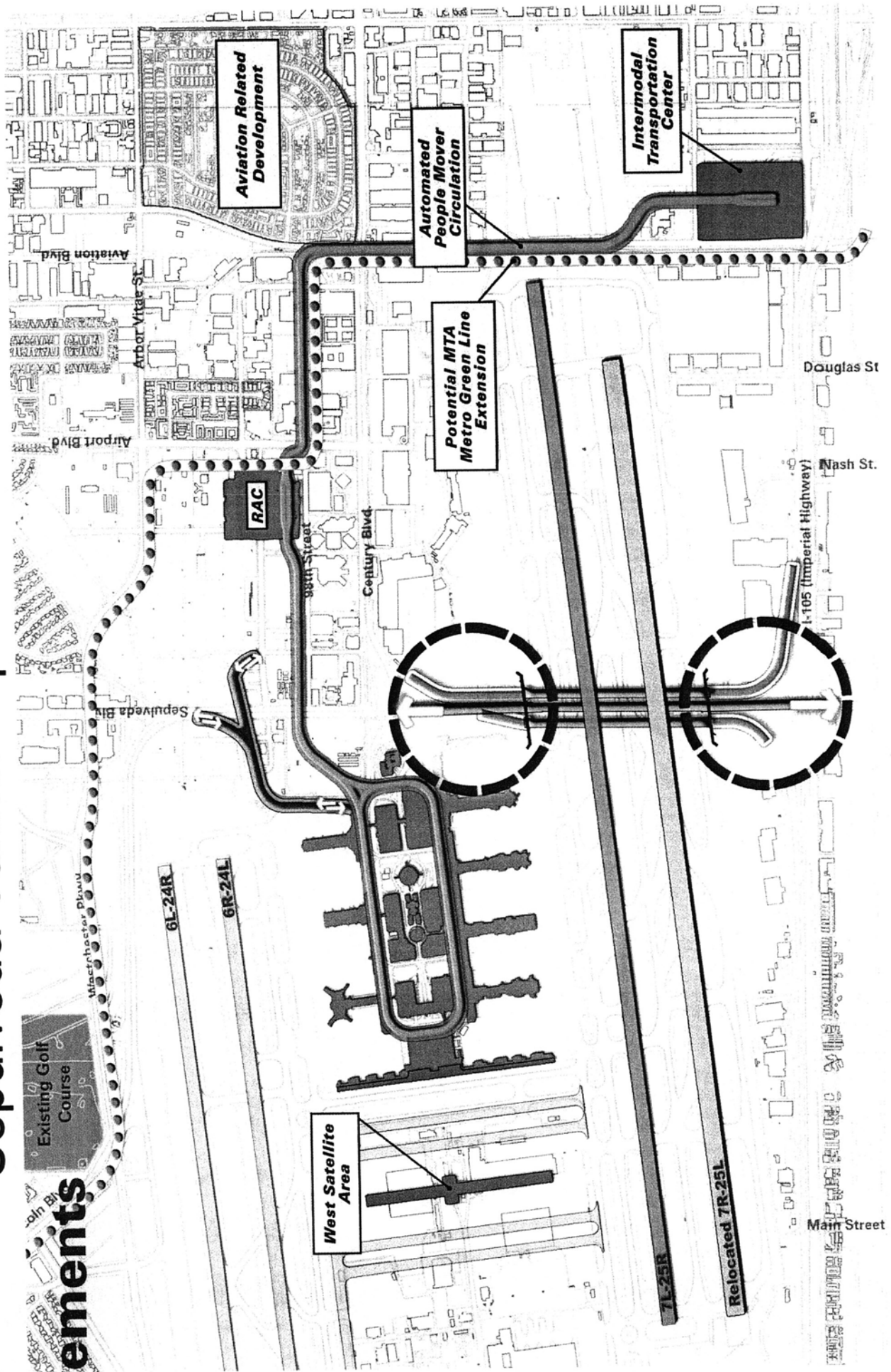
Access Improvement Concepts Sepulveda Tunnel Improvements



We fly as

Access Improvement Concepts

Sepulveda Tunnel Improvements



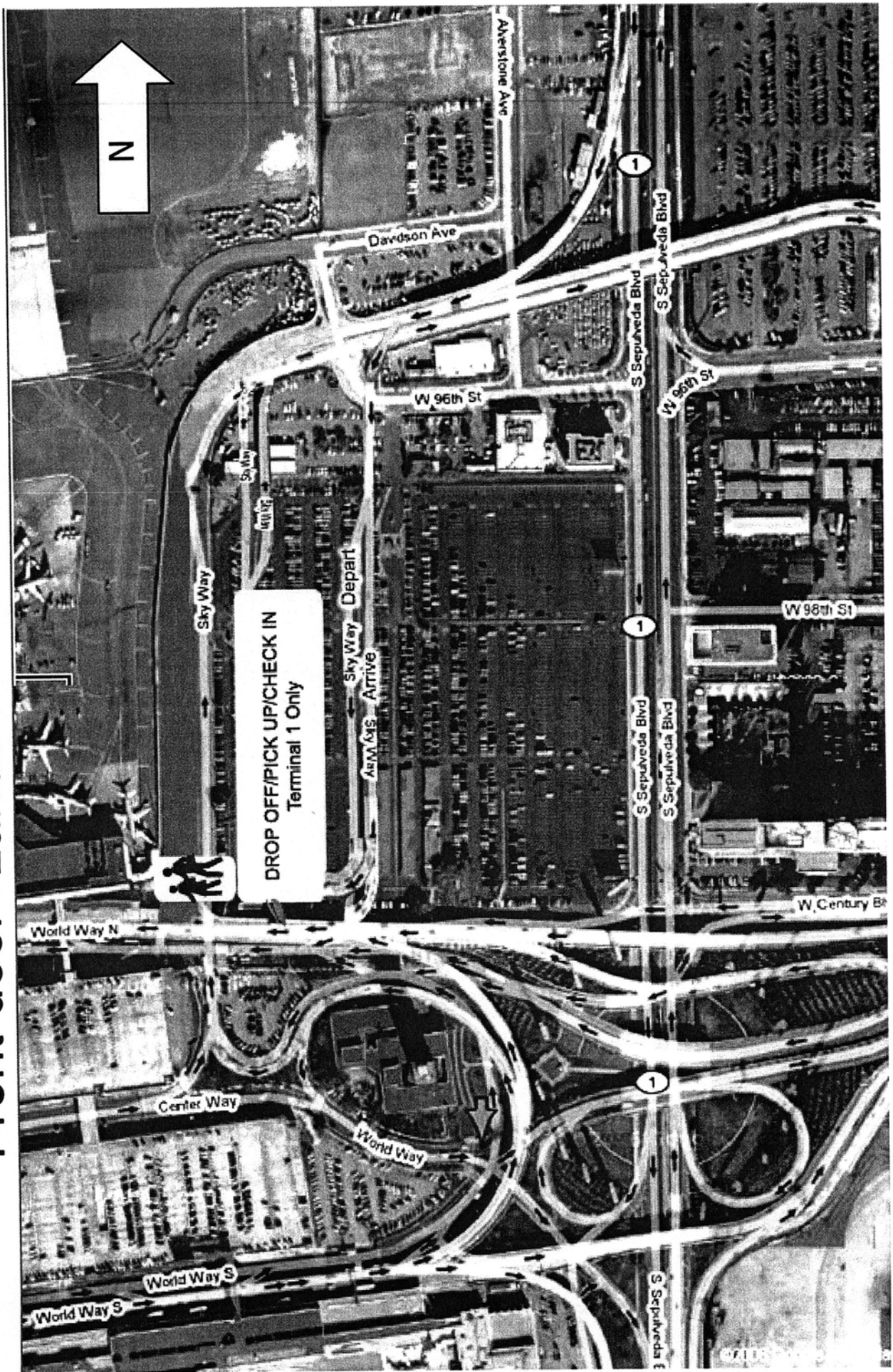
Access Improvement Concepts

"Front-door" Landside Terminal

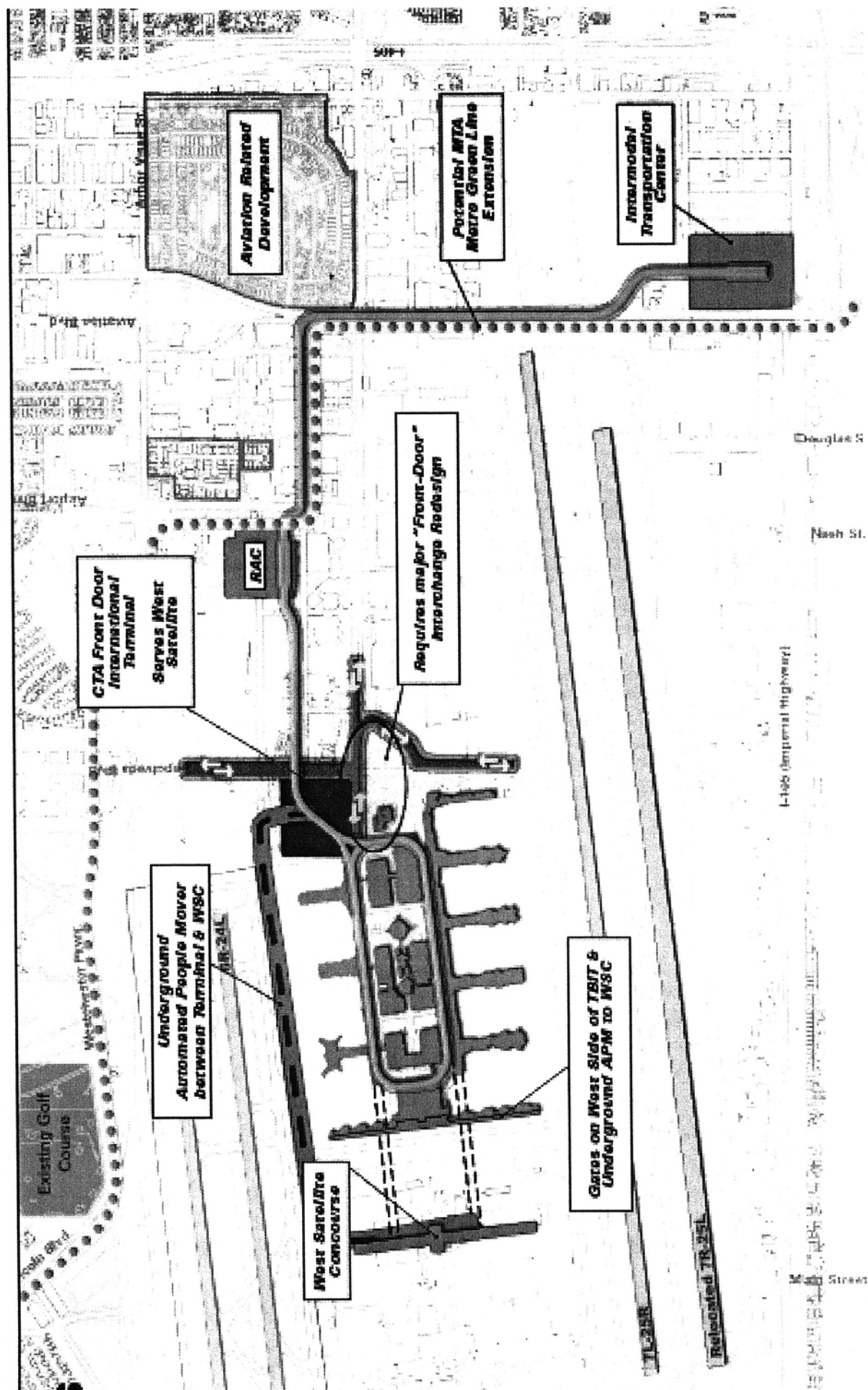


Access Improvement Concepts

“Front-door” Landside Terminal

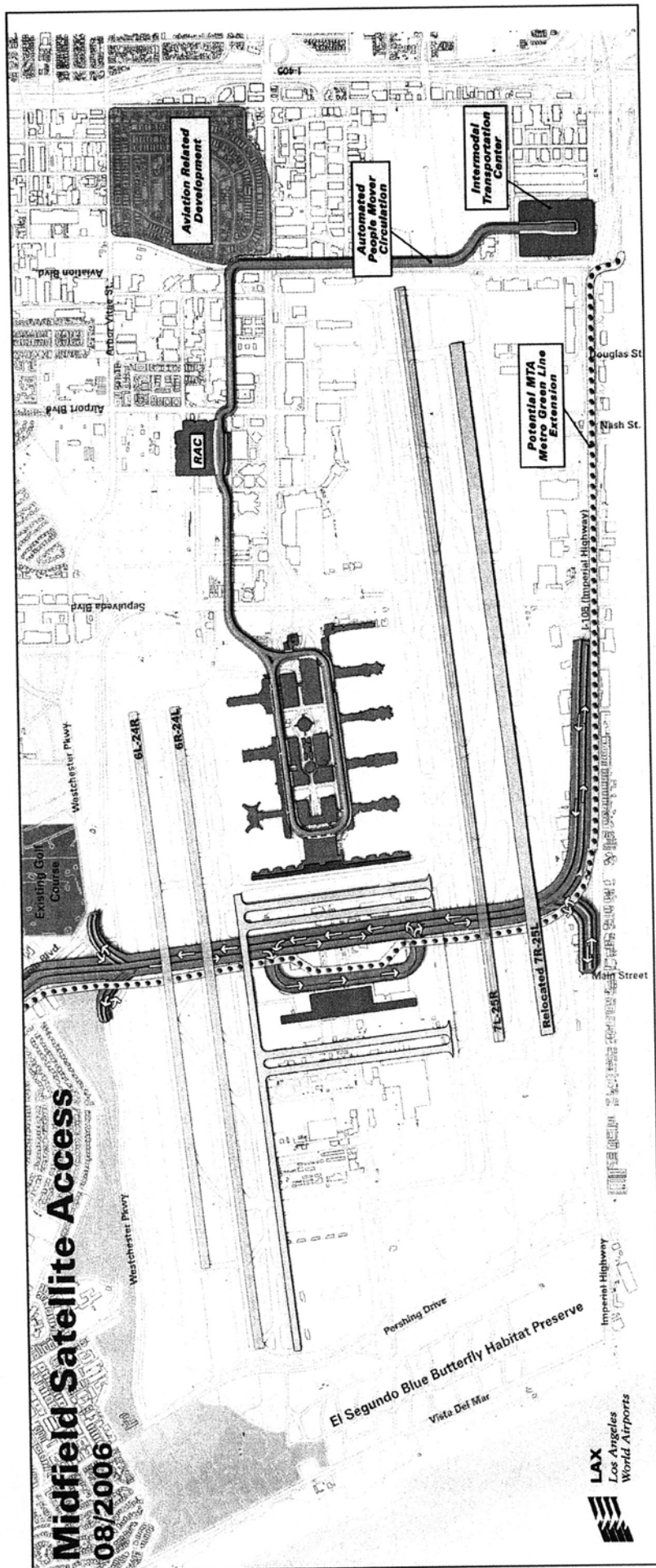


“Front-door” Landside Terminal



Access Improvement Concepts

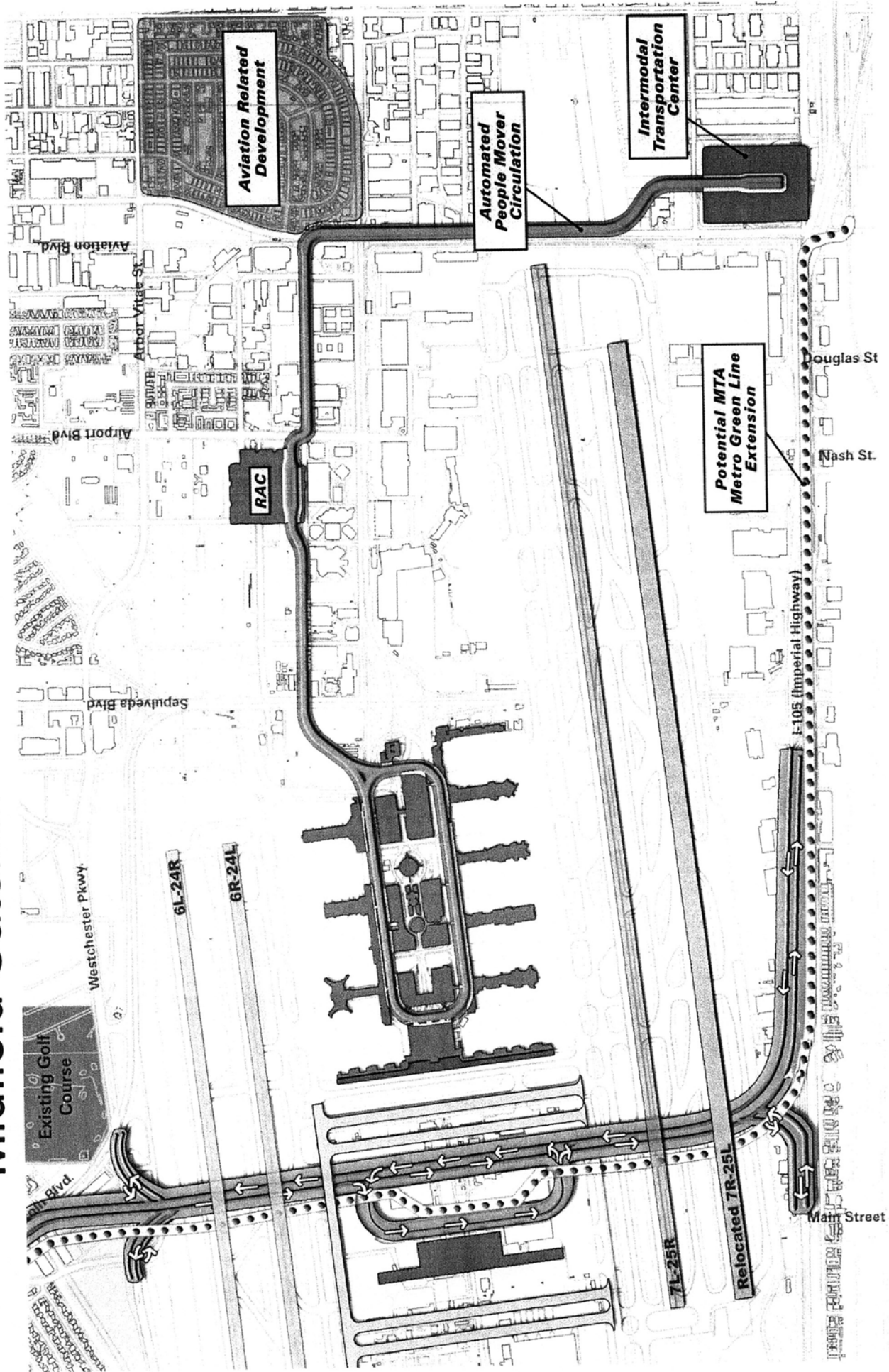
Midfield Satellite



We fly as

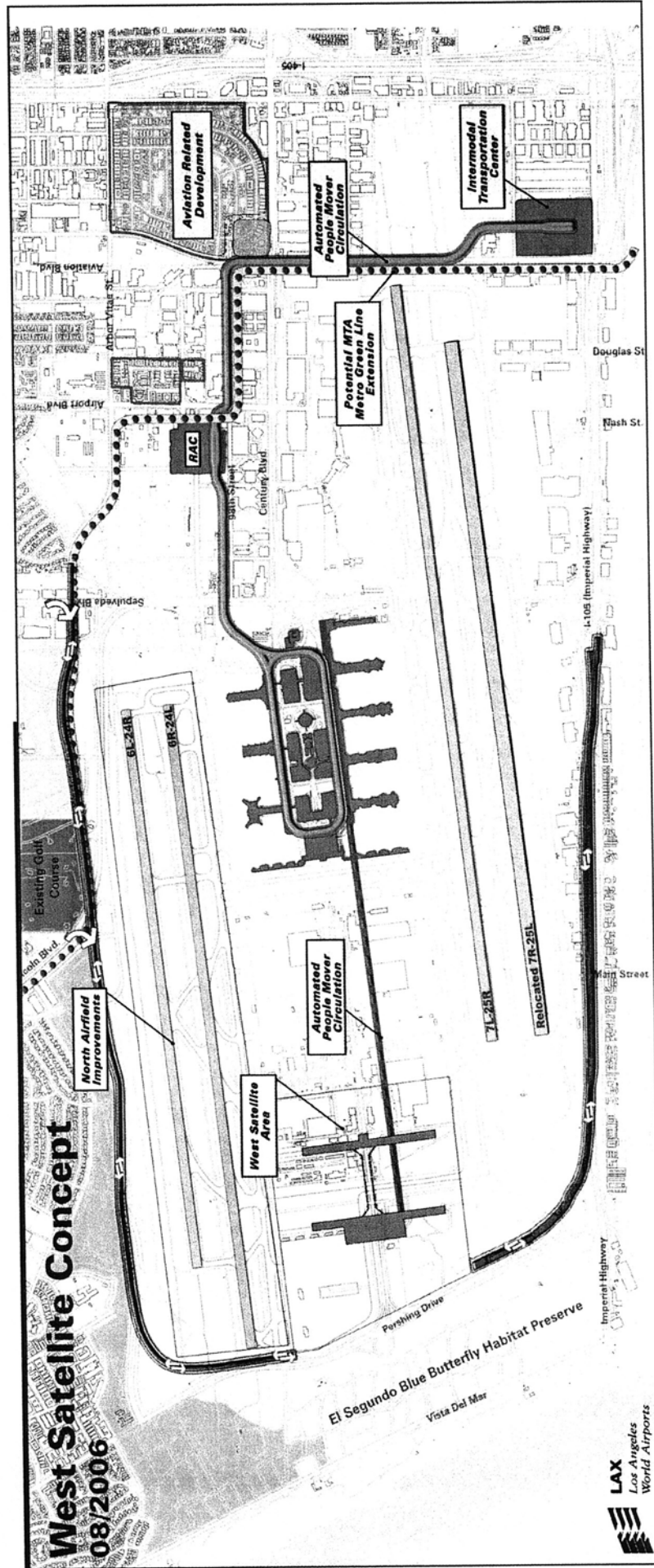
Access Improvement Concepts

Midfield Satellite



Access Improvement Concepts

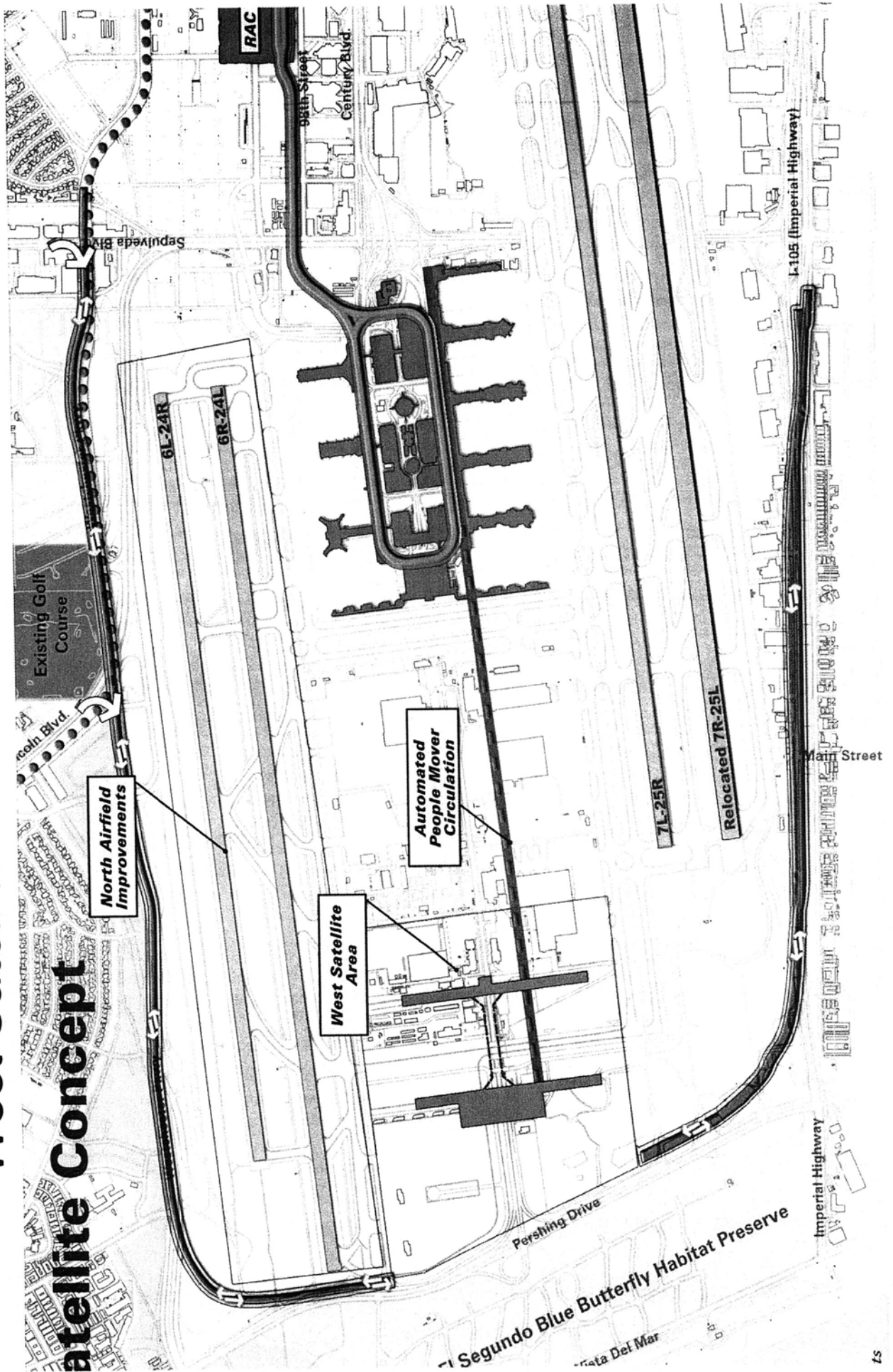
West Satellite



We fly as

Access Improvement Concepts

West Satellite



Next Steps

- **August 23 & 26** – Public meetings: North Airfield and preliminary access/terminal concepts
- **September 7** – Advisory Committee: terminals and other land uses
- **September 27 & 30** – Public meetings: concept refinements and other land uses
- **October 5** – Advisory Committee: environmental alternatives
- **October 25 & 28** – Public meetings: environmental alternatives
- **November** – Report progress back to elected officials

Table 1

LAX Specific Plan Amendment Study
AUGUST 2005 RUNWAY UTILIZATION BY ALL AIRCRAFT TYPES
 Compiled on July 7, 2006

Total August 2005 Operations by Runway Complex, by Runway			
North Airfield	Arrivals	Departures	Total by Runway
Runway 24L	674	12,033	12,707
Runway 24R	12,572	789	13,361
Runway 06L	66	3	69
Runway 06R	289	448	737
Subtotal North Airfield	13,601	13,273	26,874
South Airfield			
Runway 25L	13,746	1,575	15,321
Runway 25R	1,092	13,813	14,905
Runway 07L	163	311	474
Runway 07R	38	42	80
Subtotal South Airfield	15,039	15,741	30,780
Total	28,640	29,014	57,654

Prepared by: Johnson Aviation, 2006

Source: August 2005 Radar Data from LAWA Noise Management Bureau

Percentage August 2005 Operations by Runway Complex, by Runway			
North Airfield	Arrivals	Departures	Total by Runway
Runway 24L	1.2%	20.9%	22.0%
Runway 24R	21.8%	1.4%	23.2%
Runway 06L	0.1%	0.0%	0.1%
Runway 06R	0.5%	0.8%	1.3%
Subtotal North Airfield	23.6%	23.0%	46.6%
South Airfield			
Runway 25L	23.8%	2.7%	26.6%
Runway 25R	1.9%	24.0%	25.9%
Runway 07L	0.3%	0.5%	0.8%
Runway 07R	0.1%	0.1%	0.1%
Subtotal South Airfield	26.1%	27.3%	53.4%
Total	49.7%	50.3%	100.0%

Table 2

LAX Specific Plan Amendment Study
AUGUST 2005 RUNWAY UTILIZATION BY BOEING 747 AIRCRAFT
 Compiled on July 7, 2006

Total August 2005 Operations by Runway Complex, by Runway			
North Airfield	Arrivals	Departures	Total by Runway
Runway 24L	91	313	404
Runway 24R	868	1	869
Runway 06L	4	-	4
Runway 06R	25	103	128
Subtotal North Airfield	988	417	1,405
South Airfield			
Runway 25L	675	127	802
Runway 25R	17	957	974
Runway 07L	7	114	121
Runway 07R	3	10	13
Subtotal South Airfield	702	1,208	1,910
Total	1,690	1,625	3,315

Boeing 747 Departures:

North Airfield	417	25.7%
South Airfield	1,208	74.3%
Total Boeing 747 Departures:	1,625	100.0%

Boeing 747 Arrivals:

North Airfield	988	58.5%
South Airfield	702	41.5%
Total Boeing 747 Arrivals:	1,690	100.0%

Prepared by: Johnson Aviation, 2006

Source: August 2005 Radar Data from LAWA Noise Management Bureau

Percentage August 2005 Operations by Runway Complex, by Runway				
North Airfield		Arrivals	Departures	Total by Runway
Runway 24L		2.7%	9.4%	12.2%
Runway 24R		26.2%	0.0%	26.2%
Runway 06L		0.1%	0.0%	0.1%
Runway 06R		0.8%	3.1%	3.9%
Subtotal North Airfield		29.8%	12.6%	42.4%
South Airfield				
Runway 25L		20.4%	3.8%	24.2%
Runway 25R		0.5%	28.9%	29.4%
Runway 07L		0.2%	3.4%	3.7%
Runway 07R		0.1%	0.3%	0.4%
Subtotal South Airfield		21.2%	36.4%	57.6%
Total		51.0%	49.0%	100.0%

Boeing 747**Proportion of Total August 2005 Operations:**

5.7%

Table 3

LAX Specific Plan Amendment Study
AUGUST 2005 RUNWAY UTILIZATION BY DC10/MD11 AIRCRAFT
 Compiled on July 7, 2006

Total August 2005 Operations by Runway Complex, by Runway				
North Airfield	Arrivals	Departures	Total by Runway	
Runway 24L	3	27	30	
Runway 24R	68	-	68	
Runway 06L	13	-	13	
Runway 06R	21	1	22	
Subtotal North Airfield	105	28	133	
South Airfield				
Runway 25L	350	166	516	
Runway 25R	18	266	284	
Runway 07L	22	9	31	
Runway 07R	2	8	10	
Subtotal South Airfield	392	449	841	
Total	497	477	974	

DC10/MD11 Departures:

North Airfield	28	5.9%
South Airfield	449	94.1%
Total DC10/MD11 Departures:	477	100.0%

DC10/MD11 Arrivals:

North Airfield	105	21.1%
South Airfield	392	78.9%
Total DC10/MD11 Arrivals:	497	100.0%

Prepared by: Johnson Aviation, 2006

Source: August 2005 Radar Data from LAWA Noise Management Bureau

Percentage August 2005 Operations by Runway Complex, by Runway				
North Airfield	Arrivals	Departures	Total by Runway	
Runway 24L	0.3%	2.8%	3.1%	
Runway 24R	7.0%	0.0%	7.0%	
Runway 06L	1.3%	0.0%	1.3%	
Runway 06R	2.2%	0.1%	2.3%	
Subtotal North Airfield	10.8%	2.9%	13.7%	
South Airfield				
Runway 25L	35.9%	17.0%	53.0%	
Runway 25R	1.8%	27.3%	29.2%	
Runway 07L	2.3%	0.9%	3.2%	
Runway 07R	0.2%	0.8%	1.0%	
Subtotal South Airfield	40.2%	46.1%	86.3%	
Total	51.0%	49.0%	100.0%	

DC10/MD11**Proportion of Total August 2005 Operations:****1.7%**

Table 4

LAX Specific Plan Amendment Study
AUGUST 2005 RUNWAY UTILIZATION BY BOEING 777 AIRCRAFT
 Compiled on July 7, 2006

Total August 2005 Operations by Runway Complex, by Runway			
North Airfield	Arrivals	Departures	Total by Runway
Runway 24L	25	82	107
Runway 24R	194	2	196
Runway 06L	1	-	1
Runway 06R	-	21	21
Subtotal North Airfield	220	105	325
South Airfield			
Runway 25L	168	1	169
Runway 25R	9	272	281
Runway 07L	-	18	18
Runway 07R	-	-	-
Subtotal South Airfield	177	291	468
Total	397	396	793

Boeing 777 Departures:

North Airfield	105	26.5%
South Airfield	291	73.5%
Total Boeing 777 Departures:	396	100.0%

Boeing 777 Arrivals:

North Airfield	220	55.4%
South Airfield	177	44.6%
Total Boeing 777 Arrivals:	397	100.0%

Prepared by: Johnson Aviation, 2006

Source: August 2005 Radar Data from LAWA Noise Management Bureau

Percentage August 2005 Operations by Runway Complex, by Runway			
North Airfield	Arrivals	Departures	Total by Runway
Runway 24L	3.2%	10.3%	13.5%
Runway 24R	24.5%	0.3%	24.7%
Runway 06L	0.1%	0.0%	0.1%
Runway 06R	0.0%	2.6%	2.6%
Subtotal North Airfield	27.7%	13.2%	41.0%
South Airfield			
Runway 25L	21.2%	0.1%	21.3%
Runway 25R	1.1%	34.3%	35.4%
Runway 07L	0.0%	2.3%	2.3%
Runway 07R	0.0%	0.0%	0.0%
Subtotal South Airfield	22.3%	36.7%	59.0%
Total	50.1%	49.9%	100.0%

Boeing 777**Proportion of Total August 2005 Operations:**

1.4%

Table 5

LAX Specific Plan Amendment Study
AUGUST 2005 RUNWAY UTILIZATION BY AIRBUS A330/A340 AIRCRAFT
 Compiled on July 7, 2006

Total August 2005 Operations by Runway Complex, by Runway			
North Airfield	Arrivals	Departures	Total by Runway
Runway 24L	11	129	140
Runway 24R	140	-	140
Runway 06L	-	-	-
Runway 06R	-	20	20
Subtotal North Airfield	151	149	300
South Airfield			
Runway 25L	134	-	134
Runway 25R	7	135	142
Runway 07L	-	6	6
Runway 07R	-	-	-
Subtotal South Airfield	141	141	282
Total	292	290	582

Airbus A330/A340 Departures:

North Airfield	149	51.4%
South Airfield	141	48.6%
Total Airbus A330/A340 Departures:	290	100.0%

Airbus A330/A340 Arrivals:

North Airfield	151	51.7%
South Airfield	141	48.3%
Total Airbus A330/A340 Arrivals:	292	100.0%

Prepared by: Johnson Aviation, 2006

Source: August 2005 Radar Data from LAWA Noise Management Bureau

Percentage August 2005 Operations by Runway Complex, by Runway			
North Airfield	Arrivals	Departures	Total by Runway
Runway 24L	1.9%	22.2%	24.1%
Runway 24R	24.1%	0.0%	24.1%
Runway 06L	0.0%	0.0%	0.0%
Runway 06R	0.0%	3.4%	3.4%
Subtotal North Airfield	25.9%	25.6%	51.5%
South Airfield			
Runway 25L	23.0%	0.0%	23.0%
Runway 25R	1.2%	23.2%	24.4%
Runway 07L	0.0%	1.0%	1.0%
Runway 07R	0.0%	0.0%	0.0%
Subtotal South Airfield	24.2%	24.2%	48.5%
Total	50.2%	49.8%	100.0%

Airbus A330/A340**Proportion of Total August 2005 Operations:**

1.0%

Table 6

LAX Specific Plan Amendment Study
AUGUST 2005 RUNWAY UTILIZATION BY BOEING 757 AIRCRAFT
 Compiled on August 3, 2006

<i>Total August 2005 Operations by Runway Complex, by Runway</i>			
North Airfield	Arrivals	Departures	Total by Runway
Runway 24L	28	808	836
Runway 24R	795	16	811
Runway 06L	11	-	11
Runway 06R	63	24	87
Subtotal North Airfield	897	848	1,745
South Airfield			
Runway 25L	2,156	19	2,175
Runway 25R	191	2,464	2,655
Runway 07L	47	29	76
Runway 07R	2	2	4
Subtotal South Airfield	2,396	2,514	4,910
Total	3,293	3,362	6,655

Boeing 757 Departures:

North Airfield	848	25.2%
South Airfield	2,514	74.8%
Total Boeing 757 Departures:	3,362	100.0%

Boeing 757 Arrivals:

North Airfield	897	27.2%
South Airfield	2,396	72.8%
Total Boeing 757 Arrivals:	3,293	100.0%

Prepared by: Johnson Aviation, 2006

Source: August 2005 Radar Data from LAWA Noise Management Bureau

<i>Percentage August 2005 Operations by Runway Complex, by Runway</i>				
North Airfield	Arrivals	Departures	Total by Runway	
Runway 24L	0.4%	12.1%	12.6%	
Runway 24R	11.9%	0.2%	12.2%	
Runway 06L	0.2%	0.0%	0.2%	
Runway 06R	0.9%	0.4%	1.3%	
Subtotal North Airfield	13.5%	12.7%	26.2%	
South Airfield				
Runway 25L	32.4%	0.3%	32.7%	
Runway 25R	2.9%	37.0%	39.9%	
Runway 07L	0.7%	0.4%	1.1%	
Runway 07R	0.0%	0.0%	0.1%	
Subtotal South Airfield	36.0%	37.8%	73.8%	
Total	49.5%	50.5%	100.0%	

Boeing 757**Proportion of Total August 2005 Operations:**

11.5%

Table 7

LAX Specific Plan Amendment Study
AUGUST 2005 RUNWAY UTILIZATION BY MD 80 (ALL TYPES) AIRCRAFT
 Compiled on August 3, 2006

Total August 2005 Operations by Runway Complex, by Runway					Percentage August 2005 Operations by Runway Complex, by Runway				
North Airfield	Arrivals	Departures	Total by Runway		North Airfield	Arrivals	Departures	Total by Runway	
Runway 24L	11	504	515		Runway 24L	0.3%	14.5%	14.8%	
Runway 24R	480	8	488		Runway 24R	13.8%	0.2%	14.0%	
Runway 06L	-	-	-		Runway 06L	0.0%	0.0%	0.0%	
Runway 06R	3	5	8		Runway 06R	0.1%	0.1%	0.2%	
Subtotal North Airfield	494	517	1,011		Subtotal North Airfield	14.2%	14.8%	29.0%	
South Airfield					South Airfield				
Runway 25L	1,164	18	1,182		Runway 25L	33.4%	0.5%	33.9%	
Runway 25R	85	1,148	1,233		Runway 25R	2.4%	32.9%	35.4%	
Runway 07L	1	52	53		Runway 07L	0.0%	1.5%	1.5%	
Runway 07R	5	1	6		Runway 07R	0.1%	0.0%	0.2%	
Subtotal South Airfield	1,255	1,219	2,474		Subtotal South Airfield	36.0%	35.0%	71.0%	
Total	1,749	1,736	3,485		Total	50.2%	49.8%	100.0%	

MD 80 (ALL TYPES) Departures:

North Airfield	517	29.8%
South Airfield	1,219	70.2%
Total MD 80 Departures:	1,736	100.0%

MD 80 (ALL TYPES) Arrivals:

North Airfield	494	28.2%
South Airfield	1,255	71.8%
Total MD 80 Arrivals:	1,749	100.0%

MD 80 (All Types)

Proportion of Total August 2005 Operations:

6.0%

Prepared by: Johnson Aviation, 2006

Source: August 2005 Radar Data from LAWA Noise Management Bureau

Table 8

LAX Specific Plan Amendment Study
AUGUST 2005 RUNWAY UTILIZATION BY DC 9 (ALL TYPES) AIRCRAFT
 Compiled on August 3, 2006

Total August 2005 Operations by Runway Complex, by Runway			
North Airfield	Arrivals	Departures	Total by Runway
Runway 24L	1	77	78
Runway 24R	63	1	64
Runway 06L	1	-	1
Runway 06R	3	2	5
Subtotal North Airfield	68	80	148
South Airfield			
Runway 25L	156	23	179
Runway 25R	10	127	137
Runway 07L	1	1	2
Runway 07R	-	-	-
Subtotal South Airfield	167	151	318
Total	235	231	466

Percentage August 2005 Operations by Runway Complex, by Runway			
North Airfield	Arrivals	Departures	Total by Runway
Runway 24L	0.2%	16.5%	16.7%
Runway 24R	13.5%	0.2%	13.7%
Runway 06L	0.2%	0.0%	0.2%
Runway 06R	0.6%	0.4%	1.1%
Subtotal North Airfield	14.6%	17.2%	31.8%
South Airfield			
Runway 25L	33.5%	4.9%	38.4%
Runway 25R	2.1%	27.3%	29.4%
Runway 07L	0.2%	0.2%	0.4%
Runway 07R	0.0%	0.0%	0.0%
Subtotal South Airfield	35.8%	32.4%	68.2%
Total	50.4%	49.6%	100.0%

DC 9 (All Types)

Proportion of Total August 2005 Operations:

0.8%

DC 9 (ALL TYPES) Departures:

North Airfield	80	34.6%
South Airfield	151	65.4%
Total DC 9 Departures:	231	100.0%

DC 9 (ALL TYPES) Arrivals:

North Airfield	68	28.9%
South Airfield	167	71.1%
Total DC 9 Arrivals:	235	100.0%

Prepared by: Johnson Aviation, 2006

Source: August 2005 Radar Data from LAWA Noise Management Bureau

**LAX Specific Plan Amendment Study
Advisory Meeting Materials -
September 7, 2006**



Los Angeles World Airports

LAX SPECIFIC PLAN AMENDMENT STUDY

ADVISORY COMMITTEE

Meeting No. 9 – September 7, 2006

Agenda:

- I. Schedule for Advisory Committee and Community-Based Planning Process Meetings**
- II. Presentation on Airfield Safety Issues**
- III. Review North Airfield Questions and Answers**
- IV. Review New Access Concepts**
- V. Next Steps**

Summary Table

**LAX Specific Plan Amendment Study
AUGUST 2005 RUNWAY UTILIZATION BY ALL AIRCRAFT TYPES
Updated on August 28, 2006**

Total August 2005 Operations by Runway Complex, by Runway				
North Airfield	Arrivals	Departures	Total by Runway	
Runway 24L	671	12,037	12,708	
Runway 24R	12,579	788	13,367	
Runway 06L	66	3	69	
Runway 06R	289	449	738	
Subtotal North Airfield	13,605	13,277	26,882	
South Airfield				
Runway 25L	13,747	1,581	15,328	
Runway 25R	1,090	13,813	14,903	
Runway 07L	163	311	474	
Runway 07R	37	41	78	
Subtotal South Airfield	15,037	15,746	30,783	
Total	28,642	29,023	57,665	

Percentage August 2005 Operations by Runway Complex, by Runway				
North Airfield	Arrivals	Departures	Total by Runway	
Runway 24L	1.2%	20.9%	22.0%	
Runway 24R	21.8%	1.4%	23.2%	
Runway 06L	0.1%	0.0%	0.1%	
Runway 06R	0.5%	0.8%	1.3%	
Subtotal North Airfield	23.6%	23.0%	46.6%	
South Airfield				
Runway 25L	23.8%	2.7%	26.6%	
Runway 25R	1.9%	24.0%	25.8%	
Runway 07L	0.3%	0.5%	0.8%	
Runway 07R	0.1%	0.1%	0.1%	
Subtotal South Airfield	26.1%	27.3%	53.4%	
Total	49.7%	50.3%	100.0%	

All Aircraft Departures:

North Airfield	13,277	45.7%
South Airfield	15,746	54.3%
Total All Aircraft Departures:	29,023	100.0%

All Aircraft Arrivals:

North Airfield	13,605	47.5%
South Airfield	15,037	52.5%
Total All Aircraft Arrivals:	28,642	100.0%

Prepared by: Johnson Aviation, 2006
Source: August 2005 Radar Data from LAWA Noise Management Bureau

Table 1

LAX Specific Plan Amendment Study
AUGUST 2005 RUNWAY UTILIZATION BY BOEING 737 AIRCRAFT
 Compiled on August 30, 2006

Total August 2005 Operations by Runway Complex, by Runway				Percentage August 2005 Operations by Runway Complex, by Runway			
North Airfield	Arrivals	Departures	Total by Runway	North Airfield	Arrivals	Departures	Total by Runway
Runway 24L	212	4,672	4,884	Runway 24L	1.7%	36.6%	38.3%
Runway 24R	4,389	201	4,590	Runway 24R	34.4%	1.6%	36.0%
Runway 06L	2	1	3	Runway 06L	0.0%	0.0%	0.0%
Runway 06R	17	47	64	Runway 06R	0.1%	0.4%	0.5%
Subtotal North Airfield	4,620	4,921	9,541	Subtotal North Airfield	36.2%	38.6%	74.8%
South Airfield	Arrivals	Departures	Total by Runway	South Airfield	Arrivals	Departures	Total by Runway
Runway 25L	1,629	40	1,669	Runway 25L	12.8%	0.3%	13.1%
Runway 25R	118	1,384	1,502	Runway 25R	0.9%	10.8%	11.8%
Runway 07L	2	41	43	Runway 07L	0.0%	0.3%	0.3%
Runway 07R	1	2	3	Runway 07R	0.0%	0.0%	0.0%
Subtotal South Airfield	1,750	1,467	3,217	Subtotal South Airfield	13.7%	11.5%	25.2%
Total	6,370	6,388	12,758	Total	49.9%	50.1%	100.0%

Boeing 737 Departures:

North Airfield	4,921	77.0%
South Airfield	1,467	23.0%
Total Boeing 737 Departures:	6,388	100.0%

Boeing 737 Arrivals:

North Airfield	4,620	72.5%
South Airfield	1,750	27.5%
Total Boeing 737 Arrivals:	6,370	100.0%

Prepared by: Johnson Aviation, 2006

Source: August 2005 Radar Data from LAWA Noise Management Bureau

Boeing 737**Proportion of Total August 2005 Operations:**

22.1%

Table 2

LAX Specific Plan Amendment Study
AUGUST 2005 RUNWAY UTILIZATION BY VARIOUS COMMUTER AIRCRAFT
 Compiled on August 30, 2006

Total August 2005 Operations by Runway Complex, by Runway				
North Airfield	Arrivals	Departures	Total by Runway	
Runway 24L	117	1,869	1,986	
Runway 24R	2,097	411	2,508	
Runway 06L	5	2	7	
Runway 06R	36	74	110	
Subtotal North Airfield	2,255	2,356	4,611	
South Airfield				
Runway 25L	2,397	571	2,968	
Runway 25R	288	2,081	2,369	
Runway 07L	20	1	21	
Runway 07R	6	2	8	
Subtotal South Airfield	2,711	2,655	5,366	
Total	4,966	5,011	9,977	

Percentage August 2005 Operations by Runway Complex, by Runway				
North Airfield	Arrivals	Departures	Total by Runway	
Runway 24L	1.2%	18.7%	19.9%	
Runway 24R	21.0%	4.1%	25.1%	
Runway 06L	0.1%	0.0%	0.1%	
Runway 06R	0.4%	0.7%	1.1%	
Subtotal North Airfield	22.6%	23.6%	46.2%	
South Airfield				
Runway 25L	24.0%	5.7%	29.7%	
Runway 25R	2.9%	20.9%	23.7%	
Runway 07L	0.2%	0.0%	0.2%	
Runway 07R	0.1%	0.0%	0.1%	
Subtotal South Airfield	27.2%	26.6%	53.8%	
Total	49.8%	50.2%	100.0%	

Various Commuter
 Proportion of Total August 2005 Operations: 17.3%

Various Commuter Departures:

North Airfield	2,356	47.0%
South Airfield	2,655	53.0%
Total Various Commuter Departures:	5,011	100.0%

Various Commuter Arrivals:

North Airfield	2,255	45.4%
South Airfield	2,711	54.6%
Total Various Commuter Arrivals:	4,966	100.0%

Prepared by: Johnson Aviation, 2006
 Source: August 2005 Radar Data from LAWA Noise Management Bureau

Table 3

LAX Specific Plan Amendment Study
AUGUST 2005 RUNWAY UTILIZATION BY AIRBUS A320 AIRCRAFT
 Compiled on August 30, 2006

Total August 2005 Operations by Runway Complex, by Runway				Percentage August 2005 Operations by Runway Complex, by Runway			
North Airfield	Arrivals	Departures	Total by Runway	North Airfield	Arrivals	Departures	Total by Runway
Runway 24L	50	2,211	2,261	Runway 24L	0.7%	29.8%	30.4%
Runway 24R	1,885	49	1,934	Runway 24R	25.4%	0.7%	26.0%
Runway 06L	9	-	9	Runway 06L	0.1%	0.0%	0.1%
Runway 06R	44	107	151	Runway 06R	0.6%	1.4%	2.0%
Subtotal North Airfield	1,988	2,367	4,355	Subtotal North Airfield	26.8%	31.9%	58.6%
South Airfield	Arrivals	Departures	Total by Runway	South Airfield	Arrivals	Departures	Total by Runway
Runway 25L	1,593	14	1,607	Runway 25L	21.4%	0.2%	21.6%
Runway 25R	123	1,330	1,453	Runway 25R	1.7%	17.9%	19.6%
Runway 07L	2	8	10	Runway 07L	0.0%	0.1%	0.1%
Runway 07R	2	2	4	Runway 07R	0.0%	0.0%	0.1%
Subtotal South Airfield	1,720	1,354	3,074	Subtotal South Airfield	23.2%	18.2%	41.4%
Total	3,708	3,721	7,429	Total	49.9%	50.1%	100.0%

Airbus A320 Departures:

North Airfield	2,367	63.6%
South Airfield	1,354	36.4%
Total Airbus A320 Departures:	3,721	100.0%

Airbus A320 Arrivals:

North Airfield	1,988	53.6%
South Airfield	1,720	46.4%
Total Airbus A320 Arrivals:	3,708	100.0%

Prepared by: Johnson Aviation, 2006

Source: August 2005 Radar Data from LAWA Noise Management Bureau

Airbus A320

Proportion of Total August 2005 Operations:

12.9%

Table 4

LAX Specific Plan Amendment Study
AUGUST 2005 RUNWAY UTILIZATION BY BOEING 757 AIRCRAFT
 Compiled on August 30, 2006

Total August 2005 Operations by Runway Complex, by Runway				
North Airfield	Arrivals	Departures	Total by Runway	
Runway 24L	28	808	836	
Runway 24R	795	16	811	
Runway 06L	11	-	11	
Runway 06R	63	24	87	
Subtotal North Airfield	897	848	1,745	
South Airfield				
Runway 25L	2,156	19	2,175	
Runway 25R	191	2,464	2,655	
Runway 07L	47	29	76	
Runway 07R	2	2	4	
Subtotal South Airfield	2,396	2,514	4,910	
Total	3,293	3,362	6,655	

Percentage August 2005 Operations by Runway Complex, by Runway				
North Airfield	Arrivals	Departures	Total by Runway	
Runway 24L	0.4%	12.1%	12.6%	
Runway 24R	11.9%	0.2%	12.2%	
Runway 06L	0.2%	0.0%	0.2%	
Runway 06R	0.9%	0.4%	1.3%	
Subtotal North Airfield	13.5%	12.7%	26.2%	
South Airfield				
Runway 25L	32.4%	0.3%	32.7%	
Runway 25R	2.9%	37.0%	39.9%	
Runway 07L	0.7%	0.4%	1.1%	
Runway 07R	0.0%	0.0%	0.1%	
Subtotal South Airfield	36.0%	37.8%	73.8%	
Total	49.5%	50.5%	100.0%	

Boeing 757 Departures:

North Airfield	848	25.2%
South Airfield	2,514	74.8%
Total Boeing 757 Departures:	3,362	100.0%

Boeing 757 Arrivals:

North Airfield	897	27.2%
South Airfield	2,396	72.8%
Total Boeing 757 Arrivals:	3,293	100.0%

Boeing 757**Proportion of Total August 2005 Operations:**

11.5%

Prepared by: Johnson Aviation, 2006

Source: August 2005 Radar Data from LAWA Noise Management Bureau

Table 5

LAX Specific Plan Amendment Study
AUGUST 2005 RUNWAY UTILIZATION BY REGIONAL JET AIRCRAFT
 Compiled on August 30, 2006

Total August 2005 Operations by Runway Complex, by Runway			
North Airfield	Arrivals	Departures	Total by Runway
Runway 24L	41	808	849
Runway 24R	953	57	1,010
Runway 06L	2	-	2
Runway 06R	15	4	19
Subtotal North Airfield	1,011	869	1,880
South Airfield			
Runway 25L	1,178	90	1,268
Runway 25R	83	1,337	1,420
Runway 07L	5	4	9
Runway 07R	2	-	2
Subtotal South Airfield	1,268	1,431	2,699
Total	2,279	2,300	4,579

Regional Jet Departures:

North Airfield	869	37.8%
South Airfield	1,431	62.2%
Total Regional Jet Departures:	2,300	100.0%

Regional Jet Arrivals:

North Airfield	1,011	44.4%
South Airfield	1,268	55.6%
Total Regional Jet Arrivals:	2,279	100.0%

Prepared by: Johnson Aviation, 2006

Source: August 2005 Radar Data from LAWA Noise Management Bureau

Percentage August 2005 Operations by Runway Complex, by Runway			
North Airfield	Arrivals	Departures	Total by Runway
Runway 24L	0.9%	17.6%	18.5%
Runway 24R	20.8%	1.2%	22.1%
Runway 06L	0.0%	0.0%	0.0%
Runway 06R	0.3%	0.1%	0.4%
Subtotal North Airfield	22.1%	19.0%	41.1%
South Airfield			
Runway 25L	25.7%	2.0%	27.7%
Runway 25R	1.8%	29.2%	31.0%
Runway 07L	0.1%	0.1%	0.2%
Runway 07R	0.0%	0.0%	0.0%
Subtotal South Airfield	27.7%	31.3%	58.9%
Total	49.8%	50.2%	100.0%

Regional Jet**Proportion of Total August 2005 Operations:**

7.9%

Table 6
LAX Specific Plan Amendment Study
AUGUST 2005 RUNWAY UTILIZATION BY BOEING 767 AIRCRAFT
 Compiled on August 30, 2006

Total August 2005 Operations by Runway Complex, by Runway				Percentage August 2005 Operations by Runway Complex, by Runway			
North Airfield	Arrivals	Departures	Total by Runway	North Airfield	Arrivals	Departures	Total by Runway
Runway 24L	33	311	344	Runway 24L	0.9%	8.9%	9.8%
Runway 24R	348	-	348	Runway 24R	10.0%	0.0%	10.0%
Runway 06L	9	-	9	Runway 06L	0.3%	0.0%	0.3%
Runway 06R	31	26	57	Runway 06R	0.9%	0.7%	1.6%
Subtotal North Airfield	421	337	758	Subtotal North Airfield	12.1%	9.6%	21.7%
South Airfield				South Airfield			
Runway 25L	1,175	20	1,195	Runway 25L	33.6%	0.6%	34.2%
Runway 25R	93	1,420	1,513	Runway 25R	2.7%	40.7%	43.3%
Runway 07L	25	-	25	Runway 07L	0.7%	0.0%	0.7%
Runway 07R	-	2	2	Runway 07R	0.0%	0.1%	0.1%
Subtotal South Airfield	1,293	1,442	2,735	Subtotal South Airfield	37.0%	41.3%	78.3%
Total	1,714	1,779	3,493	Total	49.1%	50.9%	100.0%

Boeing 767 Departures:	Boeing 767	6.1%
North Airfield	337	
South Airfield	1,442	
Total Boeing 767 Departures:	1,779	
Boeing 767 Arrivals:		
North Airfield	421	
South Airfield	1,293	
Total Boeing 767 Arrivals:	1,714	
		Proportion of Total August 2005 Operations:

Prepared by: Johnson Aviation, 2006
 Source: August 2005 Radar Data from LAWA Noise Management Bureau

Table 7

LAX Specific Plan Amendment Study
AUGUST 2005 RUNWAY UTILIZATION BY MD 80 (ALL TYPES) AIRCRAFT
 Compiled on August 30, 2006

Total August 2005 Operations by Runway Complex, by Runway				
North Airfield	Arrivals	Departures	Total by Runway	
Runway 24L	11	504	515	
Runway 24R	480	8	488	
Runway 06L	-	-	-	
Runway 06R	3	5	8	
Subtotal North Airfield	494	517	1,011	
South Airfield				
Runway 25L	1,164	18	1,182	
Runway 25R	85	1,148	1,233	
Runway 07L	1	52	53	
Runway 07R	5	1	6	
Subtotal South Airfield	1,255	1,219	2,474	
Total	1,749	1,736	3,485	

Percentage August 2005 Operations by Runway Complex, by Runway				
North Airfield	Arrivals	Departures	Total by Runway	
Runway 24L	0.3%	14.5%	14.8%	
Runway 24R	13.8%	0.2%	14.0%	
Runway 06L	0.0%	0.0%	0.0%	
Runway 06R	0.1%	0.1%	0.2%	
Subtotal North Airfield	14.2%	14.8%	29.0%	
South Airfield				
Runway 25L	33.4%	0.5%	33.9%	
Runway 25R	2.4%	32.9%	35.4%	
Runway 07L	0.0%	1.5%	1.5%	
Runway 07R	0.1%	0.0%	0.2%	
Subtotal South Airfield	36.0%	35.0%	71.0%	
Total	50.2%	49.8%	100.0%	

MD 80 (All Types)Proportion of Total August 2005 Operations:

6.0%

MD 80 (ALL TYPES) Departures:

North Airfield	517	29.8%
South Airfield	1,219	70.2%
Total MD 80 Departures:	1,736	100.0%

MD 80 (ALL TYPES) Arrivals:

North Airfield	494	28.2%
South Airfield	1,255	71.8%
Total MD 80 Arrivals:	1,749	100.0%

Prepared by: Johnson Aviation, 2006

Source: August 2005 Radar Data from LAWA Noise Management Bureau

Table 8

LAX Specific Plan Amendment Study
AUGUST 2005 RUNWAY UTILIZATION BY BOEING 747 AIRCRAFT
 Compiled on August 30, 2006

Total August 2005 Operations by Runway Complex, by Runway				Percentage August 2005 Operations by Runway Complex, by Runway			
North Airfield		Arrivals	Departures	Total by Runway	North Airfield		Total by Runway
Runway 24L		91	313	404	Runway 24L		2.7%
Runway 24R		868	1	869	Runway 24R		26.2%
Runway 06L		4	-	4	Runway 06L		0.1%
Runway 06R		25	103	128	Runway 06R		0.8%
Subtotal North Airfield		988	417	1,405	Subtotal North Airfield		29.8%
South Airfield		Arrivals	Departures	Total by Runway	South Airfield		Total by Runway
Runway 25L		677	127	804	Runway 25L		20.4%
Runway 25R		17	957	974	Runway 25R		0.5%
Runway 07L		7	114	121	Runway 07L		0.2%
Runway 07R		3	10	13	Runway 07R		0.1%
Subtotal South Airfield		704	1,208	1,912	Subtotal South Airfield		21.2%
Total		1,692	1,625	3,317	Total		51.0%

Boeing 747 Departures:

North Airfield	417	25.7%
South Airfield	1,208	74.3%
Total Boeing 747 Departures:	1,625	100.0%

Boeing 747 Arrivals:

North Airfield	988	58.4%
South Airfield	704	41.6%
Total Boeing 747 Arrivals:	1,692	100.0%

Prepared by: Johnson Aviation, 2006

Source: August 2005 Radar Data from LAWA Noise Management Bureau

Boeing 747

Proportion of Total August 2005 Operations:

5.8%

Table 9

LAX Specific Plan Amendment Study
AUGUST 2005 RUNWAY UTILIZATION BY GENERAL AVIATION JET AIRCRAFT
 Compiled on August 30, 2006

Total August 2005 Operations by Runway Complex, by Runway				Percentage August 2005 Operations by Runway Complex, by Runway			
North Airfield		Arrivals	Departures	Total by Runway	North Airfield		Total by Runway
Runway 24L		7	47	54	Runway 24L		0.4%
Runway 24R		160	8	168	Runway 24R		9.4%
Runway 06L		3	-	3	Runway 06L		0.2%
Runway 06R		11	2	13	Runway 06R		0.6%
Subtotal North Airfield		181	57	238	Subtotal North Airfield		10.6%
South Airfield		Arrivals	Departures	Total by Runway	South Airfield		Total by Runway
Runway 25L		634	312	946	Runway 25L		37.2%
Runway 25R		20	481	501	Runway 25R		1.2%
Runway 07L		4	-	4	Runway 07L		0.2%
Runway 07R		12	2	14	Runway 07R		0.7%
Subtotal South Airfield		670	795	1,465	Subtotal South Airfield		39.3%
Total		851	852	1,703	Total		50.0%

General Aviation Jet Departures:

North Airfield	57	6.7%
South Airfield	795	93.3%
Total General Aviation Jet Departures:	852	100.0%

General Aviation Jet Arrivals:

North Airfield	181	21.3%
South Airfield	670	78.7%
Total General Aviation Jet Arrivals:	851	100.0%

Prepared by: Johnson Aviation, 2006

Source: August 2005 Radar Data from LAWA Noise Management Bureau

General Aviation Jet

Proportion of Total August 2005 Operations:

3.0%

Table 10

LAX Specific Plan Amendment Study
AUGUST 2005 RUNWAY UTILIZATION BY DC10/MD11 AIRCRAFT
 Compiled on August 30, 2006

Total August 2005 Operations by Runway Complex, by Runway				Percentage August 2005 Operations by Runway Complex, by Runway			
North Airfield		Arrivals	Departures	Total by Runway	North Airfield		Total by Runway
Runway 24L		3	27	30	Runway 24L		0.3%
Runway 24R		68	-	68	Runway 24R		7.0%
Runway 06L		13	-	13	Runway 06L		1.3%
Runway 06R		21	1	22	Runway 06R		2.2%
Subtotal North Airfield		105	28	133	Subtotal North Airfield		10.8%
South Airfield		Arrivals	Departures	Total by Runway	South Airfield		Total by Runway
Runway 25L		350	166	516	Runway 25L		35.9%
Runway 25R		18	267	285	Runway 25R		1.8%
Runway 07L		22	9	31	Runway 07L		2.3%
Runway 07R		2	8	10	Runway 07R		0.2%
Subtotal South Airfield		392	450	842	Subtotal South Airfield		40.2%
Total		497	478	975	Total		51.0%

DC10/MD11 Departures:

North Airfield	28	5.9%
South Airfield	450	94.1%
Total DC10/MD11 Departures:	478	100.0%

DC10/MD11 Arrivals:

North Airfield	105	21.1%
South Airfield	392	78.9%
Total DC10/MD11 Arrivals:	497	100.0%

Prepared by: Johnson Aviation, 2006

Source: August 2005 Radar Data from LAWA Noise Management Bureau

DC10/MD11**Proportion of Total August 2005 Operations:**

1.7%

Table 11
LAX Specific Plan Amendment Study
AUGUST 2005 RUNWAY UTILIZATION BY BOEING 777 AIRCRAFT
Compiled on August 30, 2006

Total August 2005 Operations by Runway Complex, by Runway			
North Airfield	Arrivals	Departures	Total by Runway
Runway 24L	25	82	107
Runway 24R	194	2	196
Runway 06L	1	-	1
Runway 06R	-	21	21
Subtotal North Airfield	220	105	325
South Airfield			
Runway 25L	168	1	169
Runway 25R	9	272	281
Runway 07L	-	18	18
Runway 07R	-	-	-
Subtotal South Airfield	177	291	468
Total	397	396	793

Boeing 777 Departures:

North Airfield	105	26.5%
South Airfield	291	73.5%
Total Boeing 777 Departures:	396	100.0%

Boeing 777 Arrivals:

North Airfield	220	55.4%
South Airfield	177	44.6%
Total Boeing 777 Arrivals:	397	100.0%

Prepared by: Johnson Aviation, 2006
Source: August 2005 Radar Data from LAWA Noise Management Bureau

Percentage August 2005 Operations by Runway Complex, by Runway			
North Airfield	Arrivals	Departures	Total by Runway
Runway 24L	3.2%	10.3%	13.5%
Runway 24R	24.5%	0.3%	24.7%
Runway 06L	0.1%	0.0%	0.1%
Runway 06R	0.0%	2.6%	2.6%
Subtotal North Airfield	27.7%	13.2%	41.0%
South Airfield			
Runway 25L	21.2%	0.1%	21.3%
Runway 25R	1.1%	34.3%	35.4%
Runway 07L	0.0%	2.3%	2.3%
Runway 07R	0.0%	0.0%	0.0%
Subtotal South Airfield	22.3%	36.7%	59.0%
Total	50.1%	49.9%	100.0%

Boeing 777

Proportion of Total August 2005 Operations:

1.4%

Table 12

LAX Specific Plan Amendment Study
AUGUST 2005 RUNWAY UTILIZATION BY AIRBUS A330/A340 AIRCRAFT
 Compiled on July 7, 2006

Total August 2005 Operations by Runway Complex, by Runway				Percentage August 2005 Operations by Runway Complex, by Runway			
North Airfield	Arrivals	Departures	Total by Runway	North Airfield	Arrivals	Departures	Total by Runway
Runway 24L	11	129	140	Runway 24L	1.9%	22.1%	23.9%
Runway 24R	140	-	140	Runway 24R	23.9%	0.0%	23.9%
Runway 06L	-	-	-	Runway 06L	0.0%	0.0%	0.0%
Runway 06R	-	20	20	Runway 06R	0.0%	3.4%	3.4%
Subtotal North Airfield	151	149	300	Subtotal North Airfield	25.8%	25.5%	51.3%
South Airfield	Arrivals	Departures	Total by Runway	South Airfield	Arrivals	Departures	Total by Runway
Runway 25L	136	1	137	Runway 25L	23.2%	0.2%	23.4%
Runway 25R	7	135	142	Runway 25R	1.2%	23.1%	24.3%
Runway 07L	-	6	6	Runway 07L	0.0%	1.0%	1.0%
Runway 07R	-	-	-	Runway 07R	0.0%	0.0%	0.0%
Subtotal South Airfield	143	142	285	Subtotal South Airfield	24.4%	24.3%	48.7%
Total	294	291	585	Total	50.3%	49.7%	100.0%

Airbus A330/A340

Proportion of Total August 2005 Operations:

1.0%

Airbus A330/A340 Departures:

North Airfield	149	51.2%
South Airfield	142	48.8%
Total Airbus A330/A340 Departures:	291	100.0%

Airbus A330/A340 Arrivals:

North Airfield	151	51.4%
South Airfield	143	48.6%
Total Airbus A330/A340 Arrivals:	294	100.0%

Prepared by: Johnson Aviation, 2006

Source: August 2005 Radar Data from LAWA Noise Management Bureau

Table 13

LAX Specific Plan Amendment Study
AUGUST 2005 RUNWAY UTILIZATION BY DC 9 (ALL TYPES) AIRCRAFT
 Compiled on August 30, 2006

Total August 2005 Operations by Runway Complex, by Runway				
North Airfield	Arrivals	Departures	Total by Runway	
Runway 24L	1	77	78	
Runway 24R	63	1	64	
Runway 06L	1	-	1	
Runway 06R	3	2	5	
Subtotal North Airfield	68	80	148	
South Airfield				
Runway 25L	156	23	179	
Runway 25R	10	127	137	
Runway 07L	1	1	2	
Runway 07R	-	-	-	
Subtotal South Airfield	167	151	318	
Total	235	231	466	

Percentage August 2005 Operations by Runway Complex, by Runway				
North Airfield	Arrivals	Departures	Total by Runway	
Runway 24L	0.2%	16.5%	16.7%	
Runway 24R	13.5%	0.2%	13.7%	
Runway 06L	0.2%	0.0%	0.2%	
Runway 06R	0.6%	0.4%	1.1%	
Subtotal North Airfield	14.6%	17.2%	31.8%	
South Airfield				
Runway 25L	33.5%	4.9%	38.4%	
Runway 25R	2.1%	27.3%	29.4%	
Runway 07L	0.2%	0.2%	0.4%	
Runway 07R	0.0%	0.0%	0.0%	
Subtotal South Airfield	35.8%	32.4%	68.2%	
Total	50.4%	49.6%	100.0%	

DC 9 (All Types)Proportion of Total August 2005 Operations:

0.8%

DC 9 (ALL TYPES) Departures:

North Airfield	80	34.6%
South Airfield	151	65.4%
Total DC 9 Departures:	231	100.0%

DC 9 (ALL TYPES) Arrivals:

North Airfield	68	28.9%
South Airfield	167	71.1%
Total DC 9 Arrivals:	235	100.0%

Prepared by: Johnson Aviation, 2006

Source: August 2005 Radar Data from LAWA Noise Management Bureau

Table 14

LAX Specific Plan Amendment Study
AUGUST 2005 RUNWAY UTILIZATION BY AIRBUS A300 AIRCRAFT
 Compiled on August 30, 2006

Total August 2005 Operations by Runway Complex, by Runway			
North Airfield	Arrivals	Departures	Total by Runway
Runway 24L	1	-	1
Runway 24R	16	-	16
Runway 06L	3	-	3
Runway 06R	6	-	6
Subtotal North Airfield	26	-	26
South Airfield			
Runway 25L	137	73	210
Runway 25R	5	108	113
Runway 07L	5	1	6
Runway 07R	-	3	3
Subtotal South Airfield	147	185	332
Total	173	185	358

Airbus A300 Departures:

North Airfield	-	0.0%
South Airfield	185	100.0%
Total Airbus A300 Departures:	185	100.0%

Airbus A300 Arrivals:

North Airfield	26	15.0%
South Airfield	147	85.0%
Total Airbus A300 Arrivals:	173	100.0%

Prepared by: Johnson Aviation, 2006

Source: August 2005 Radar Data from LAWA Noise Management Bureau

Percentage August 2005 Operations by Runway Complex, by Runway			
North Airfield	Arrivals	Departures	Total by Runway
Runway 24L	0.3%	0.0%	0.3%
Runway 24R	4.5%	0.0%	4.5%
Runway 06L	0.8%	0.0%	0.8%
Runway 06R	1.7%	0.0%	1.7%
Subtotal North Airfield	7.3%	0.0%	7.3%
South Airfield			
Runway 25L	38.3%	20.4%	58.7%
Runway 25R	1.4%	30.2%	31.6%
Runway 07L	1.4%	0.3%	1.7%
Runway 07R	0.0%	0.8%	0.8%
Subtotal South Airfield	41.1%	51.7%	92.7%
Total	48.3%	51.7%	100.0%

Airbus A300**Proportion of Total August 2005 Operations:**

0.6%

Table 15

LAX Specific Plan Amendment Study
AUGUST 2005 RUNWAY UTILIZATION BY GENERAL AVIATION PROP AIRCRAFT
 Compiled on August 30, 2006

Total August 2005 Operations by Runway Complex, by Runway				
North Airfield	Arrivals	Departures	Total by Runway	
Runway 24L	7	42	49	
Runway 24R	51	11	62	
Runway 06L	1	-	1	
Runway 06R	-	-	-	
Subtotal North Airfield	59	53	112	
South Airfield				
Runway 25L	76	22	98	
Runway 25R	5	43	48	
Runway 07L	1	-	1	
Runway 07R	1	1	2	
Subtotal South Airfield	83	66	149	
Total	142	119	261	

General Aviation Prop Departures:

North Airfield	53	44.5%
South Airfield	66	55.5%
Total General Aviation Prop Departures:	119	100.0%

General Aviation Prop Arrivals:

North Airfield	59	41.5%
South Airfield	83	58.5%
Total General Aviation Prop Arrivals:	142	100.0%

Prepared by: Johnson Aviation, 2006

Source: August 2005 Radar Data from LAWA Noise Management Bureau

Percentage August 2005 Operations by Runway Complex, by Runway				
North Airfield	Arrivals	Departures	Total by Runway	
Runway 24L	2.7%	16.1%	18.8%	
Runway 24R	19.5%	4.2%	23.8%	
Runway 06L	0.4%	0.0%	0.4%	
Runway 06R	0.0%	0.0%	0.0%	
Subtotal North Airfield	22.6%	20.3%	42.9%	
South Airfield				
Runway 25L	29.1%	8.4%	37.5%	
Runway 25R	1.9%	16.5%	18.4%	
Runway 07L	0.4%	0.0%	0.4%	
Runway 07R	0.4%	0.4%	0.8%	
Subtotal South Airfield	31.8%	25.3%	57.1%	
Total	54.4%	45.6%	100.0%	

General Aviation Prop**Proportion of Total August 2005 Operations:**

0.5%

Table 16

LAX Specific Plan Amendment Study
AUGUST 2005 RUNWAY UTILIZATION BY VARIOUS CARGO/MILITARY AIRCRAFT
 Compiled on August 30, 2006

Total August 2005 Operations by Runway Complex, by Runway				Total by Runway
North Airfield	Arrivals	Departures		
Runway 24L	12	8		20
Runway 24R	49	16		65
Runway 06L	2	-		2
Runway 06R	4	1		5
Subtotal North Airfield	67	25		92
South Airfield				
Runway 25L	90	46		136
Runway 25R	8	88		96
Runway 07L	2	-		2
Runway 07R	1	1		2
Subtotal South Airfield	101	135		236
Total	168	160		328

Cargo/Military Departures:

North Airfield	25	15.6%
South Airfield	135	84.4%
Total Cargo/Military Departures:	160	100.0%

Cargo/Military Arrivals:

North Airfield	67	39.9%
South Airfield	101	60.1%
Total Cargo/Military Arrivals:	168	100.0%

Prepared by: Johnson Aviation, 2006

Source: August 2005 Radar Data from LAWA Noise Management Bureau

Percentage August 2005 Operations by Runway Complex, by Runway				
North Airfield	Arrivals	Departures		Total by Runway
Runway 24L	3.7%	2.4%		6.1%
Runway 24R	14.9%	4.9%		19.8%
Runway 06L	0.6%	0.0%		0.6%
Runway 06R	1.2%	0.3%		1.5%
Subtotal North Airfield	20.4%	7.6%		28.0%
South Airfield				
Runway 25L	27.4%	14.0%		41.5%
Runway 25R	2.4%	26.8%		29.3%
Runway 07L	0.6%	0.0%		0.6%
Runway 07R	0.3%	0.3%		0.6%
Subtotal South Airfield	30.8%	41.2%		72.0%
Total	51.2%	48.8%		100.0%

Various Cargo/Military**Proportion of Total August 2005 Operations:**

0.6%

Table 17

LAX Specific Plan Amendment Study
AUGUST 2005 RUNWAY UTILIZATION BY UNIDENTIFIED TYPE AIRCRAFT
 Compiled on August 30, 2006

Total August 2005 Operations by Runway Complex, by Runway			
North Airfield	Arrivals	Departures	Total by Runway
Runway 24L	21	129	150
Runway 24R	23	7	30
Runway 06L	-	-	-
Runway 06R	10	12	22
Subtotal North Airfield	54	148	202
South Airfield			
Runway 25L	31	38	69
Runway 25R	10	171	181
Runway 07L	19	6	25
Runway 07R	-	5	5
Subtotal South Airfield	60	220	280
Total	114	368	482

Percentage August 2005 Operations by Runway Complex, by Runway			
North Airfield	Arrivals	Departures	Total by Runway
Runway 24L	4.4%	26.8%	31.1%
Runway 24R	4.8%	1.5%	6.2%
Runway 06L	0.0%	0.0%	0.0%
Runway 06R	2.1%	2.5%	4.6%
Subtotal North Airfield	11.2%	30.7%	41.9%
South Airfield			
Runway 25L	6.4%	7.9%	14.3%
Runway 25R	2.1%	35.5%	37.6%
Runway 07L	3.9%	1.2%	5.2%
Runway 07R	0.0%	1.0%	1.0%
Subtotal South Airfield	12.4%	45.6%	58.1%
Total	23.7%	76.3%	100.0%

Unidentified Type Departures:

North Airfield	148	40.2%
South Airfield	220	59.8%
Total Unidentified Type Departures:	368	100.0%

Unidentified Type Arrivals:

North Airfield	54	47.4%
South Airfield	60	52.6%
Total Unidentified Type Arrivals:	114	100.0%

Prepared by: Johnson Aviation, 2006

Source: August 2005 Radar Data from LAWA Noise Management Bureau

Unidentified Type

Proportion of Total August 2005 Operations:

0.8%

NOTE: "UNIDENTIFIED TYPE" aircraft refer to database records that did not include the aircraft type.

**LAX Specific Plan Amendment Study
Advisory Meeting Materials -
September 21, 2006**



Los Angeles World Airports

LAX SPECIFIC PLAN AMENDMENT STUDY

**ADVISORY COMMITTEE
Meeting No. 10 – September 21, 2006**

Agenda:

- I. Schedule for Advisory Committee and Community-Based Planning Process Meetings**
 - a. Next Scheduled Advisory Committee Meeting - October 5, 2006**
 - b. Next Scheduled Public Meeting Series No. 6 - October 25 and 28, 2006**

- II. Review North Airfield Questions and Answers**

- III. Next Steps**

**LAX Specific Plan Amendment Study
Advisory Meeting Materials -
October 5, 2006**



Los Angeles World Airports

LAX SPECIFIC PLAN AMENDMENT STUDY

**ADVISORY COMMITTEE
Meeting No. 11 – October 5, 2006**

Agenda:

- I. Metro Briefing**
- II. Project Schedule**
- III. Review North Airfield Options**
- IV. Review Presentation for Community-Based Planning Process Meetings on October 25 and 28**
- V. Other Items**
- VI. Next Steps**

**LAX Specific Plan Amendment Study
Advisory Meeting Materials -
November 9, 2006**



Los Angeles World Airports

LAX SPECIFIC PLAN AMENDMENT STUDY

**ADVISORY COMMITTEE
Meeting No. 12 – November 9, 2006**

Agenda:

I. Introduction

II. Advisory Committee Trip to Washington

- a. Establish date: Nov. 28
 Nov. 29
 Nov. 30
- b. Commitments

III. Review October 25 and 28th Outreach Meetings

IV. Review presentation for Dec. 6 and 9th community Outreach Meetings

V. Next Steps

**LAX Specific Plan Amendment Study
Advisory Meeting Materials -
January 18, 2007**

Meeting Agenda
LAX Specific Plan Amendment Study
January 18 2006⁷
10:00 a.m.

- 1.0 Project Schedule
- 2.0 Noise Meeting (tentative date 2/22 07)
- 3.0 CEQA Overview
- 4.0 Discussion of Concepts
- 5.0 Next Steps

**LAX Specific Plan Amendment Study
Advisory Meeting Materials -
March 14, 2007**



Advisory Committee

Specific Plan Amendment Study

March 14, 2007

Agenda

- **Status of Restudy**
- **Concepts for Discussion**
 - **ARSAC / Westchester / Playa Del Rey Alternative**
 - **El Segundo / Inglewood Alternative**
 - **Advisory Committee Consensus**
 - **LAWA Alternative**



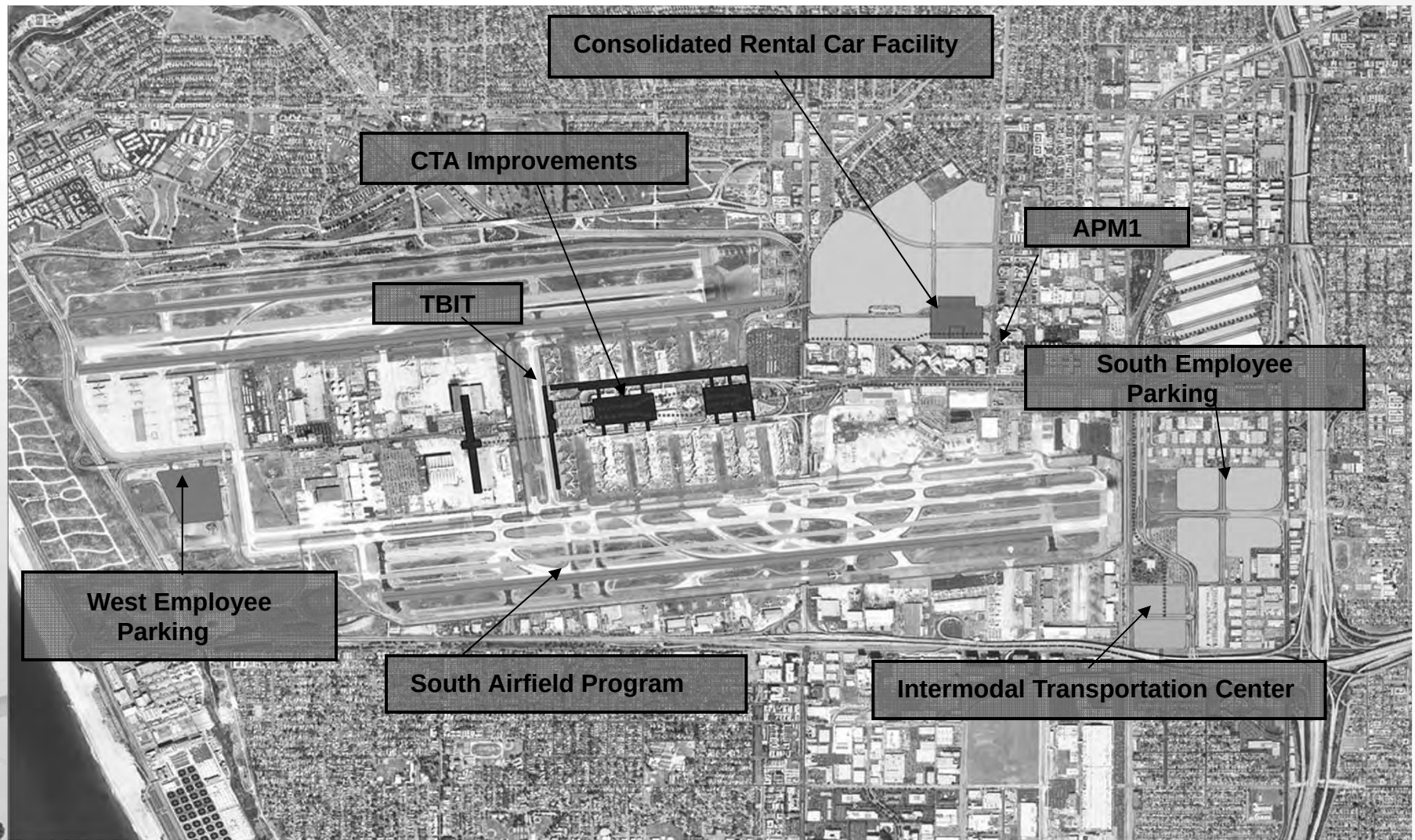
Settlement Agreement

Key Elements:

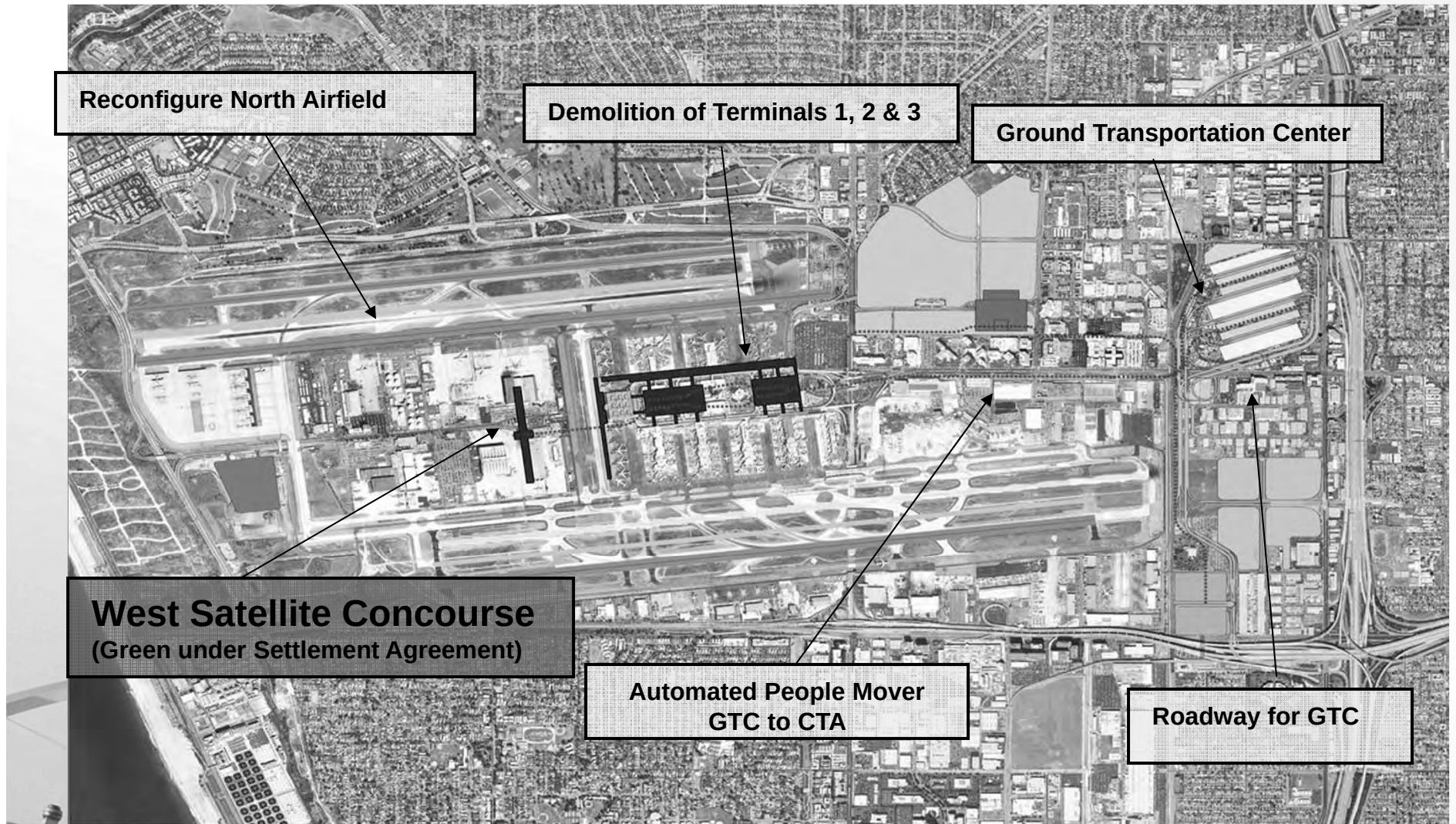
- **Gate Reduction Provision**
- **LAX Specific Plan Amendment**
- **Avigation Easements**
- **Settlement Mitigation**
- **Regional Strategic Planning**



“Green Light” Projects



“Yellow Light” Projects



Mayor's Goals

- **Regionalize air travel** – shift more passengers and cargo to regional airports
- **Modernize LAX** – create first class passenger and cargo facility
- **Mitigate LAX impacts** – noise, air, pollution, traffic
- **Increase Safety** – operational, passenger, worker and anti terror preparation



Community Interests

- **Disproportionate distribution of negative airport impacts**
- **Noise**
- **Air pollution**
- **Traffic**
- **Safety**
- **Mitigation funding**



Aviation Industry Interests

- **Cost effective improvements**
- **Operational efficiency**
- **Customer satisfaction**
- **Safety**
- **NLA accommodations**



Passenger Interests

- **Reliable ground access** – “What time do I need to leave to make my flight?!”
- **Air service options** – Destinations served and schedule frequency
- **Quality of airport experience** – Modern terminals, excellent concessions and maximum use of time
- **Safety** – Personal safety and secure from terrorism
- **Price of travel** – Competitive airfare pricing



Restudy Components

Need to find functional alternatives to yellow light projects

- **West Satellite & Terminals Locations**
- **North Airfield Improvements**
- **Underutilized adjacent properties**
- **Ground Access**



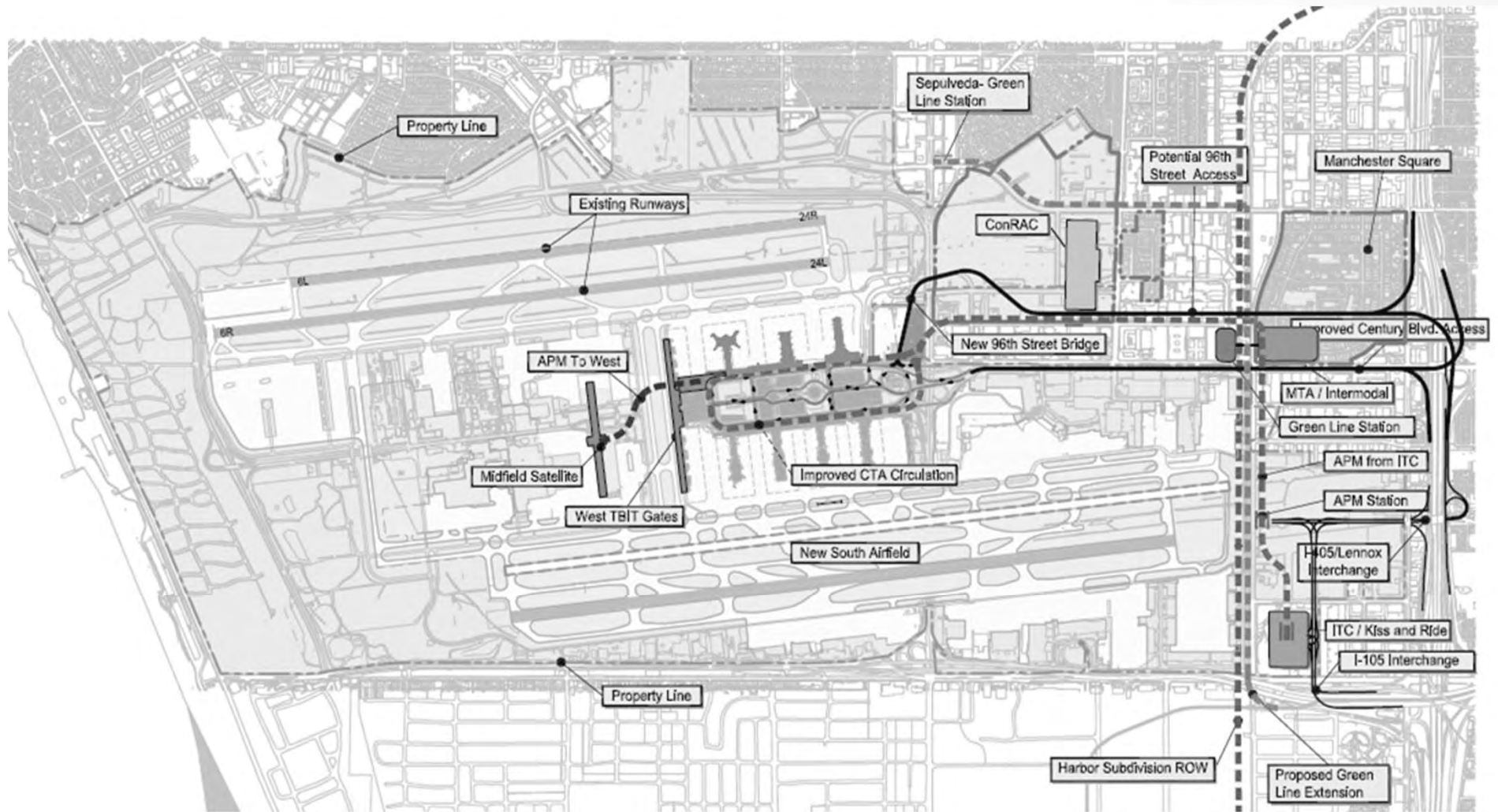
ARSAC / Westchester Alternative

Description:

- Develops new expanded terminal facilities including gates on the west side of the Tom Bradley International Terminal (TBIT) and a new midfield satellite concourse.
- Constructs new Automated People Mover (APM) system from the Central Terminal Area (CTA) to Consolidated Rental Car Center extending to new Intermodal Station serving the Green Line, Crenshaw Prairie line at Manchester Square and terminates at a new “kiss and ride” facility at Imperial and Aviation Blvd.
- Develops elevated access roads from the I – 405.
- The airfield taxiway and runway systems remain unchanged.



ARSAC / Westchester Alternative



ARSAC / Westchester Concept
No Change to the North Airfield

ARSAC / Westchester Alternative

Pro's:

- Sensitive to northern communities interests
- Maintains existing access patterns to airport for passenger orientation

Con's:

- Safety concerns remain on north airfield
- Does not accommodate Group VI Aircraft effectively
- Negative air quality impacts / imbalanced airfield
- Does not meet facility requirements
- Does not improve CTA congestion
- Impacts existing infrastructure



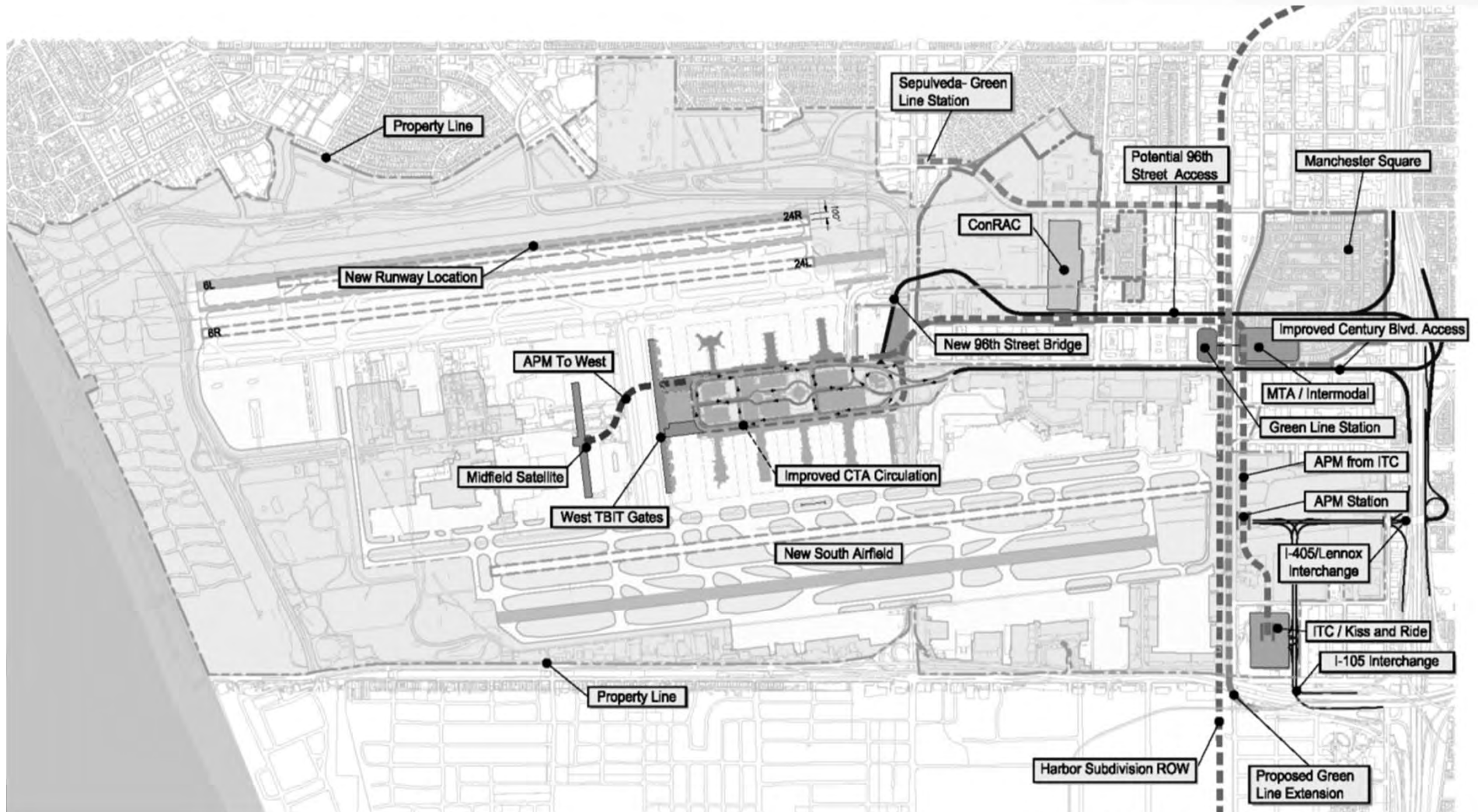
El Segundo/Inglewood Alternative

Description:

- Relocates Runway 24R 100' north providing a new center taxiway for safety improvements and a Group V (747) airfield configuration.
- Develops new expanded terminal facilities including gates on the west side of the Tom Bradley International Terminal (TBIT) and a new midfield satellite concourse.
- Constructs new Automated People Mover (APM) system from the Central Terminal Area (CTA) to Consolidated Rental Car Center extending to new Intermodal Station serving the Green Line, Crenshaw Prairie line at Manchester Square and terminates at a new “kiss and ride” facility at Imperial and Aviation Blvd.
- Develops elevated access roads from the I – 405.



El Segundo/Inglewood Alternative



El Segundo / Inglewood Concept
Runway 6L-24R 100' North

El Segundo/Inglewood Alternative

Pro's:

- Fixes most north airfield safety issues
- Maintains existing access patterns to airport for passenger orientation
- Somewhat sensitive to northern communities interests

Con's:

- Does not meet facility requirements
- Does not accommodate Group VI Aircraft effectively
- Negative air quality impacts / imbalanced airfield
- Does not improve CTA or surrounding street congestion
- Significantly impacts existing infrastructure



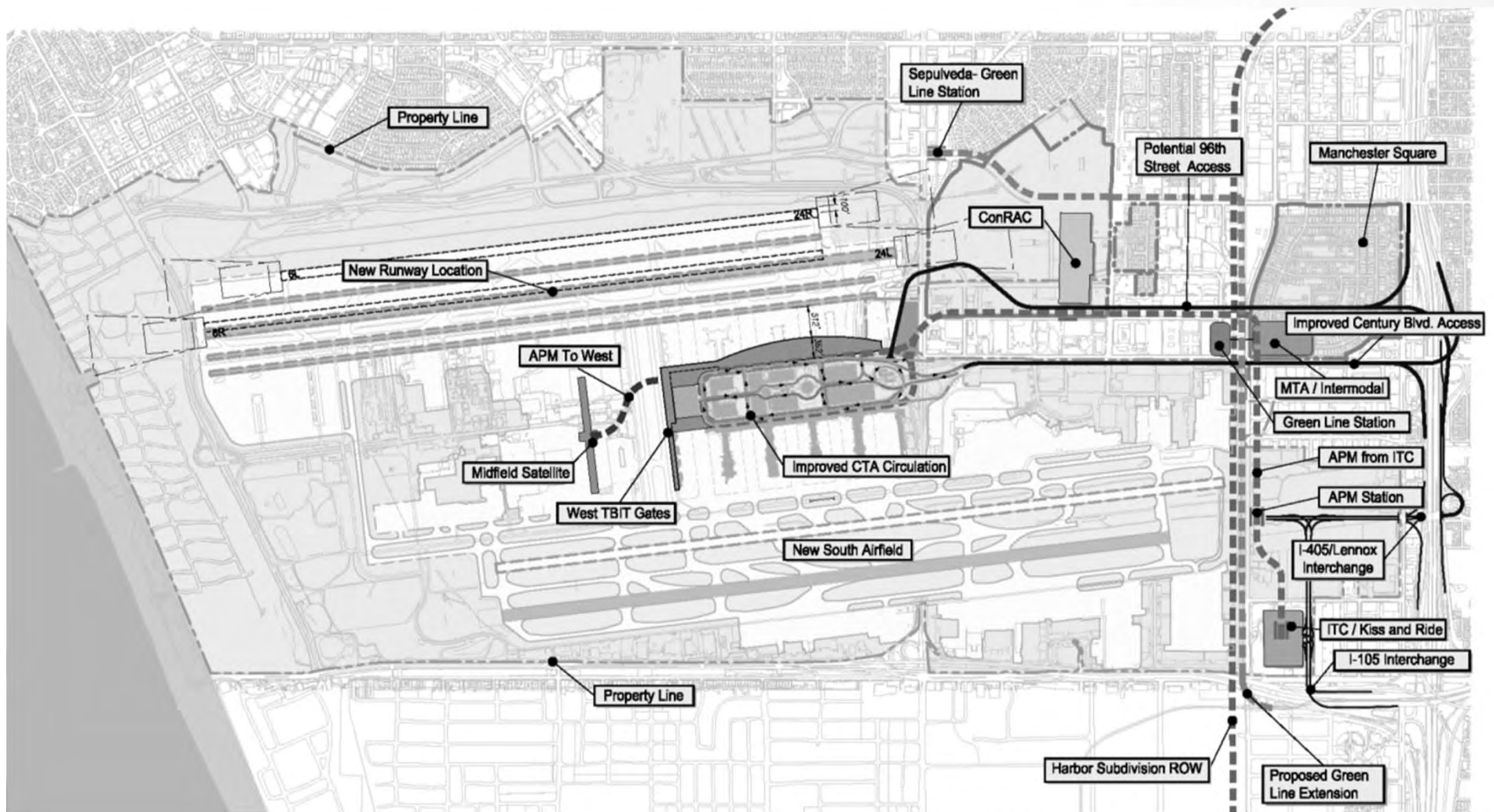
Advisory Committee Consensus

Description:

- Relocates Runway 24L 100' south providing a new center taxiway for safety improvements and a Group V (747) airfield configuration
- Develops new expanded terminal facilities in the location of existing Terminal 1, 2, and 3 including a new midfield satellite concourse.
- Constructs new Automated People Mover (APM) system from the Central Terminal Area (CTA) to Consolidated Rental Car Center extending to new Intermodal Station serving the Green Line, Crenshaw Prairie line at Manchester Square and terminates at a new “kiss and ride” facility at Imperial and Aviation Blvd.
- Develops elevated access roads from the I – 405.



Advisory Committee Consensus



Advisory Committee Unified Concept
Runway 24L 100' South

Advisory Committee Consensus

Pro's:

- Provides unified terminal configuration
- Fixes most north airfield safety issues
- Improved passenger connections between airlines

Con's:

- Does not accommodate Group VI Aircraft effectively
- Negative air quality impacts
- Highest cost/longest time to implement
- Significant operational disruption to airlines during construction
- Does not significantly improve CTA or surrounding street congestion
- Requires elimination of Terminals 1, 2, and 3



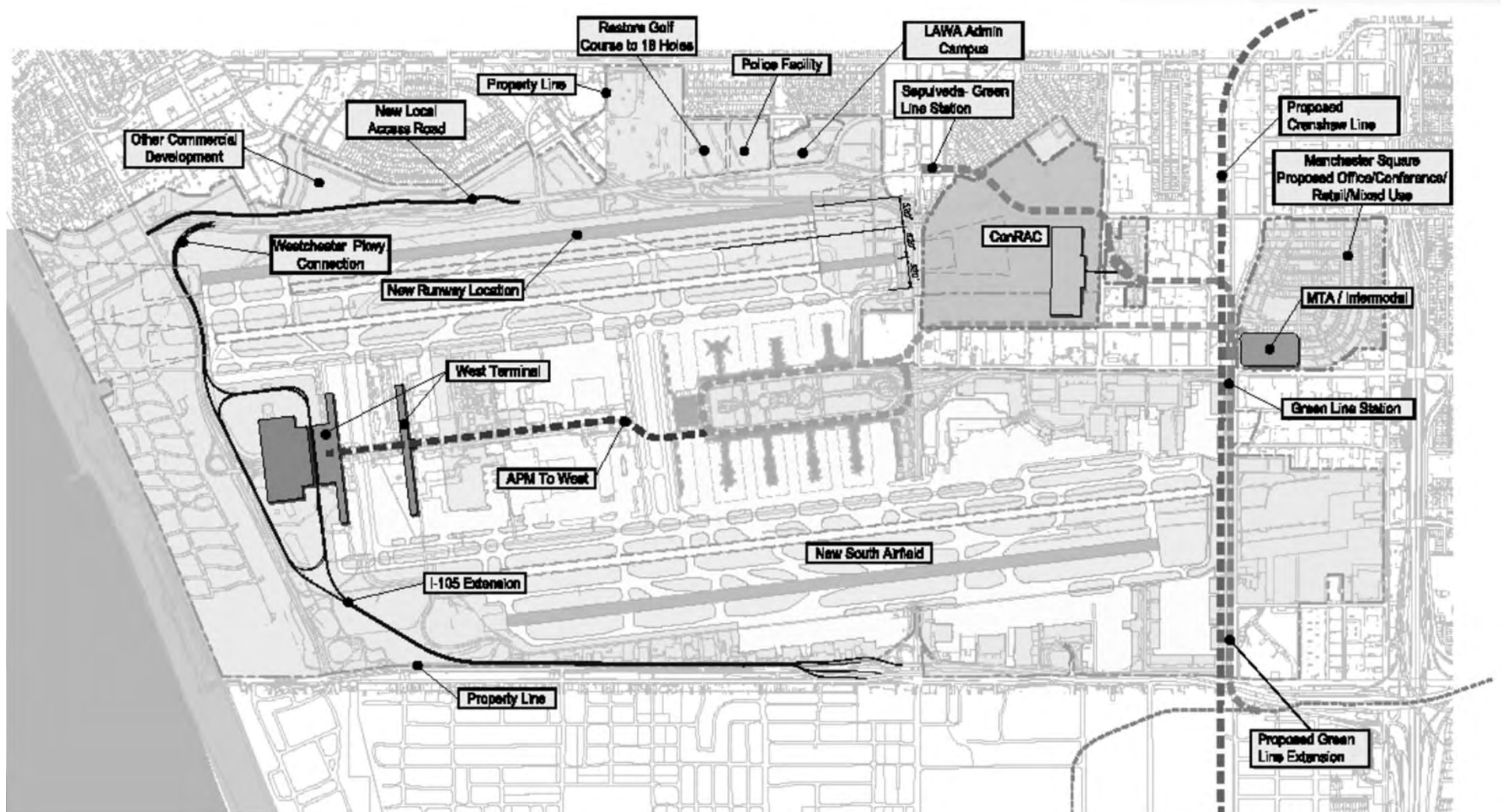
LAWA Alternative

Description:

- **Develops new terminal facilities on the west side of the airport with direct vehicular access via an extended I-105 freeway and reconfigured Westchester Parkway.**
- **Relocates Runway 24R 340' north to provide needed safety and air quality improvements and a Group VI (NLA) efficient airfield.**
- **Constructs new Automated People Mover (APM) system from the Central Terminal Area (CTA) to Consolidated Rental Car Center extending to new Intermodal Station serving the Green Line, Crenshaw Prairie Line and airport APM at Manchester Square.**
- **Provide new APM from West Terminal to CTA for passenger connections.**



LAWA Alternative



West Terminal Concept
Runway 6L-24R 340' Shift North

LAWA Alternative

Pro's:

- **Opportunity for world class gateway terminal**
- **Accommodates Group VI aircraft and fixes north airfield safety issues**
- **Traffic relief in CTA and local streets**
- **Superior air quality improvements**
- **Least cost/time to implement**

Con's:

- **Baggage movement for connections in CTA**
- **Proximity to Consolidate Rental Car Facility**
- **Perception of noise impacts to communities**



Summary of Costs/Schedule

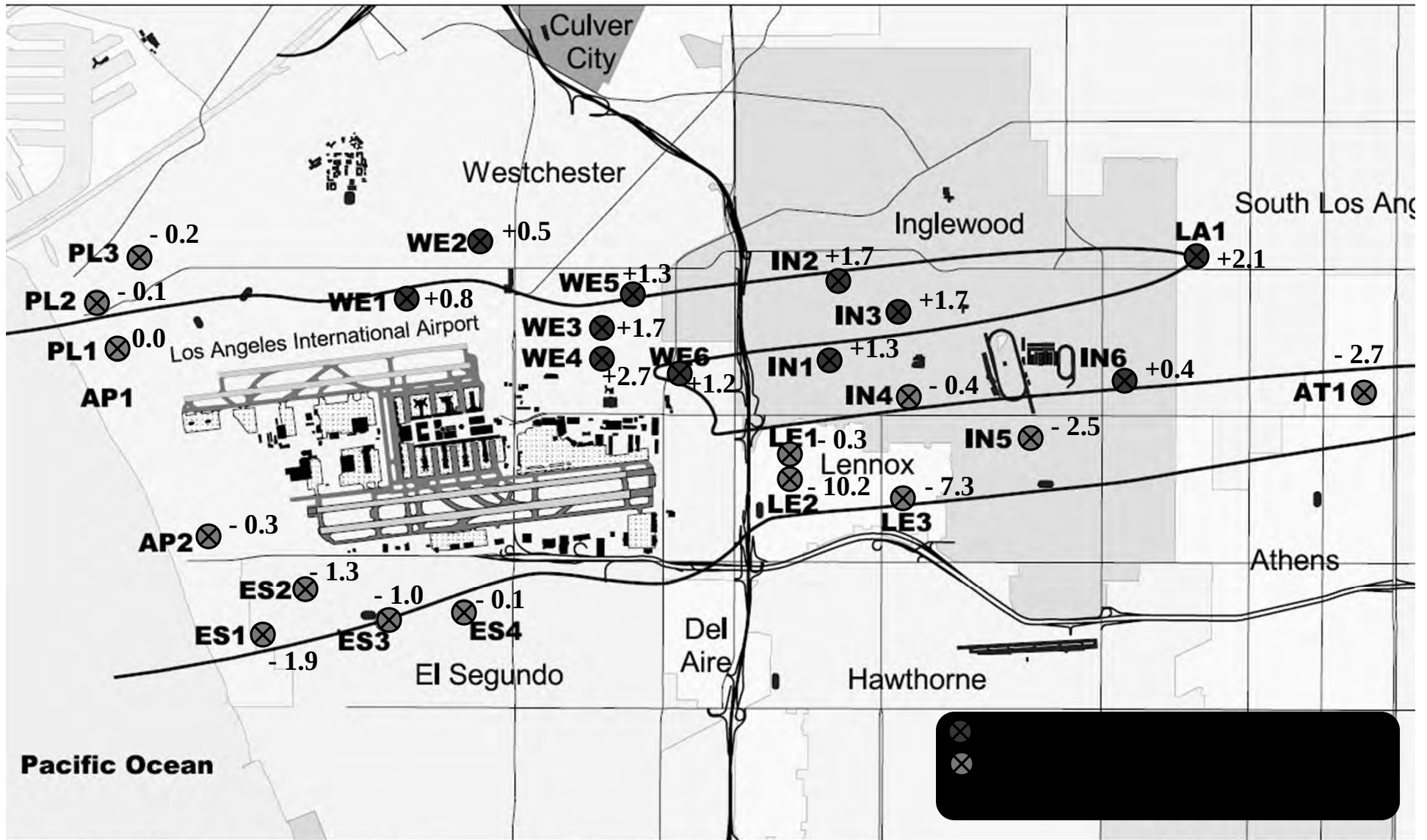
Alternative	ARSAC Westchester Playa Del Rey	El Segundo Inglewood	Advisory Committee Consensus	LAWA Alternative
Cost	9.9B	10.9B	13.9B	8.9B
Time to Implement (years)	6.5* / 9 – 11	6.5* / 9 - 11	13 - 14	7 - 8

Footnote: 6.5 years as shown in alternative and up to 9- 11 years if full facilities requirements are constructed dependent upon location and configuration.

Costs escalated to midpoint of construction (6.5,6.5,13.5&7.5)



Noise Analysis



**LAX Specific Plan Amendment Study
Advisory Meeting Materials -
April 19, 2007**



Advisory Committee

Specific Plan Amendment Study

April 19, 2007

Agenda

- **Consolidated Rental Car (ConRac)**
- **Green Line Connection Study**
- **Advisory Committee RFI Discussion**
- **Advisory Committee Costs Discussion**
- **Impacts to Westchester (RPZ)**
 - Existing conditions
 - 24R 100' North
 - 24R 340' North
- **Revised Concept Discussion**
- **Midfield Satellite Phasing**
- **Next Steps**



Consolidated Rental Car

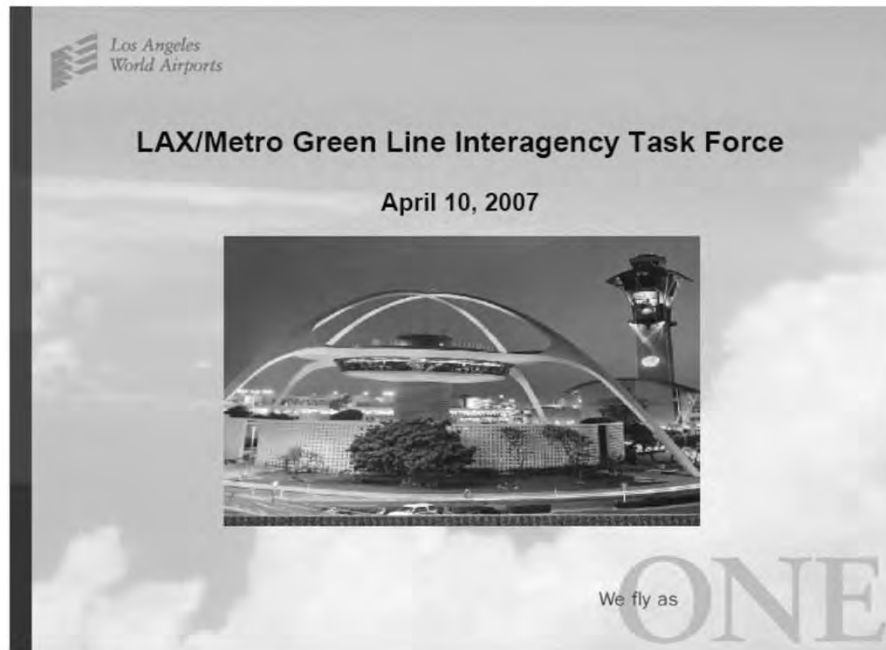
- RFP Issued April 13, 2007 for the selection of design team



Green Line Task Force

- **Schedule**

- **April 10th** **Kick-Off Meeting**
- **May 1th** **Preliminary Concepts**
- **May 29th** **Revised Concepts**
- **June 26th** **Recommendations**



Advisory Committee RFI Discussion

- **HNTB Corporation**

Advisory Committee Project Costs

- **HNTB Corporation /
UsCost**

Runway Impacts

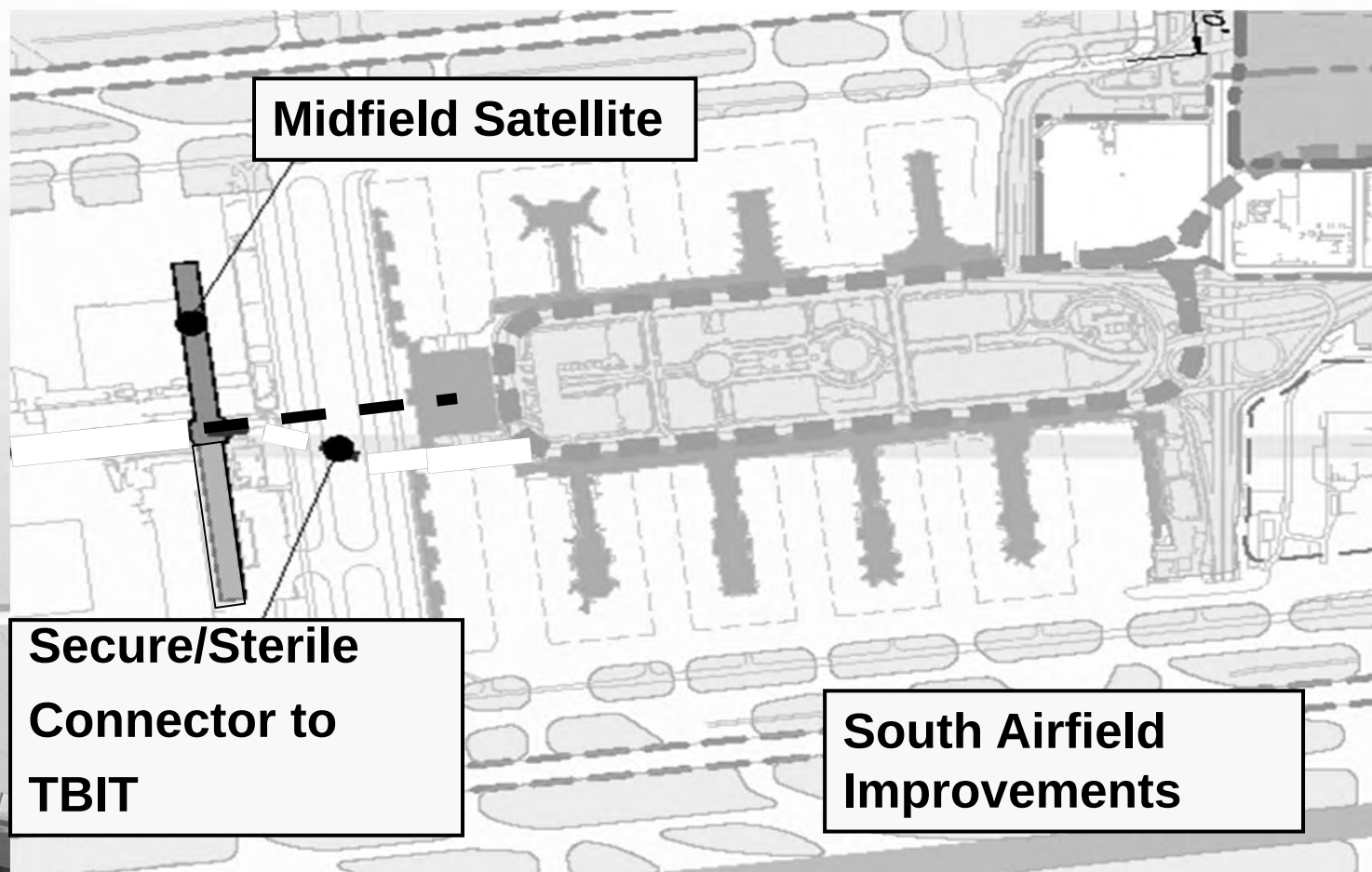
- **Impacts to Westchester (RPZ)**
 - Existing conditions
 - 24R 100' North
 - 24R 340' North



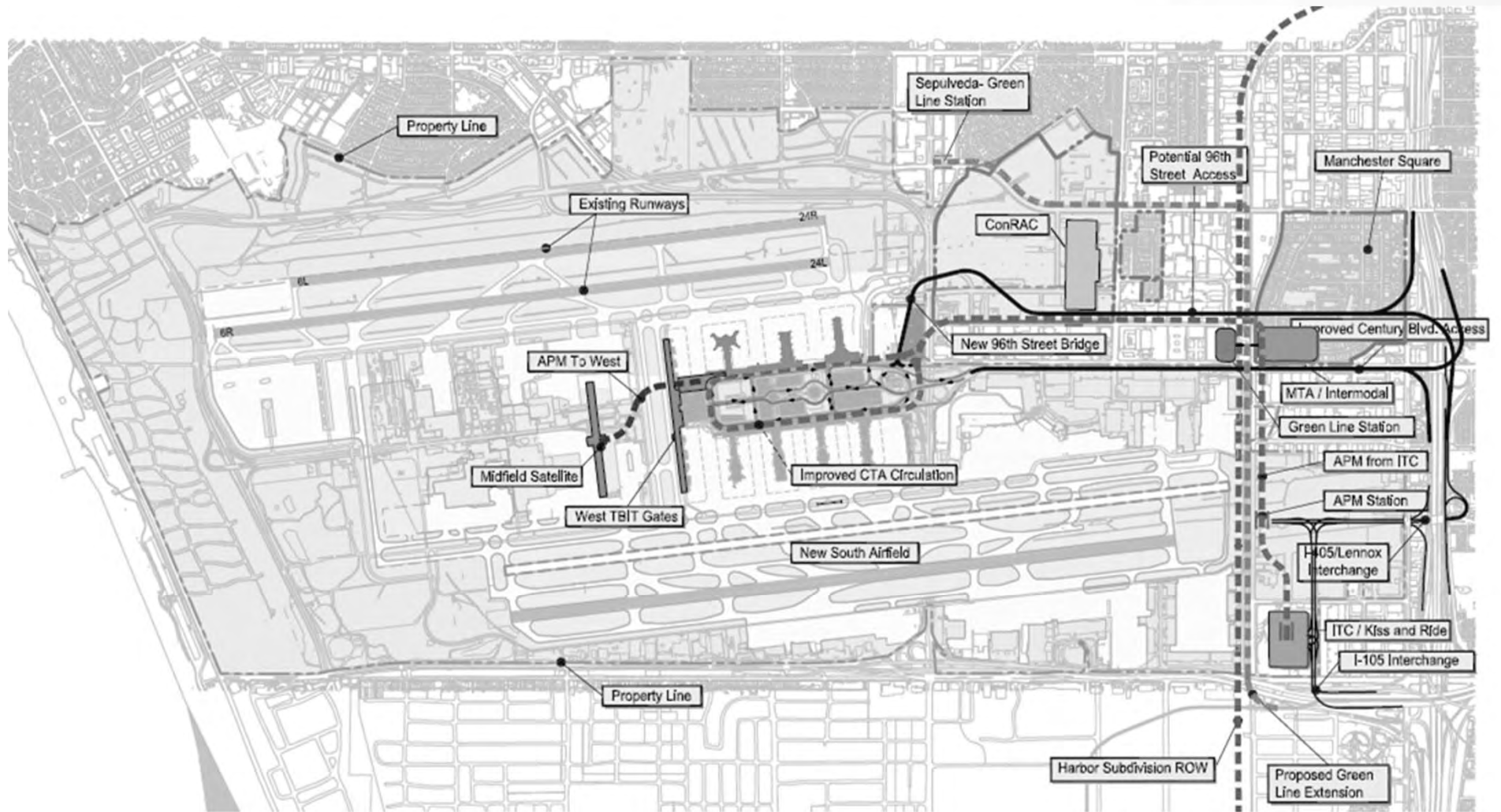
Revised Concept Discussion

- **HNTN Corporation**

Midfield Satellite Phasing

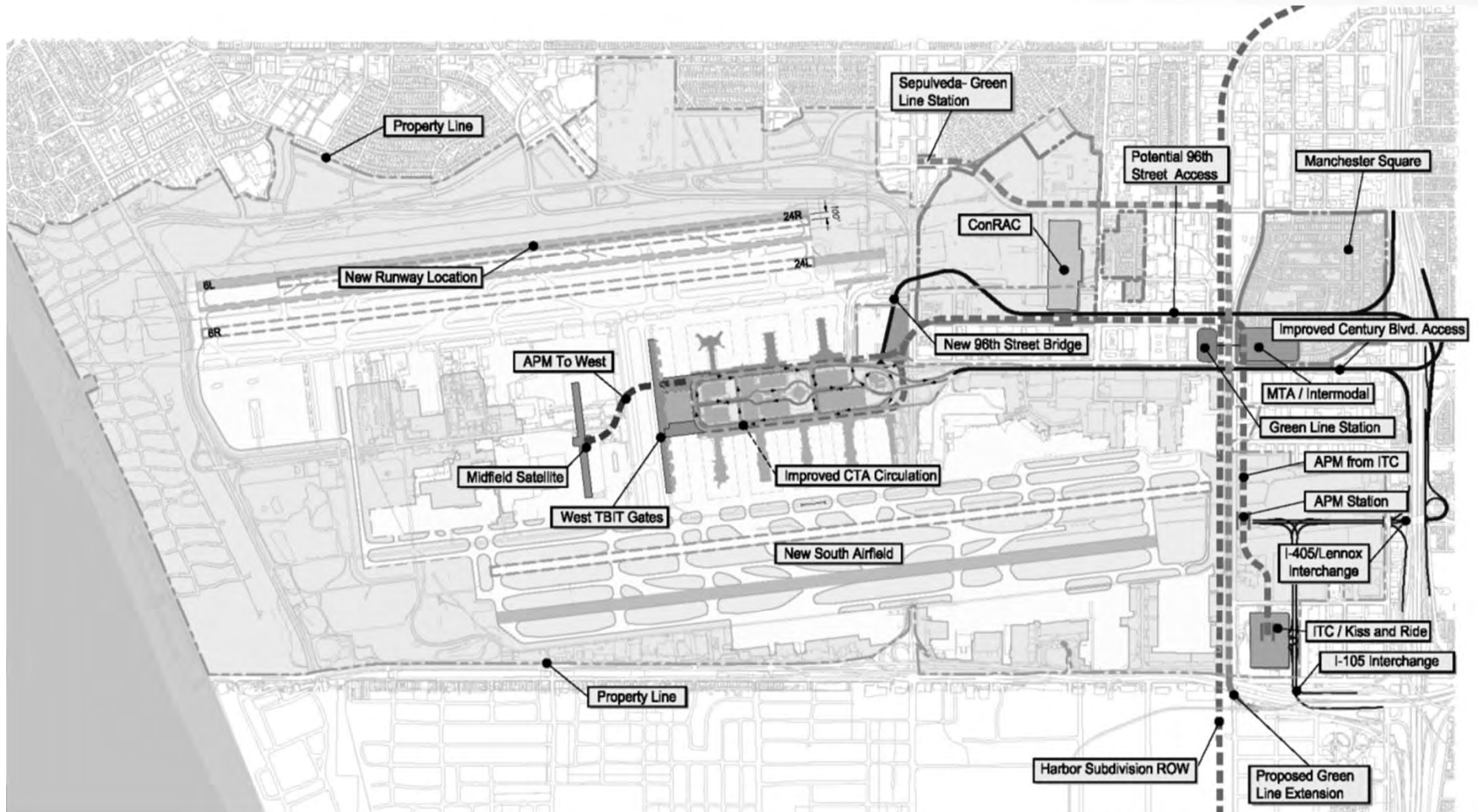


ARSAC / Westchester Alternative



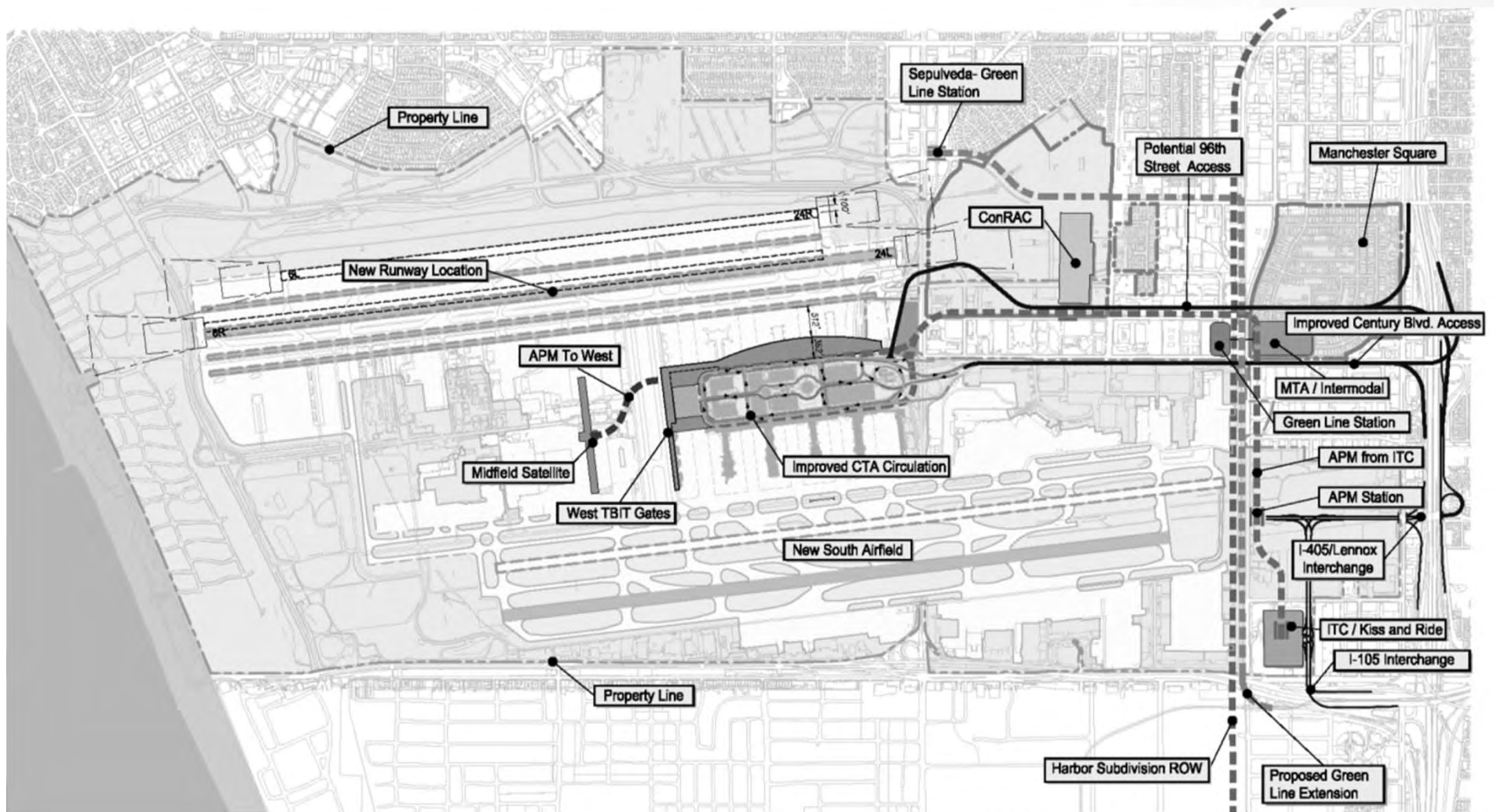
ARSAC / Westchester Concept
No Change to the North Airfield

El Segundo/Inglewood Alternative



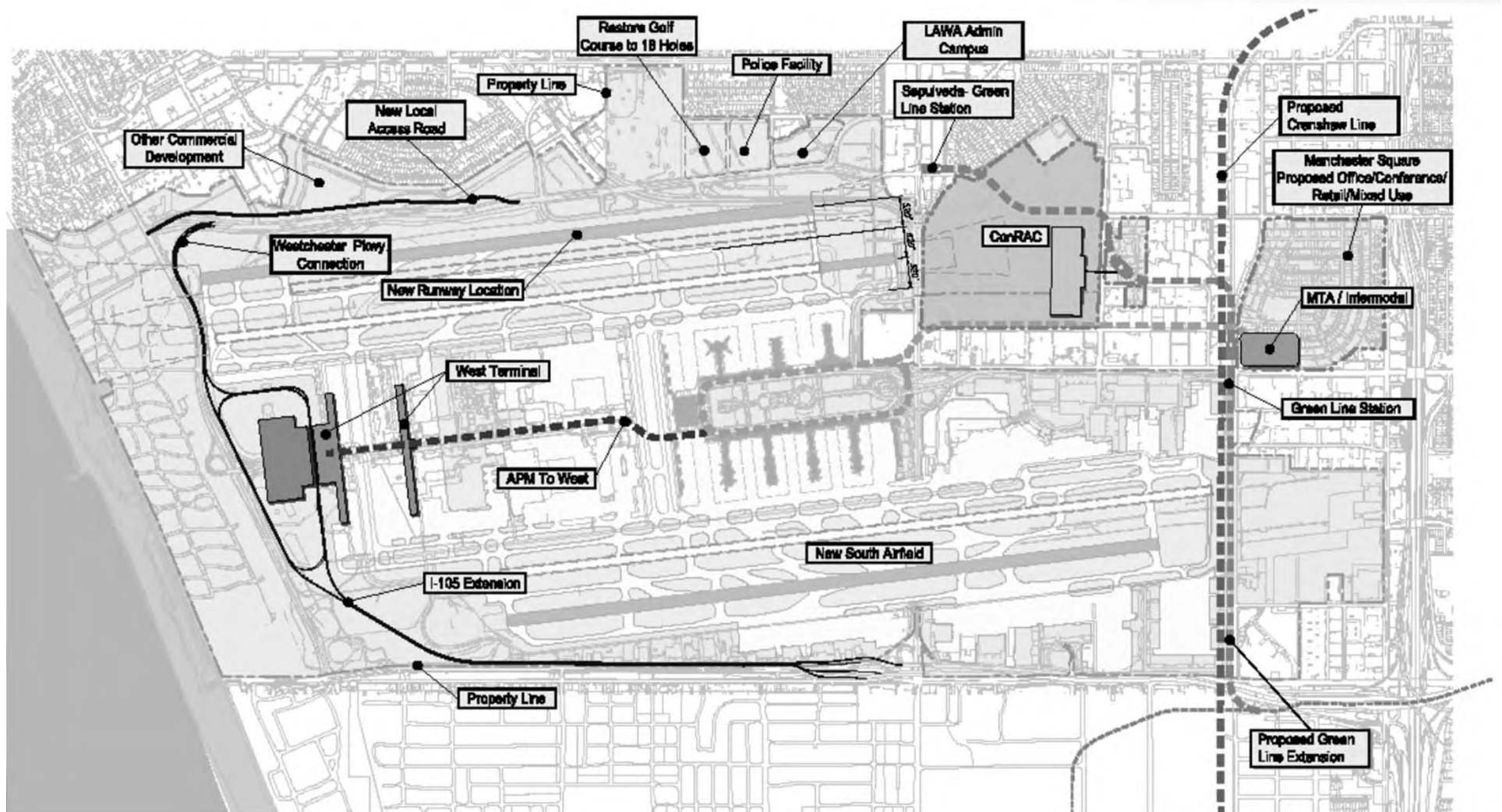
El Segundo / Inglewood Concept
Runway 6L-24R 100' North

Advisory Committee Consensus



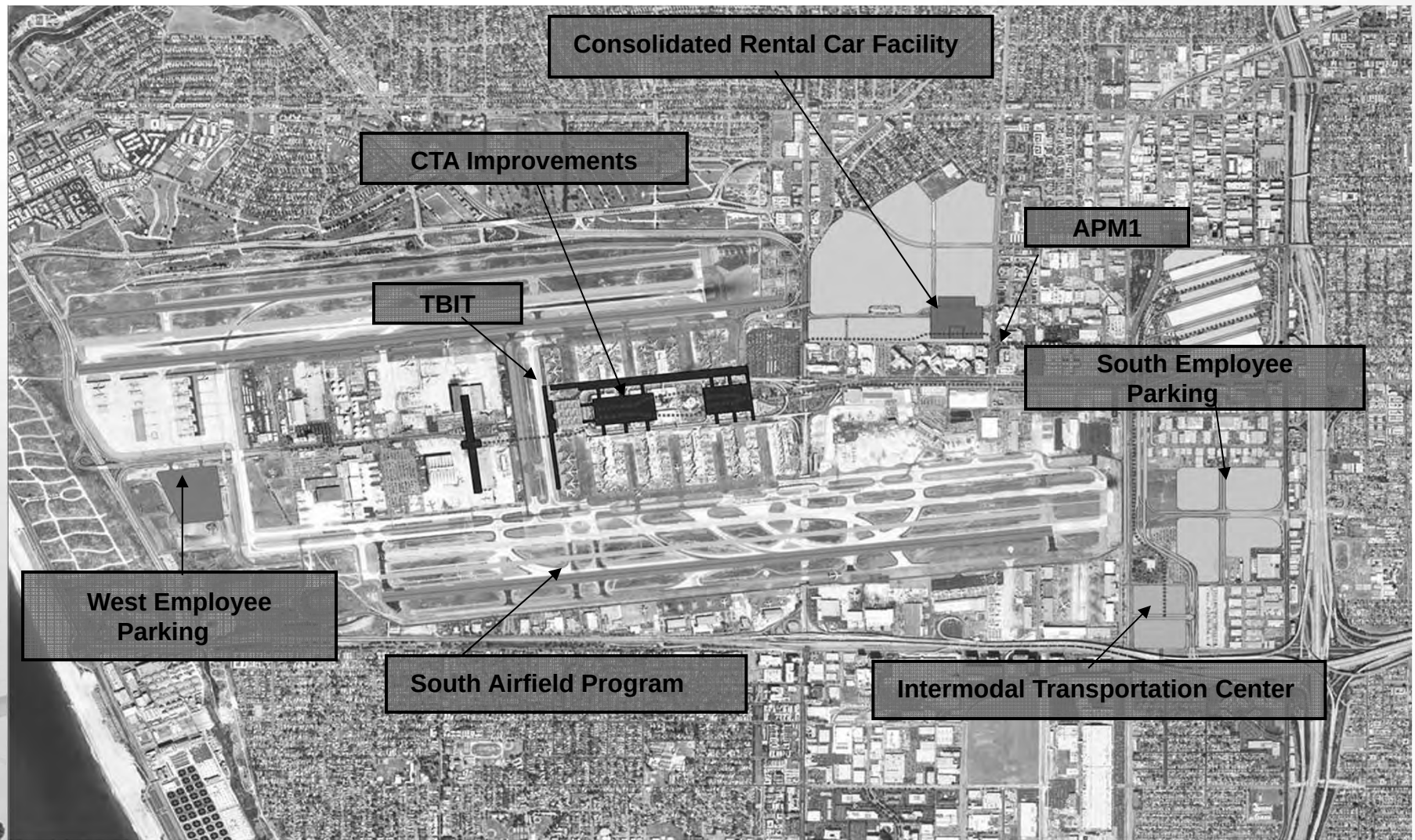
Advisory Committee Unified Concept
Runway 24L 100' South

LAWA Alternative

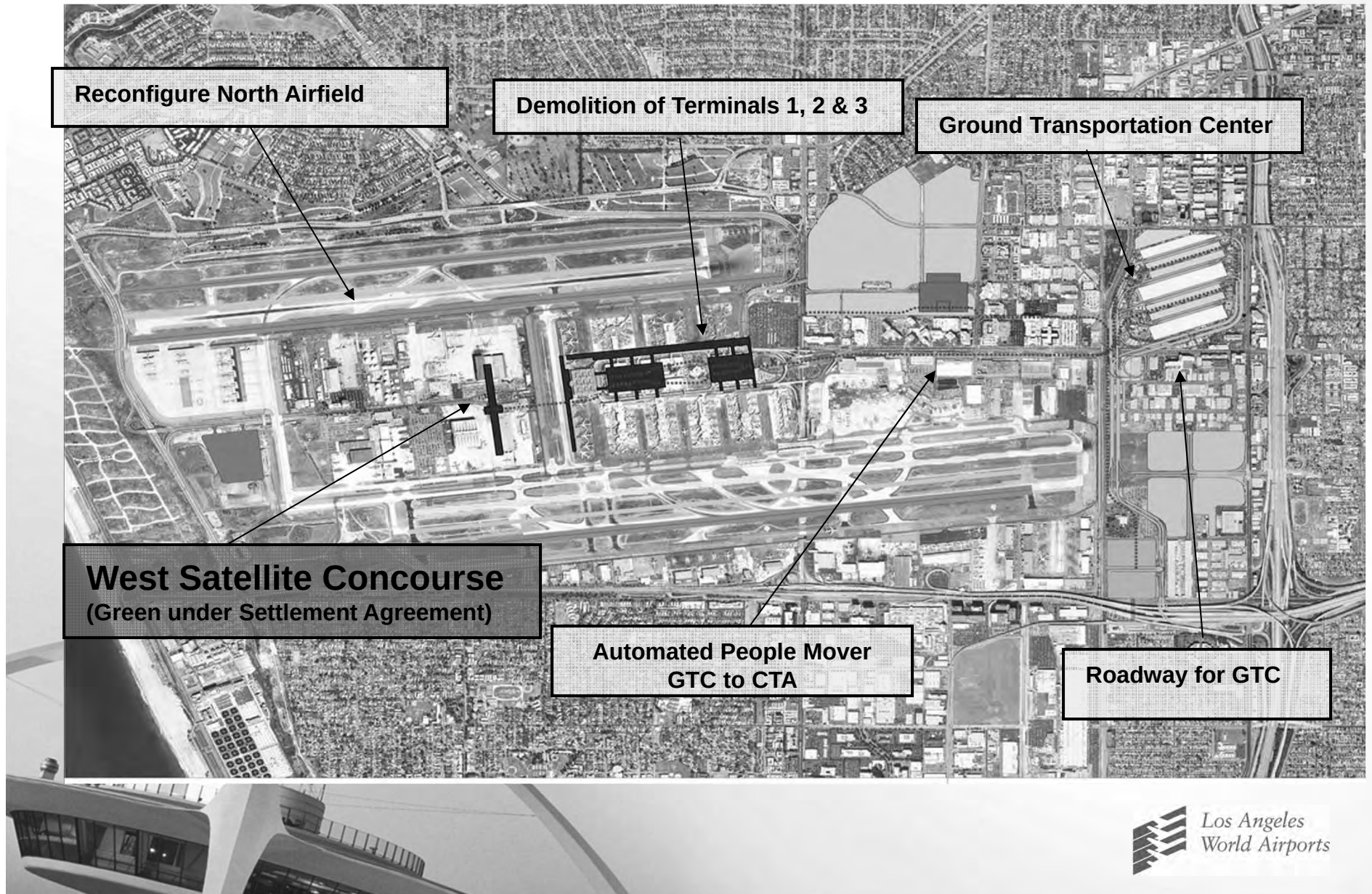


West Terminal Concept
Runway 6L-24R 340' Shift North

“Green Light” Projects



“Yellow Light” Projects



**LAX Specific Plan Amendment Study
Advisory Meeting Materials -
October 11, 2007**



Los Angeles World Airports

LAX SPECIFIC PLAN AMENDMENT STUDY

**ADVISORY COMMITTEE
October 11, 2007**

Agenda:

- I. Welcome and Introductions
- II. Opening Statements from Gina Marie Lindsey, Executive Director
- III. Update on LAX Activities
 - a. Midfield Satellite Concourse
 - b. NASA Ames Research Center Assessment of the North Airfield
- IV. Status on Specific Plan Amendment Study
 - a. Community Alternatives
 - b. LAWA Alternatives
- V. Next steps
 - a. Finalization of Alternatives
 - b. Environmental Analysis
 - c. Public Meetings
 - LAX Stakeholder Forum – October 25, 2007

**LAX Specific Plan Amendment Study
Advisory Meeting Materials -
January 10, 2008**



Los Angeles World Airports

LAX SPECIFIC PLAN AMENDMENT STUDY

ADVISORY COMMITTEE

January 10, 2008

Agenda:

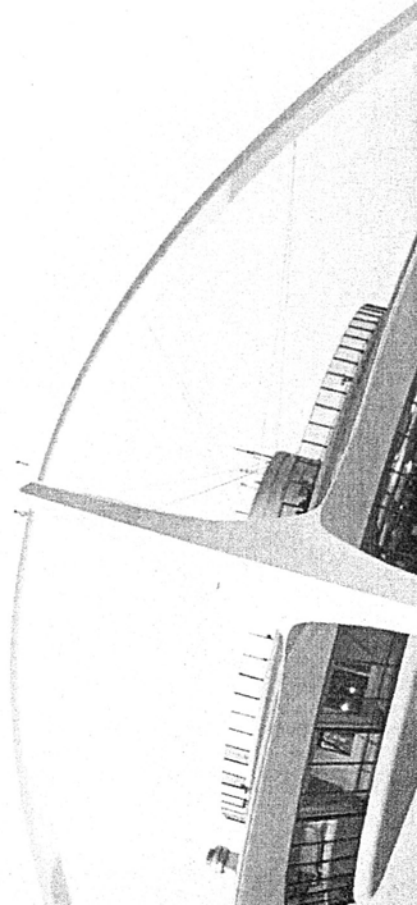
- I. Welcome
- II. Update on LAX Activities
 - a. NASA Ames Research Center Assessment of the North Airfield
- III. Status on Specific Plan Amendment Study
 - a. Environmental contract for Board of Airport Commissioners consideration
January 14, 2008
 - b. Environmental process moving forward
 - i. Notice of Preparation
 - ii. Scoping
 - iii. Draft Environmental Impact Report (EIR)
 - iv. Response to Comments
 - v. Final EIR
 - c. Review of Alternatives
- IV. Next steps



Advisory Committee

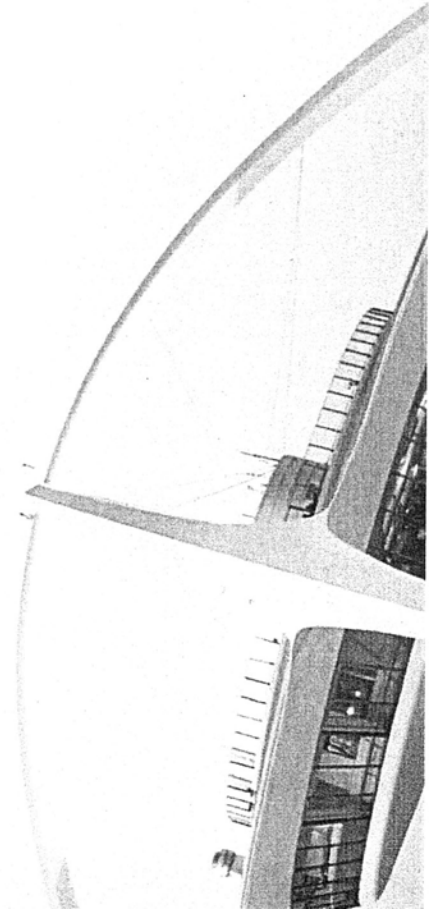
Specific Plan Amendment Study

January 10, 2008

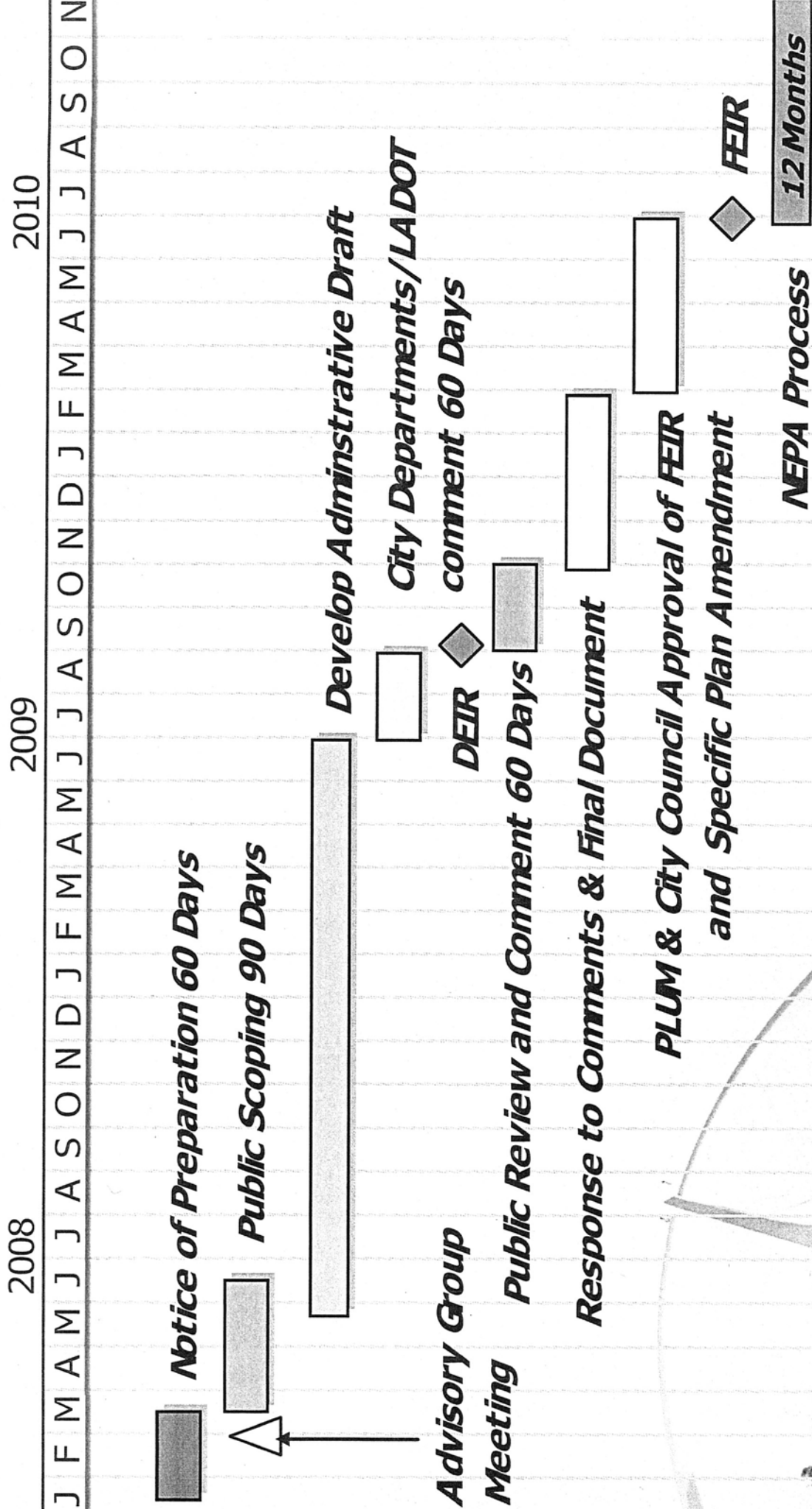


Agenda

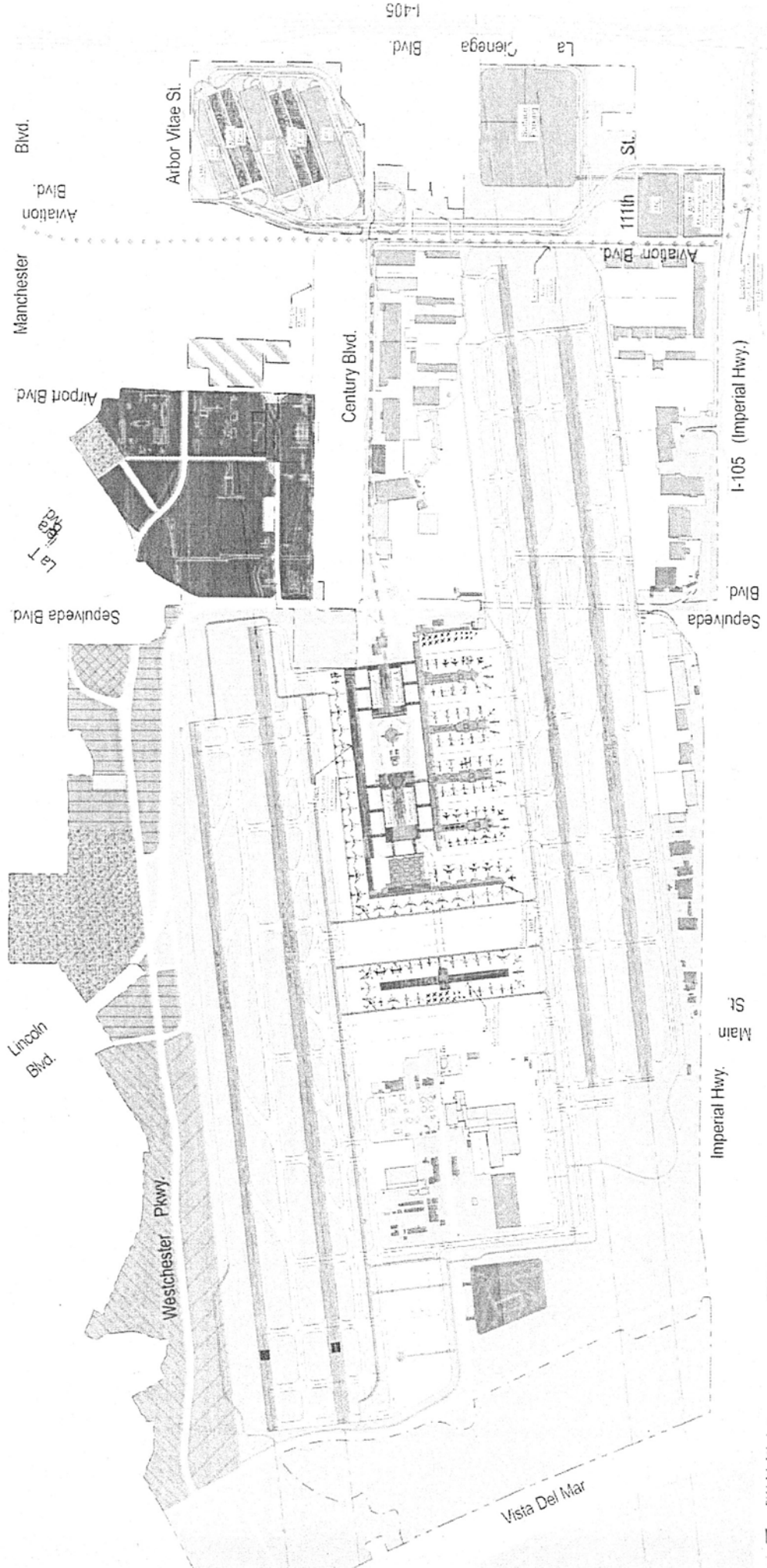
- **Introductions**
- **Update on LAX Activities**
 - **NASA Ames Research Center Assessment of the North Airfield**
- **Status on Specific Plan Amendment Study**
 - **Environmental contract**
- **Review of Alternatives**
- **Next steps**



SPAS – EIR Project Schedule



Alternative D



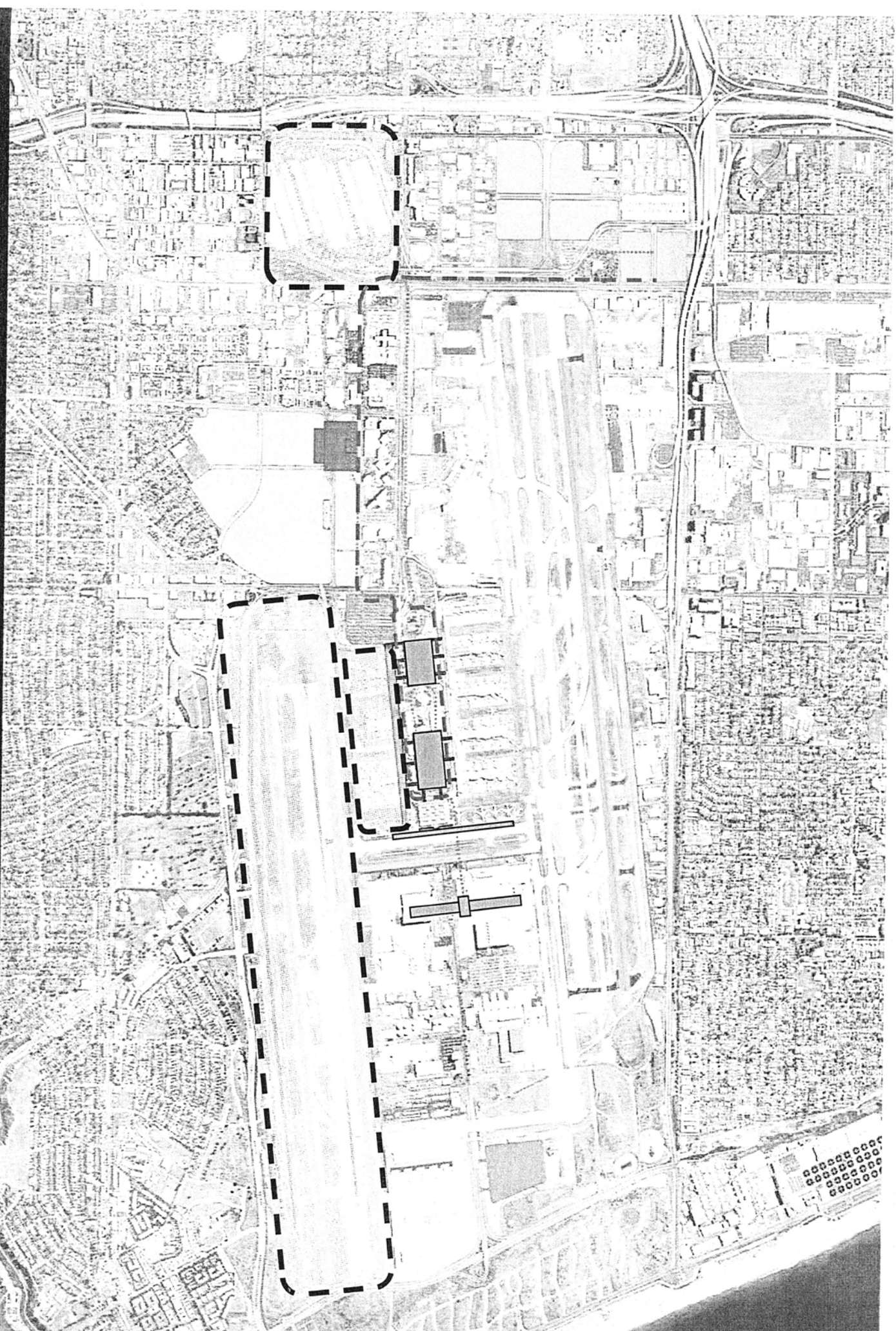
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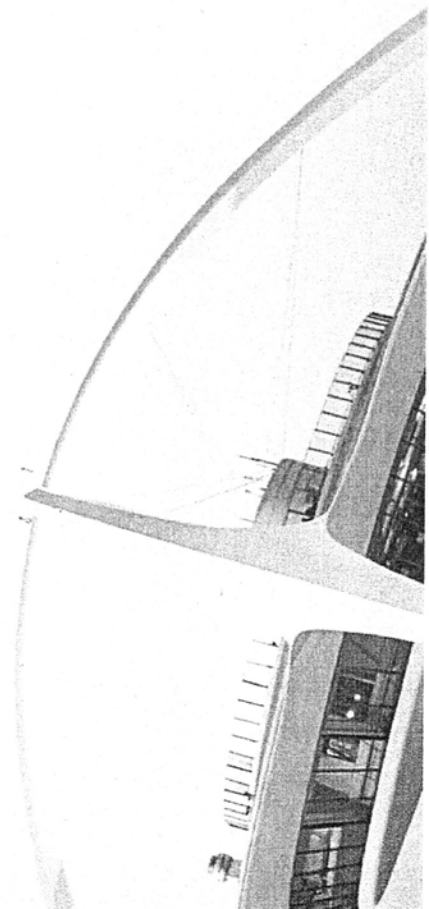
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Functional Yellow Light Replacements





Advisory Committee Specific Plan Amendment Study Next Steps



**LAX Specific Plan Amendment Study
Advisory Meeting Materials -
March 6, 2008**



*Los Angeles
World Airports*

LOS ANGELES WORLD AIRPORTS
SPECIFIC PLAN AMENDMENT STUDY ADVISORY COMMITTEE MEETING
Thursday, March 06, 2008
9:00A.M.
Flight Path Learning Center

AGENDA

1. Review SPAS Alternatives
2. Review Approach to Notice of Preparation (NOP)
3. Security Consultant Selection

LAX Specific Plan Amendment Study EIR

Notice of Preparation

Advisory Committee Meeting

March 6, 2008

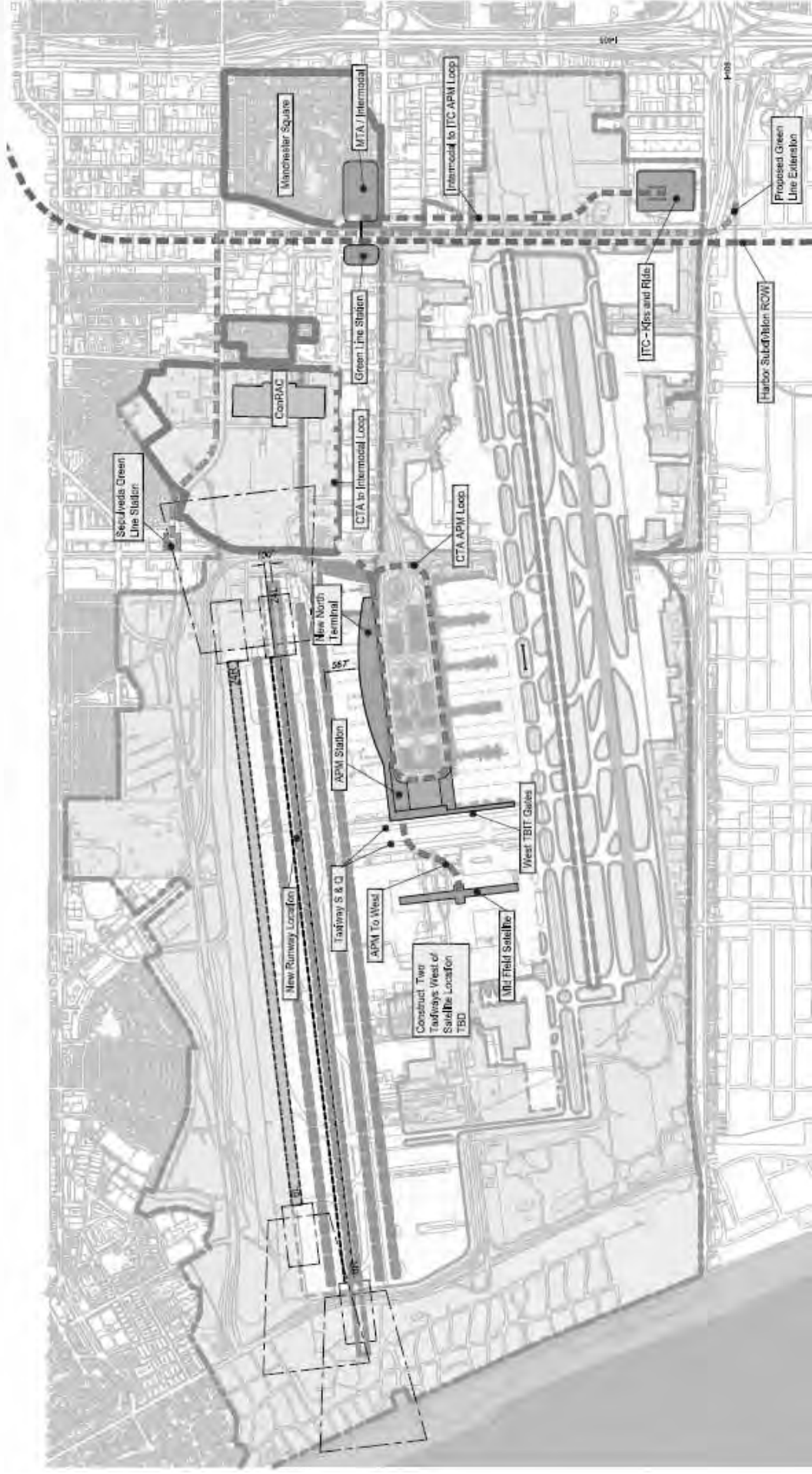
Agenda

- Review SPAS Alternatives
- Review Approach to NOP
- Security Consultant Selection



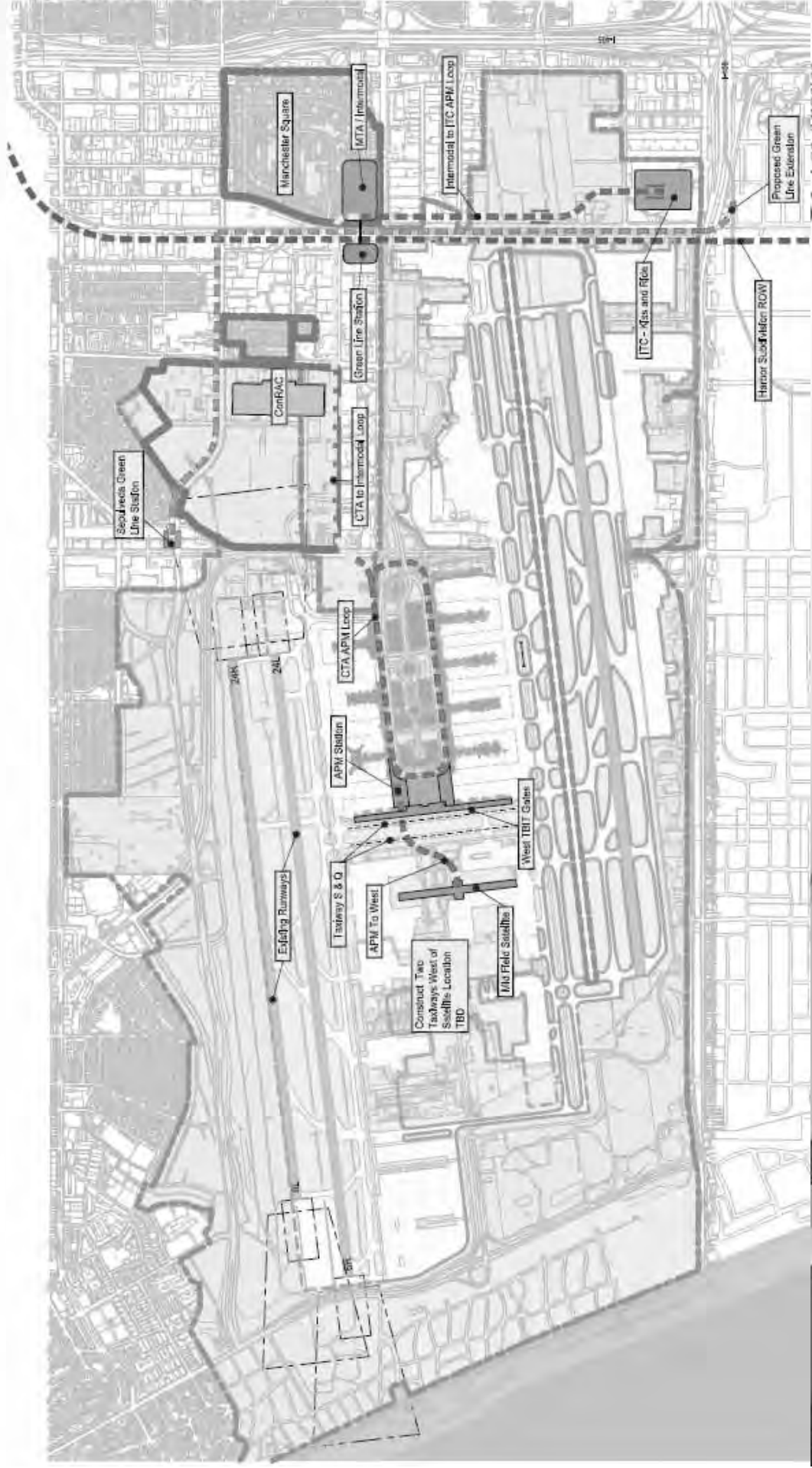
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Unified Concept

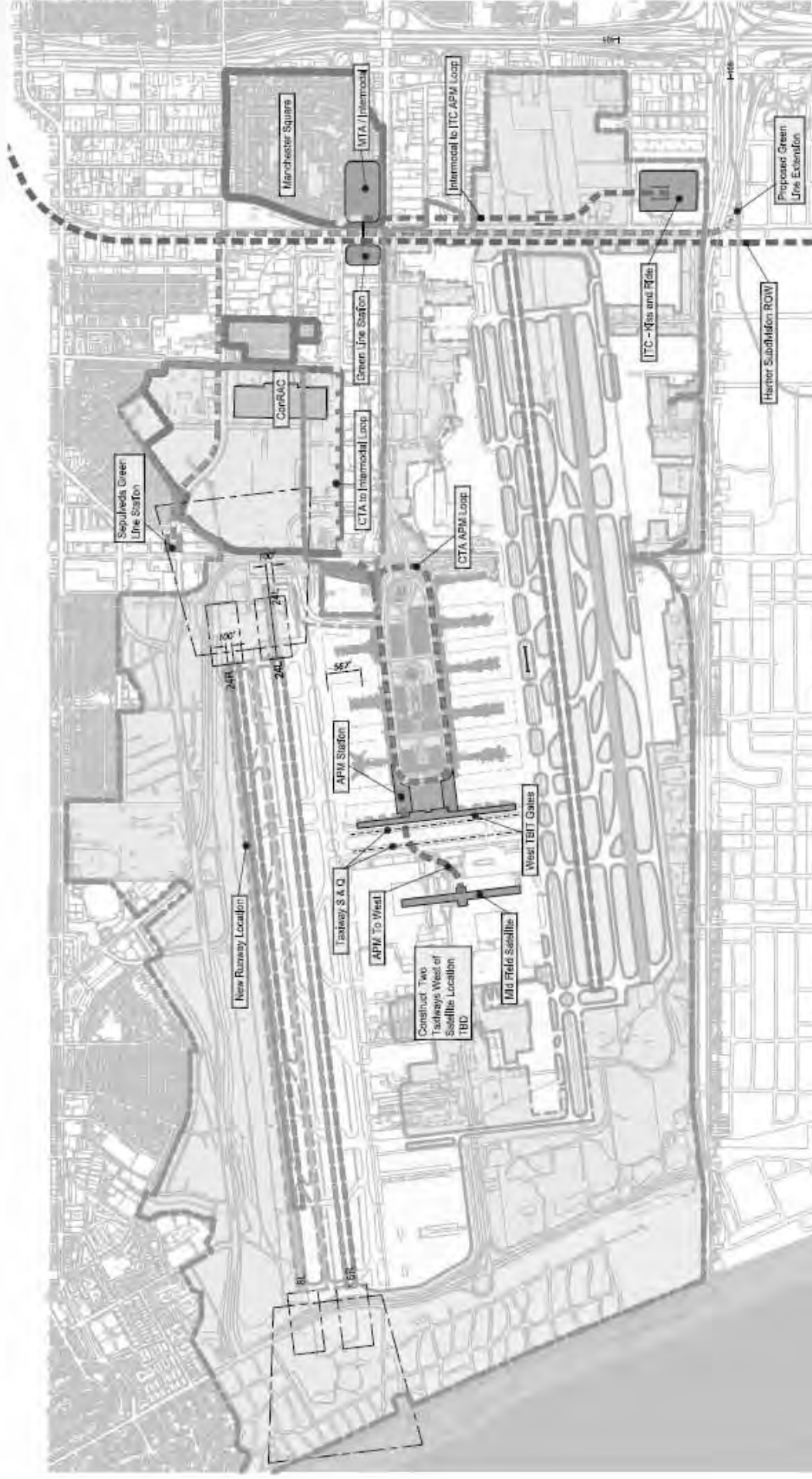


Draft

ARSAC Concept

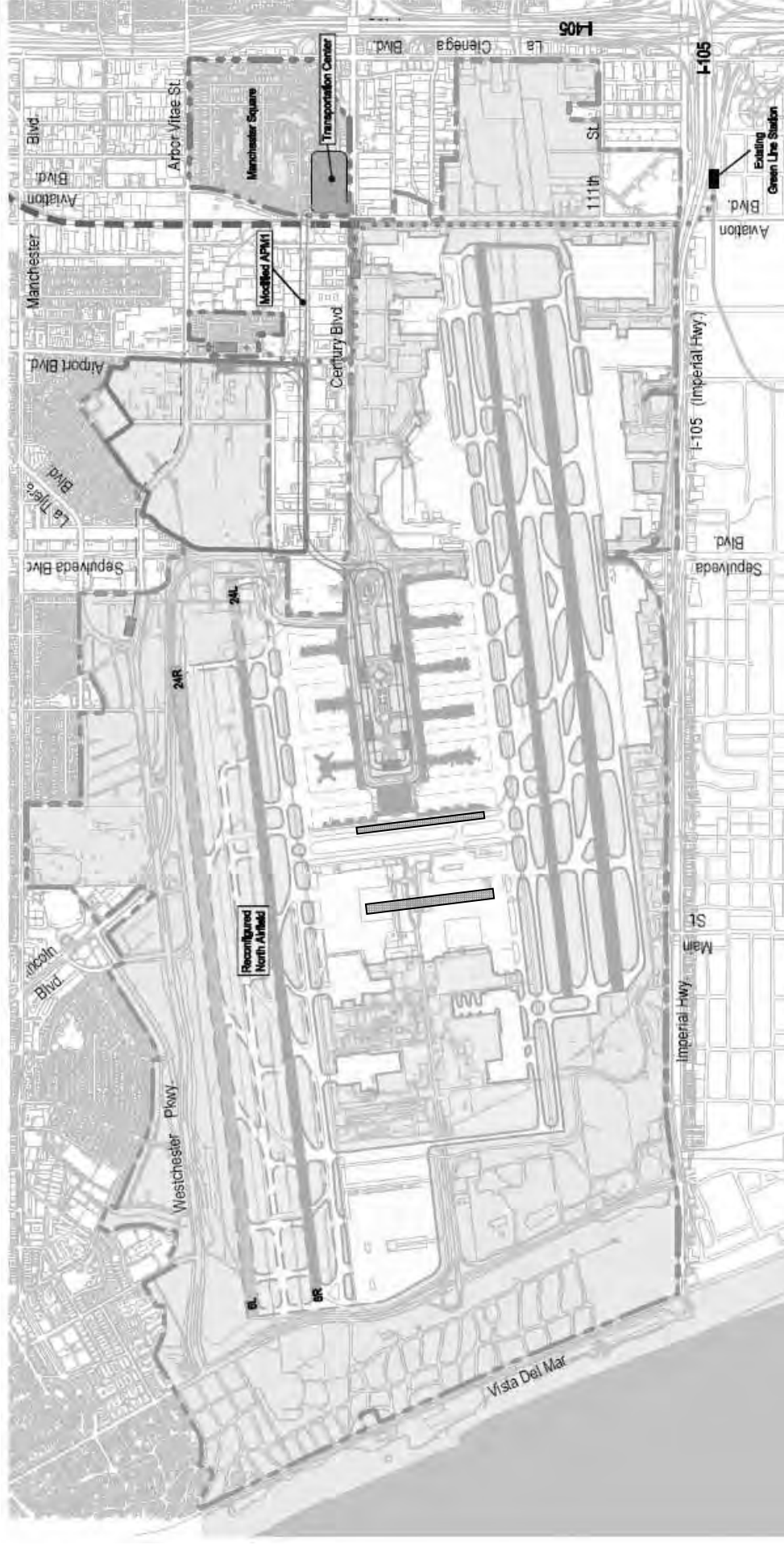


Draft El Segundo/Inglewood Concept



Draft

LAWA Concept



Yellow Light Projects

- Ground Transportation Center (GTC)
- Automated People Mover (APM) 2 from the GTC to the Central Terminal Area (CTA)
- Demolition of CTA Terminals 1, 2, and 3
- North Runway re-configuration, including center taxiways
- On-site road improvements associated with the GTC and APM 2



Draft

Yellow-Light Project Areas



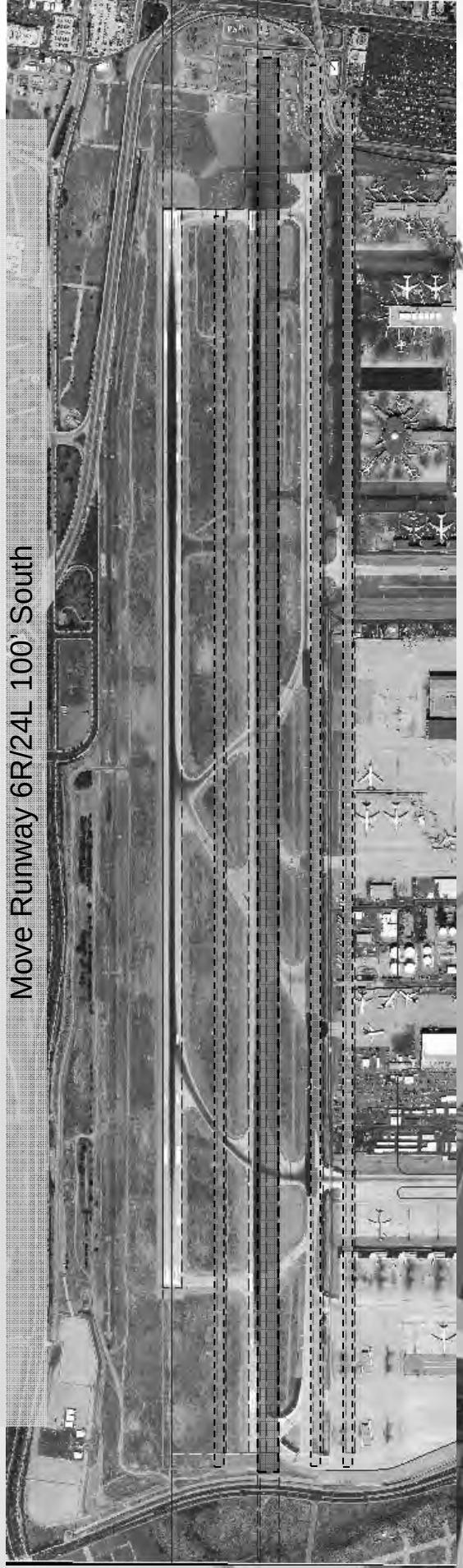
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Options for North Airfield

Move Runway 6R/24L 340' South (Approved Master Plan)

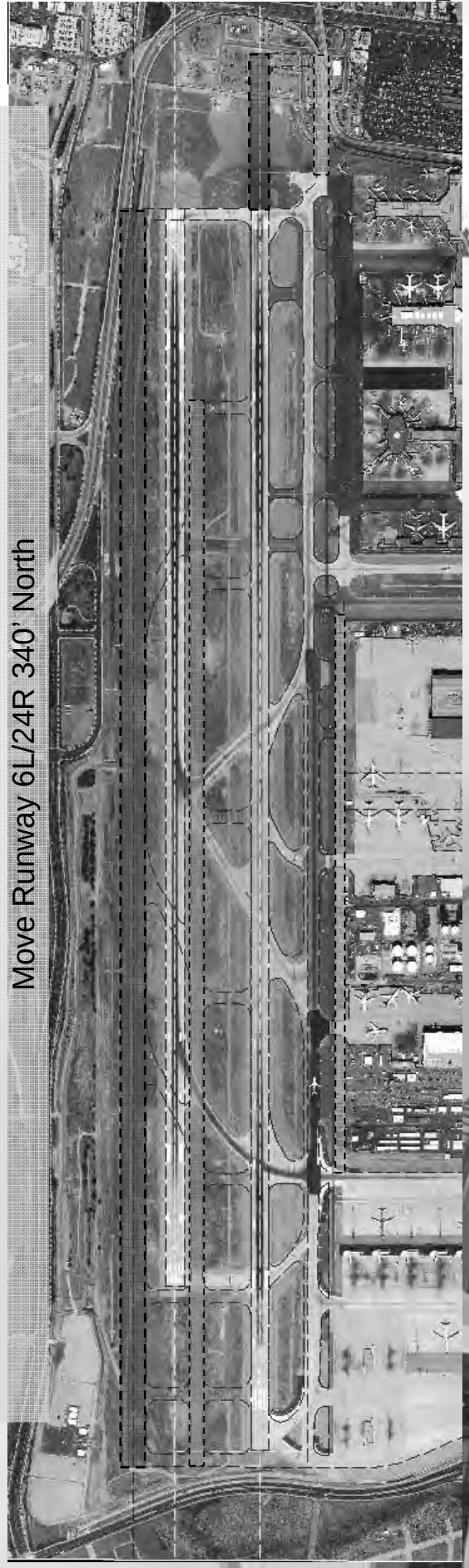


Move Runway 6R/24L 100' South



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Options for North Airfield



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Options for North Airfield

Existing Runway Locations – Add Runway Status Lights



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Options for Ground Transportation Center and APM2

Approved Master Plan



- Close Access to CTA
- Build GTC at Manchester Square
- Build APM 2

Draft

Options for Ground Transportation Center and APM2

- Keep Access to CTA
- Build Transportation Center at Manchester Square
- Build Modified APM 1



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Options for Ground Transportation Center and APM2

- Keep Access to CTA
- Build Transportation Centers at Manchester Square and Aviation/Imperial
- Build Modified APM 1



Potential Alternatives Identified in NOP

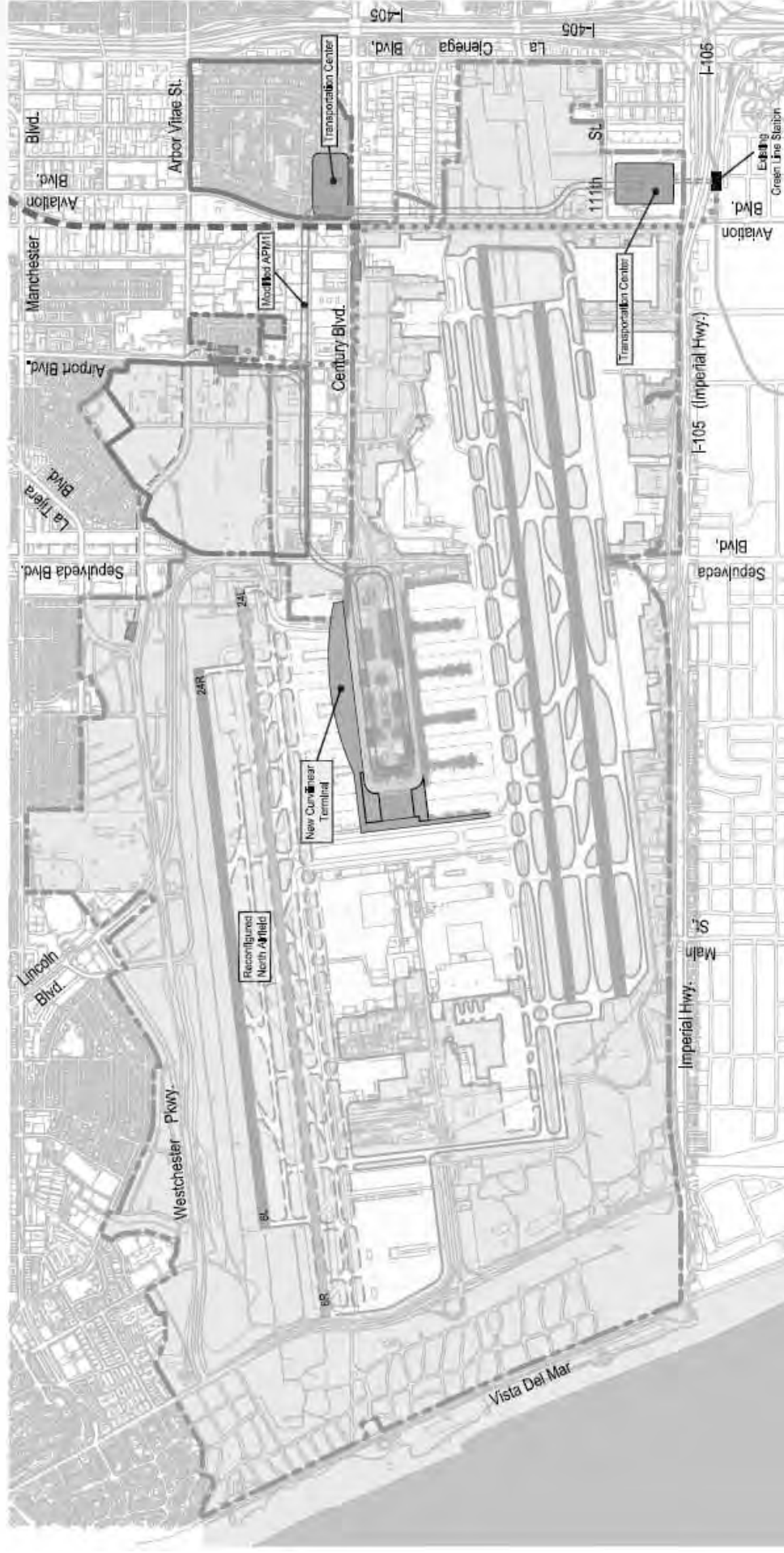
- Potential Alternative - Runway 6R/24L 100' South (Unified Concept)
- Potential Alternative - Existing Runways with Runway Status Lights (ARSAC Concept)
- Potential Alternative - Runway 6L/24R 100' North (El Segundo/Inglewood Concept)
- Potential Alternative - Runway 6L/24R 340' North (LAWA Concept)
- Required Alternative - No Project/No Development (Existing Conditions)
- Required Alternative - No Project/No Specific Plan Amendment (Implement Approved Master Plan)



Draft

Potential Alternative Runway 6R/24L 100' South

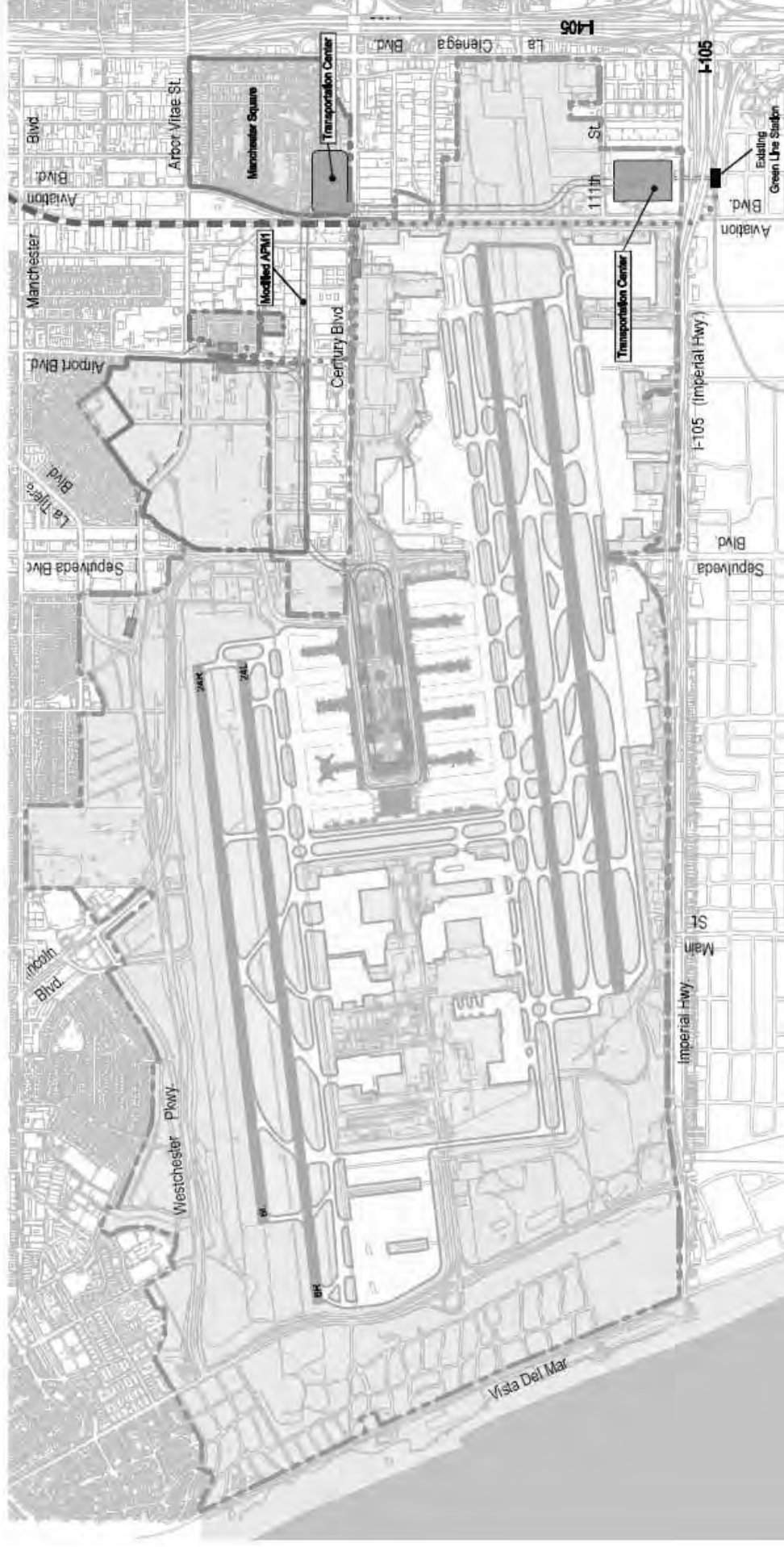
(Unified Concept)



Draft

Potential Alternative Existing Runways with Runway Status Lights

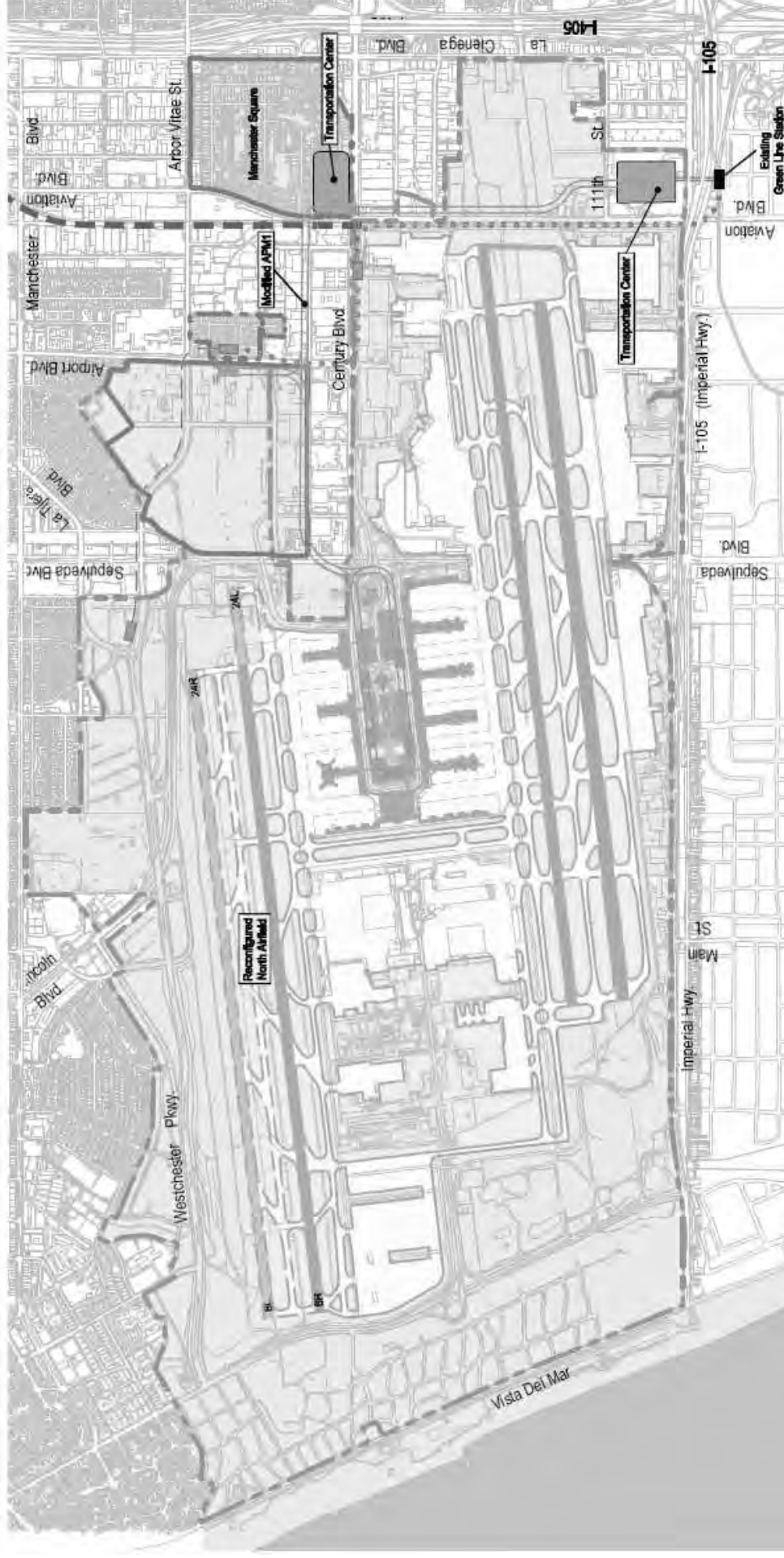
(ARSAC Concept)



Draft

Potential Alternative
Runway 6L/24R 100' North

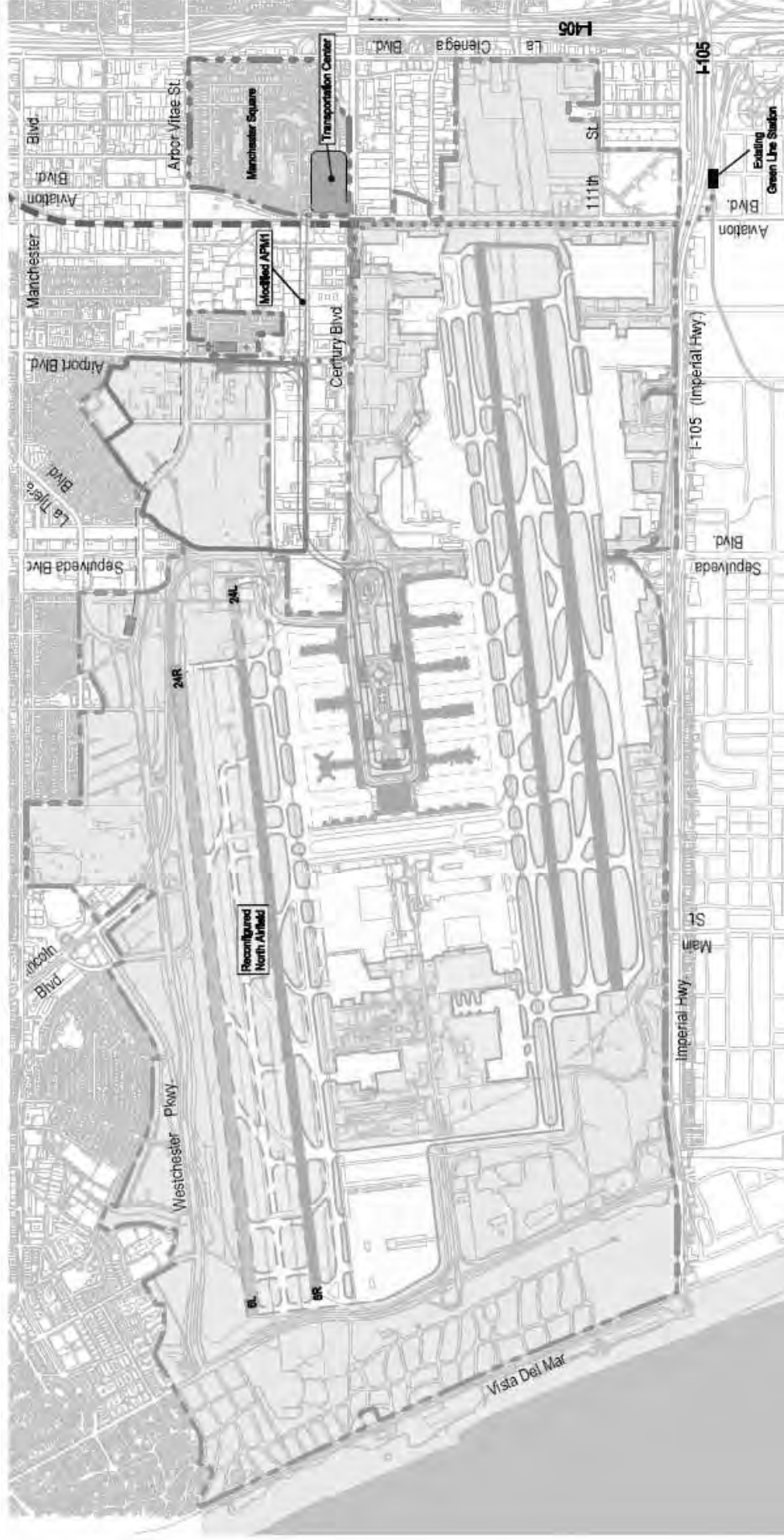
(El Segundo/
Inglewood Concept)



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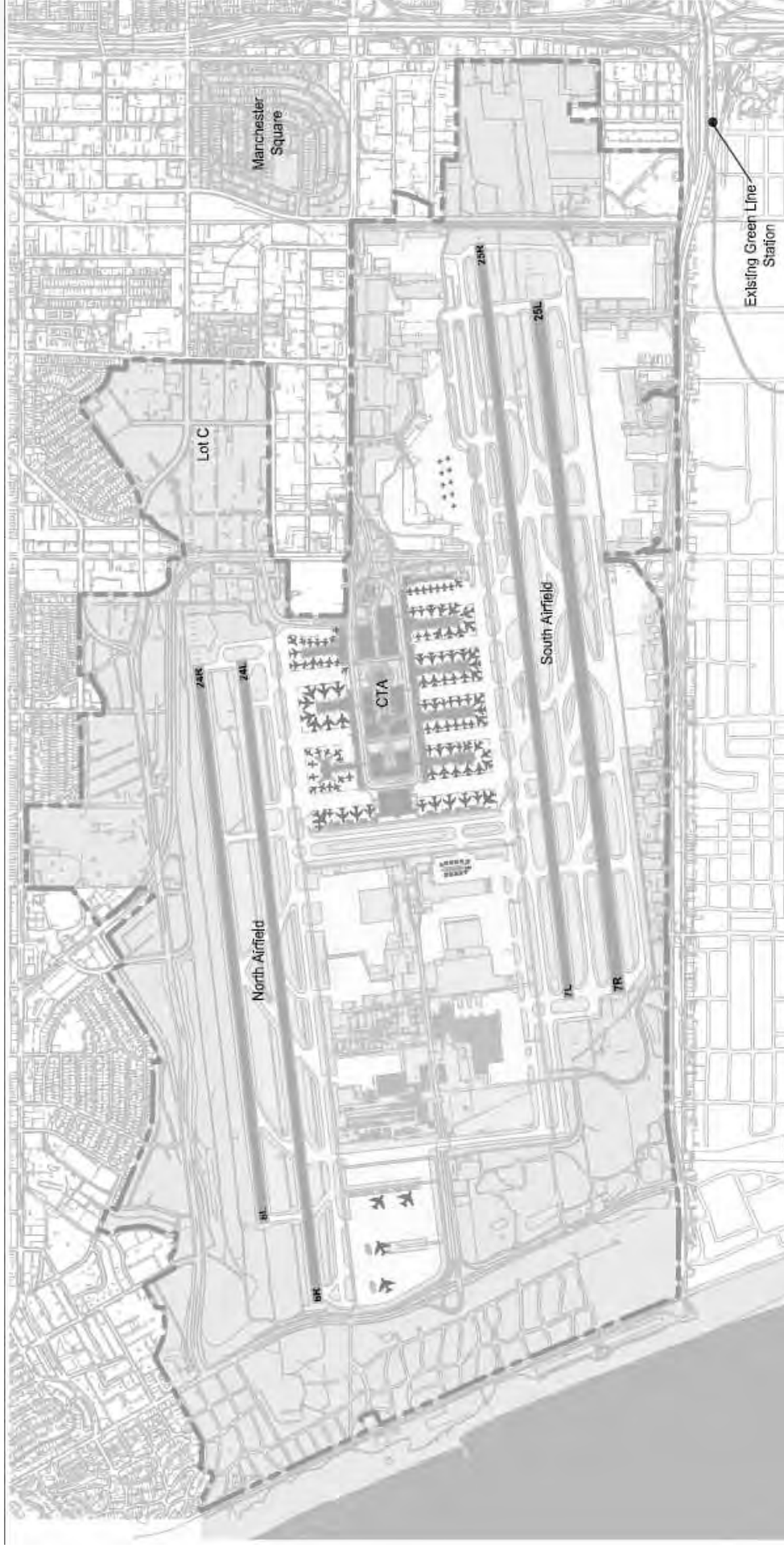
Potential Alternative
Runway 6L/24R 340' North

(LAWA Concept)



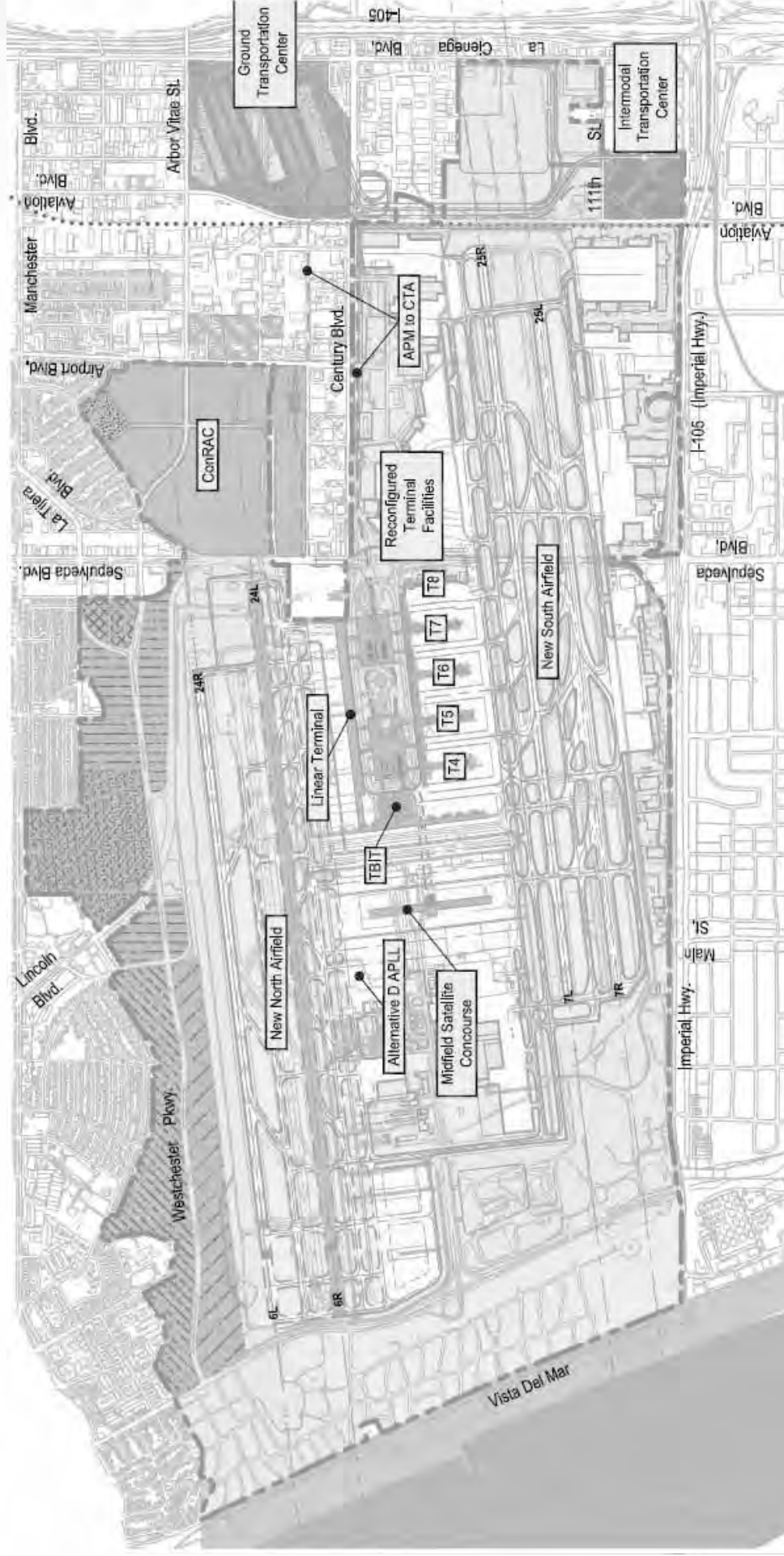
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Required Alternative No Project/No Development (Existing Conditions)



Draft

Required Alternative No Project/No Specific Plan Amendment (Implement Approved Master Plan)



Security Consultant Selection

- Options for Security Consultant
- LAX Stipulated Settlement Requirements



Next Steps



**LAX Specific Plan Amendment Study
Advisory Meeting Materials -
July 1, 2010**



LAX

*Los Angeles
World Airports*

SPAS Advisory Committee Meeting
Thursday, July 1, 2010
10:00 AM to 12:00 PM
Flight Path Learning Center

AGENDA

1. Introductions
2. Background & Objectives
3. Forecast Update
4. Ground Transportation
5. Airfield
6. Next Steps

Specific Plan Amendment Study

Advisory Committee Meeting

July 1, 2010

Agenda

- Introductions
- SPAS Background & Objectives
- Forecast & Horizon Year
- Ground Transportation
- Airfield
- Next Steps

Background

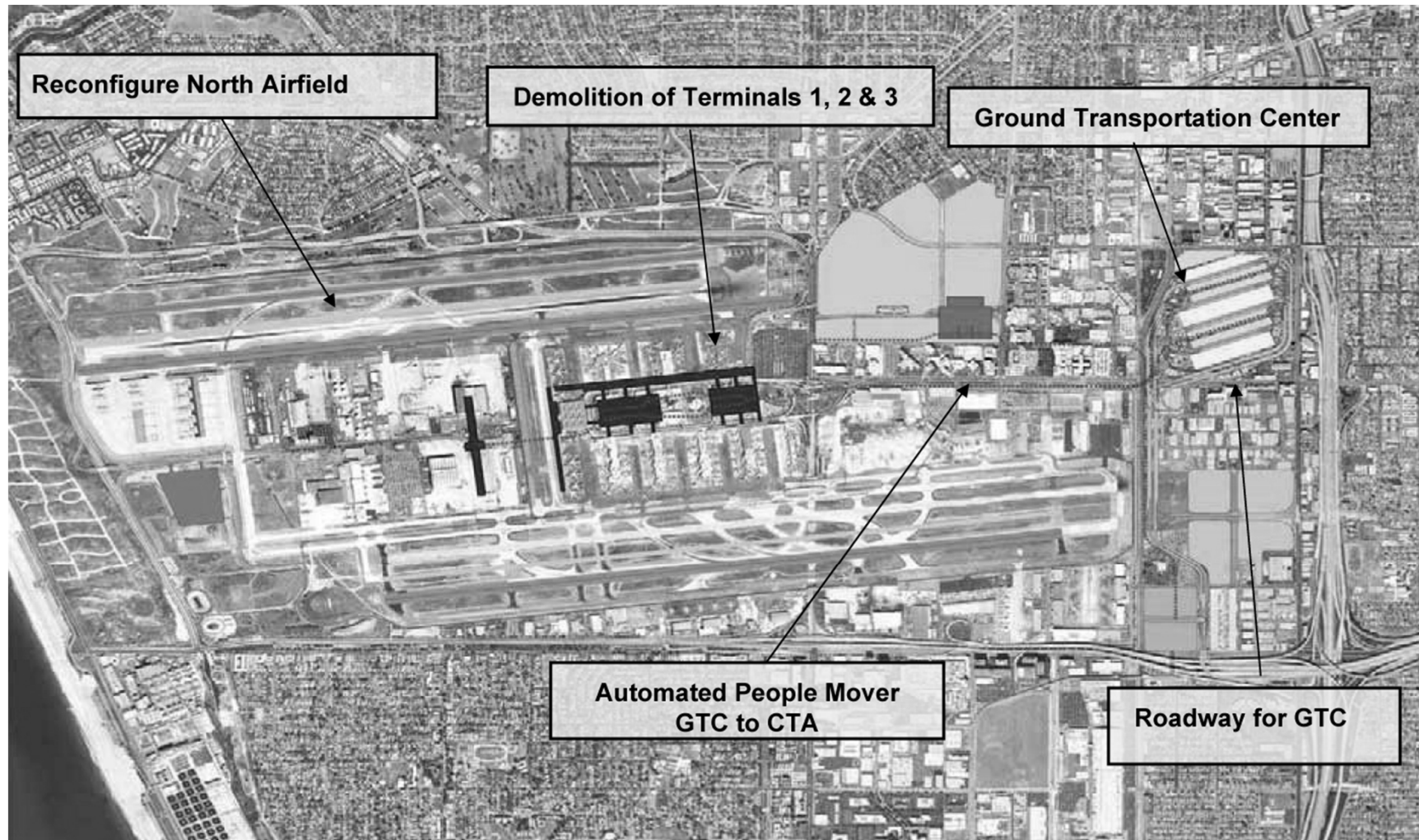
- The LAX Master Plan serves as the airport's long range development plan. It establishes the framework for various airport programs and projects, including:
 - Airfield configuration
 - Ground access and regional transit connections
 - Terminal improvements

- Alternative D was approved in 2004 as the LAX Master Plan
 - However, pursuant to the LAX Specific Plan adopted by the City Council, certain projects required additional study prior to final approval.
 - The Stipulated Settlement Agreement further defined how the study of these “Yellow Light” projects is to be conducted.
 - “Yellow Light” projects cannot be implemented until they are evaluated through Specific Plan Amendment Study (SPAS) process and are approved by the City Council.

SPAS - Objectives

- The LAX Stipulated Settlement states that the purpose of SPAS is to identify amendments that “plan for the modernization and improvement of LAX in a manner that is designed for a practical capacity of 78.9 million annual passengers while enhancing safety and security, minimizing environmental impacts on the surrounding communities, and creating conditions that will encourage airlines to go to other airports in the region, particularly those owned and operated by LAWA”.
- The Settlement Agreement states that SPAS should focus on “solutions to the problems that the Yellow Light projects were designed to address”.
 - The “Yellow Light” Designated Projects are:
 - Reconfiguration of North Airfield
 - Ground Transportation Center (GTC)
 - Automated People Mover (APM) between Central Terminal Area (CTA) and GTC
 - Demolition of Terminals 1, 2 and 3
 - Roadways associated with GTC and APM

Yellow Light Projects



SPAS Methodology

- LAWA's methodology for conducting SPAS will be based on realistic projections of air and ground traffic, and produce a program that is:
 - Efficient
 - Sustainable
 - Feasible
 - Financially responsible

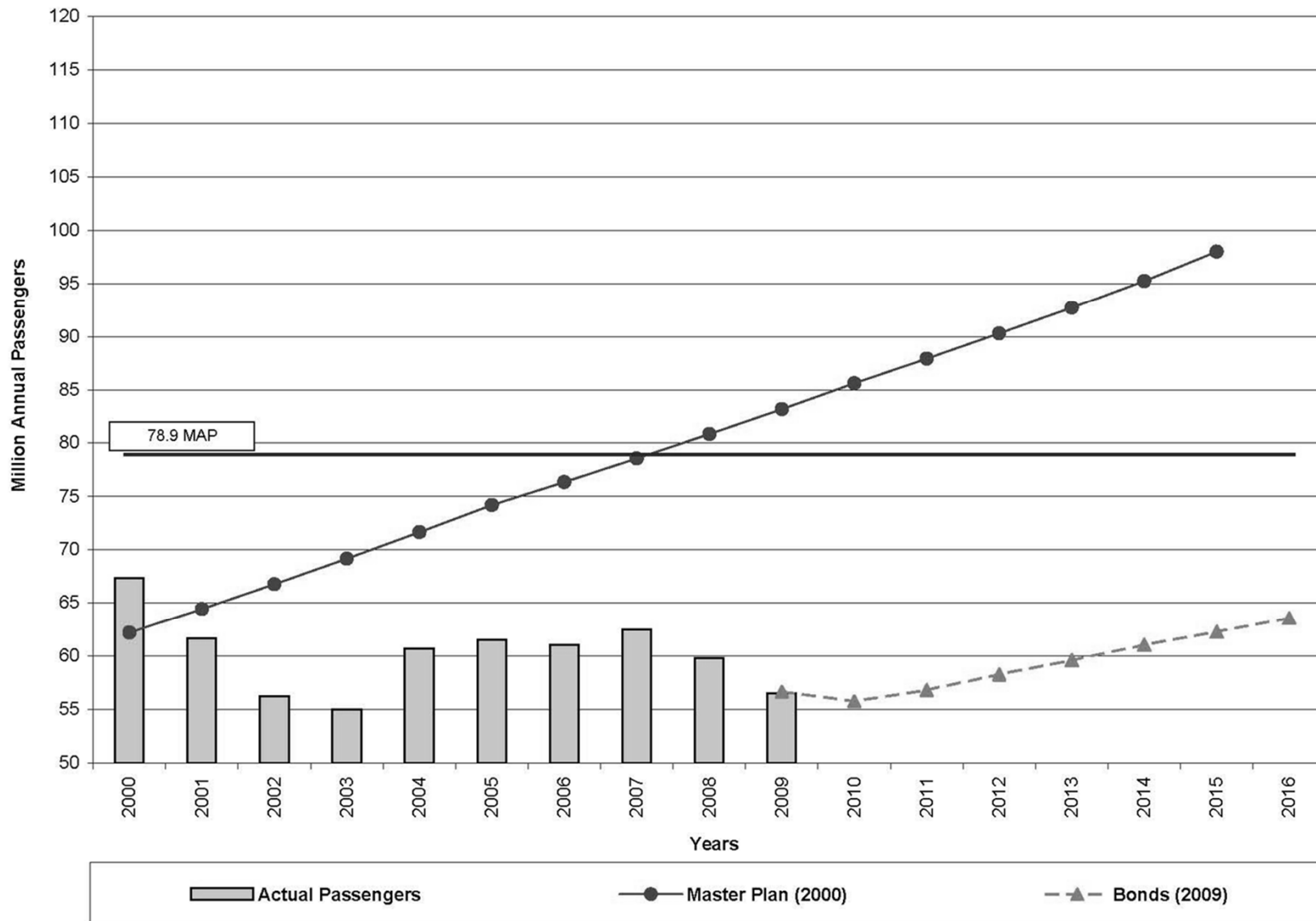
SPAS – Notice of Preparation

- In 2008, LAWA released a Notice of Preparation (NOP) which identified four airfield and two ground transportation options for consideration in replacement of the “Yellow Light” elements in the Master Plan.
- Since 2008, several major developments have occurred that make it practical for LAWA to supplement that NOP with updated SPAS alternatives. Those developments include:
 - Updated demand projections
 - Changed ground transportation environment
 - Additional studies and data

Updated Passenger Demand

- The current Master Plan (Alternative D) was based on a forecast developed in 1996. That forecast showed unconstrained demand for air travel reaching 98 MAP in 2015, the horizon for the plan.
 - Actual travel demand has been substantially lower than previously estimated.
 - The airport has completed a forecast update that includes the most recent LAX and aviation demand data.
 - The forecast is based on a percentage share of the FAA's projected national aeronautical activity.

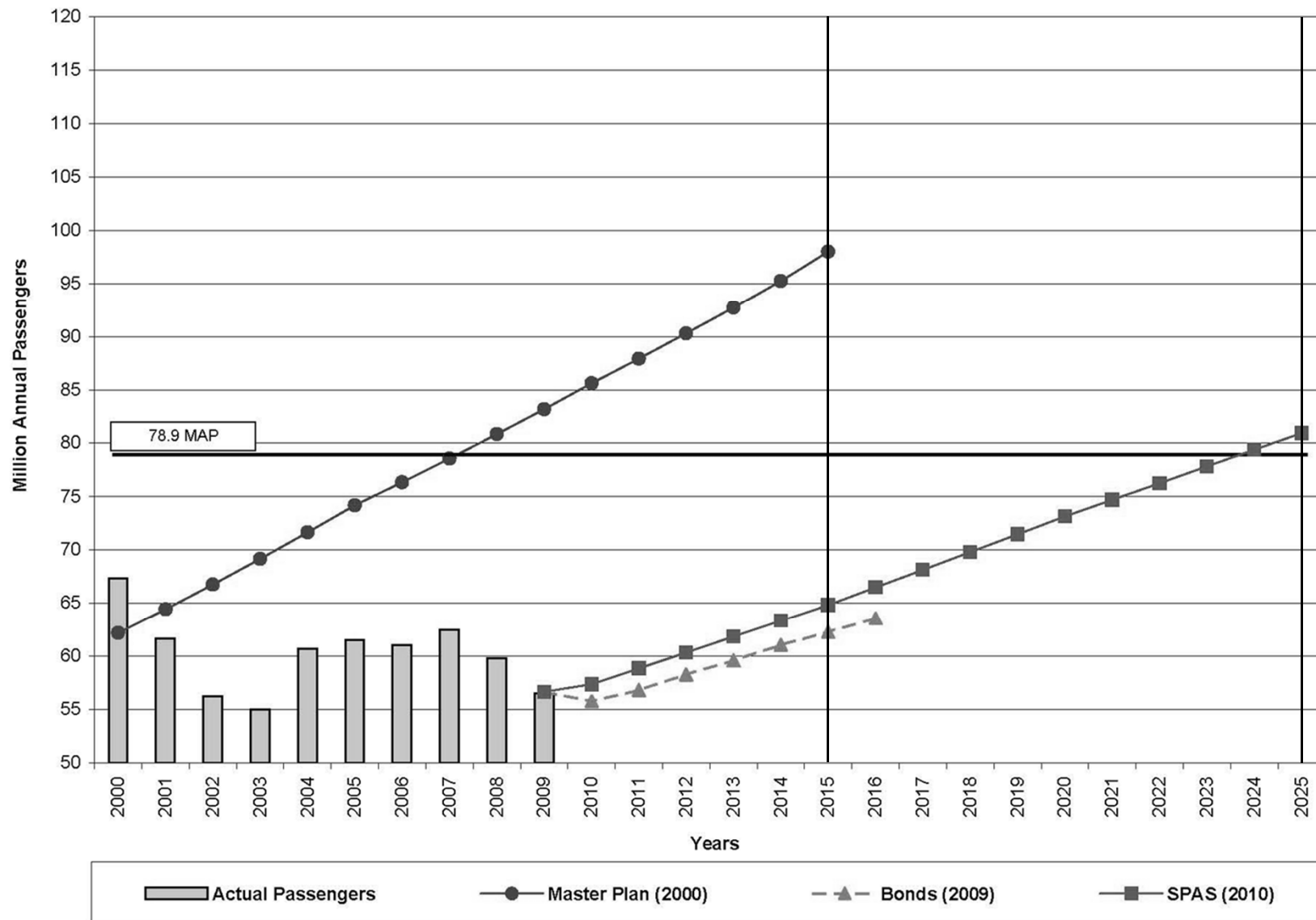
Prior LAX Unconstrained Forecasts and Actual Activity Levels



SPAS Planning Horizon

- The Stipulated Settlement requires that SPAS plan for a “practical capacity” of 78.9 MAP. Therefore, the forecast update estimates when the airport will reach that level of demand.
 - For SPAS, LAWA has identified a Horizon Year of 2025, given that LAWA’s updated forecast indicates LAX may reach 78.9 MAP close to this timeframe.

SPAS Forecast (2010)



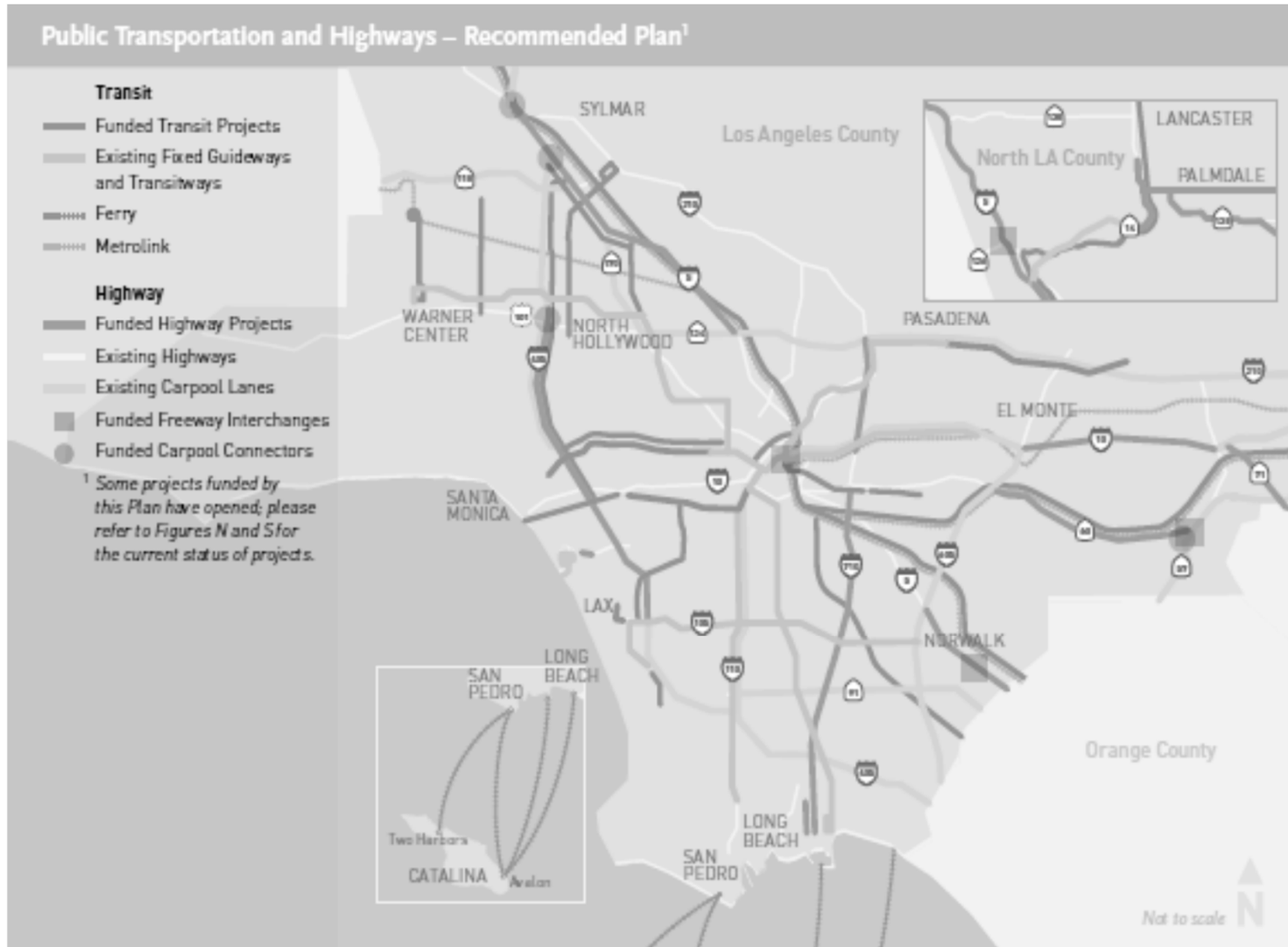
Ground Transportation

- LAWA will reevaluate the ground transportation alternatives identified in the 2008 SPAS NOP given significant changes, such as the passage of Measure R and the MTA's adoption of the Long Range Transportation Plan (LRTP). Significant changes include:
 - Crenshaw/LAX Transit Corridor Light Rail Project was funded, with completion scheduled for 2018.
 - Joint Green Line/Crenshaw Station expected at the corner of Century/Aviation.
 - Proposed consolidation of regional bus operations (e.g. Metro, Big Blue Bus, Culver City Bus) to utilize the same station for transfers.

Ground Transportation (cont.)

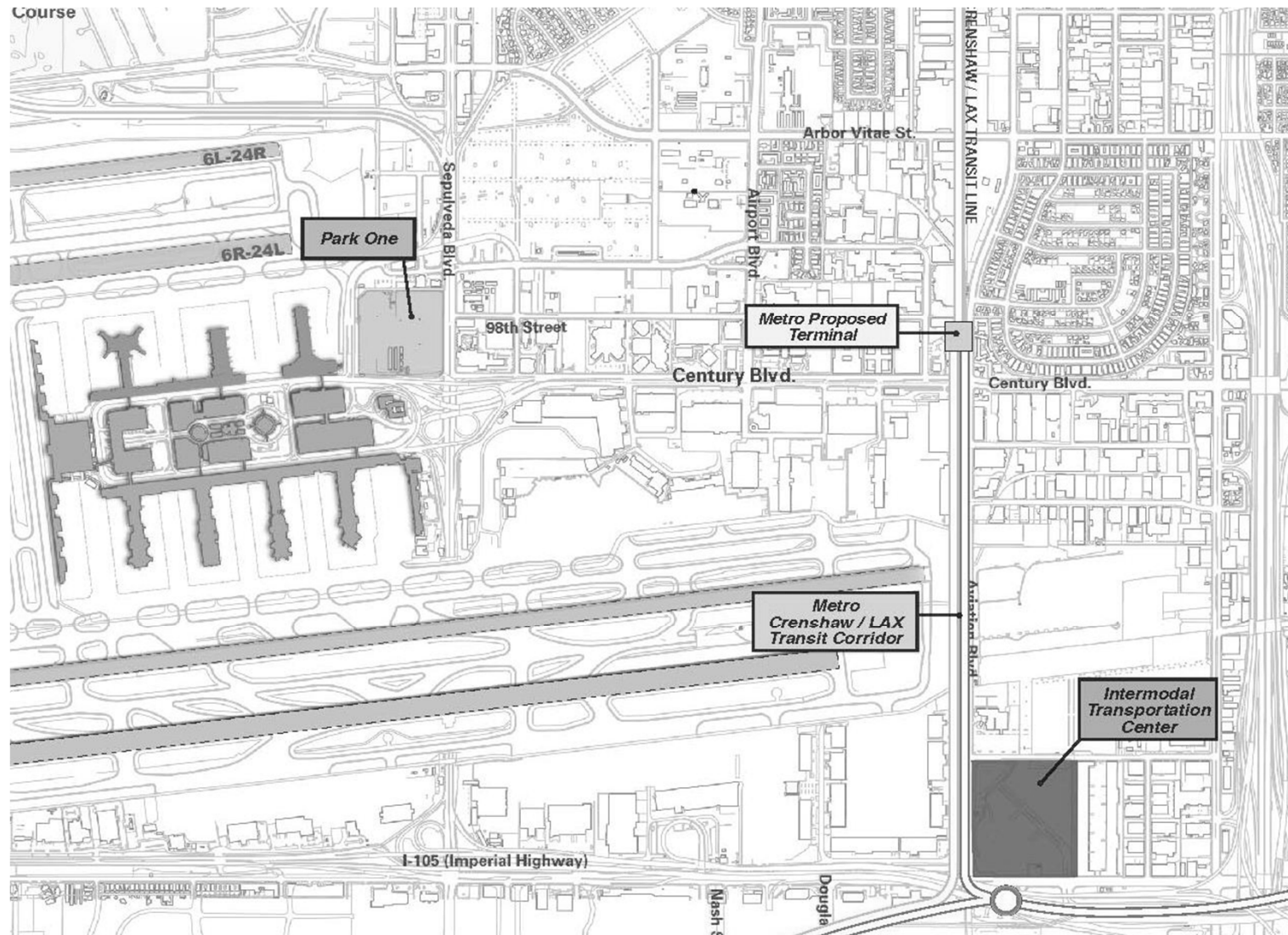
- Additional changes in Measure R and the Metro 2009 LRTP include:
 - Exposition Light Rail (Phases 1 & 2) was funded and a preferred alternative selected. This project serves the communities of Central Los Angeles, Culver City, & Santa Monica.
 - Green Line Extension to LAX was provided \$200 million in Measure R, funding apart from the extension of the Green Line to Century Blvd as part of the Crenshaw/LAX Transit Corridor project.
 - Green Line South Bay Extension, which will extend the Green Line south to Torrance, was funded in Measure R and the LRTP.
- The LAWA Purchase of Park One in 2009 makes space near the CTA available for airport use.

Metro Long Range Transportation Plan



Map provided by Metro

Ground Transportation



Ground Transportation (cont.)

- In 2009, LAWA contracted with STV, Inc. to assist in the development of ground transportation alternatives that would be analyzed through SPAS.
- STV and LAWA staff are presently conducting an analysis of existing conditions that could be addressed operationally or as part of SPAS.

Other Project Elements Under Review

- While an objective of SPAS is to develop and analyze alternatives for the problems that the “Yellow Light” projects were designed to address, the planning associated with the formulation of such alternatives may also involve other planned improvements at LAX that were not identified as “Yellow Light” projects.
- LAWA is currently reviewing whether other projects should be reassessed through SPAS. Some of those projects include:
 - West Employee Parking Structure
 - Intermodal Transportation Center
 - Consolidated Rental Car Facility
 - APM 1 (serving the ConRAC and ITC)

Airfield

- Since the 2008 Notice of Preparation, several developments have occurred which pertain specifically to North Airfield configuration. They include:
 - In May 2010, the Academic Panel finalized its North Airfield Safety Study (NASS). The study included analysis of the following alternatives:
 - Baseline
 - Baseline with interim safety improvements
 - 24R - 100' North
 - 24R - 340' North
 - 24L - 340' South
 - Single Runway
 - The NASS concluded that:
 - North Airfield “extremely safe” at 78.9 MAP
 - New configurations on the North Airfield would “substantially reduce” the risk of runway collision
 - However, because the baseline level of risk is so low, reducing that risk by a substantial level is of “limited practical importance”
 - A “serious case” could be made for building 340-North because it might “significantly reduce airport congestion”
 - Acknowledged that the Academic Panel did not analyze airfield alternatives for their environmental benefits.

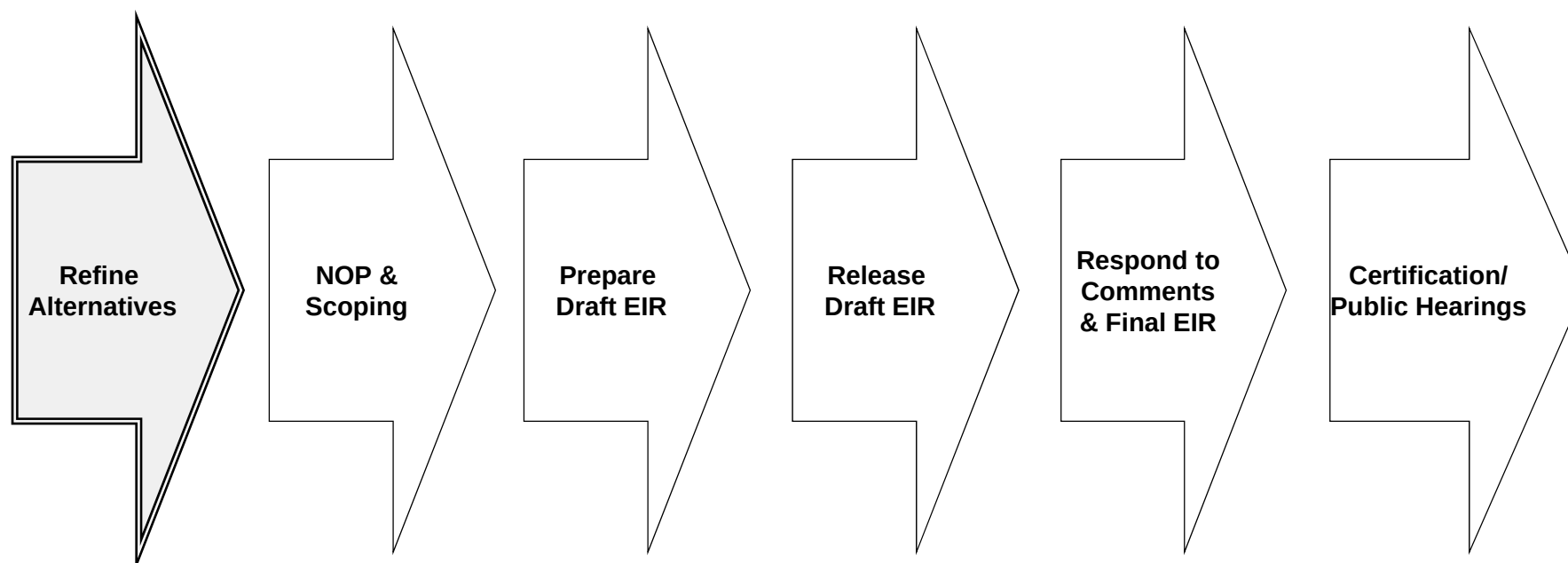
Airfield (cont.)

- On April 2, 2010, following the release of the Preliminary NASS report, the FAA issued a letter to Mayor Villaraigosa.
 - Safety improvements obtainable with airfield reconfiguration should not have been downplayed.
 - Inappropriate use of aggregate runway data to compare risk to a specific runway.
 - Inadequate capture of major risk factors specific to North Airfield.
 - Miscast assumptions about the performance of South Airfield and new safety technologies.
 - Disregard of FAA definition of acceptable level of risk.
- In the final release of the NASS, the Academic Panel reviewed the concerns raised by the FAA and did not change any of its conclusions.
- On April 7, 2010, the Mayor asked LAWA “to expedite the specific plan amendment and environmental review and specifically address the issues in Administrator Babbitt’s letter as part of that process”

Airfield (cont.)

- On June 10, 2010, LAWA released a Notice of Preparation (NOP) for the Interim Taxiway Safety Improvement Program (ITSIP), which is designed to provide interim safety improvements to the North Airfield.
- Congress and the FAA have made other changes to airfield design and safety rules, which include:
 - FAA issued Engineering Brief No. 75 in 2007, which provides guidance on taxiway and runway design to improve safety.
 - In 2006, Congress required FAA to begin enforcing Runway Safety Area (RSA) requirements on airports.
 - Pursuant to this mandate, FAA has issued notices indicating LAX's non-compliance with RSA requirements.

Key Steps in SPAS Process



Next Steps

- Brief Board of Airport Commissioners (BOAC) on results of Advisory Committee consultation and on alternative refinement process.
- Select and refine SPAS airfield, terminal, and ground transportation program elements and integrate into SPAS Alternative(s).
- Brief BOAC on SPAS Alternative(s).
- Consult with SPAS Advisory Committee.
- Brief Board on results of Advisory Committee consultation.
- Release Supplemental Notice of Preparation

**LAX Specific Plan Amendment Study
Advisory Meeting Materials -
August 16, 2010**

SPAS Advisory Committee Meeting

Flight Path Learning Center
August 16, 2010

Proposed SPAS Timeline and Next Steps

To Date:

- May 17 – BOAC Update on SPAS Timeline
- June 28 – BOAC Update on SPAS Forecast
- July 1 – SPAS Advisory Committee Meeting
- August 2 – BOAC Ground Transportation Update
- August 9 – BOAC Airfield Update

Today:

- August 16 - Meet with SPAS Advisory Committee

Next Steps:

- September 20 - Report back to BOAC on SPAS Advisory Committee Meeting
- Reissue of SPAS EIR Notice of Preparation (Sept./Oct.)
- Begin Draft EIR

Stipulated Settlement Objectives for SPAS

- The Stipulated Settlement says that SPAS will identify amendments to the LAX Specific Plan that plan for the modernization and improvement of LAX in a manner that:
 - Designs for a practical capacity of 78.9 million annual passengers;
 - Enhances safety & security;
 - Minimizes environmental impacts on the surrounding communities; and
 - Creates conditions that encourage airlines to go to other airports in the region, particularly those owned by LAWA.

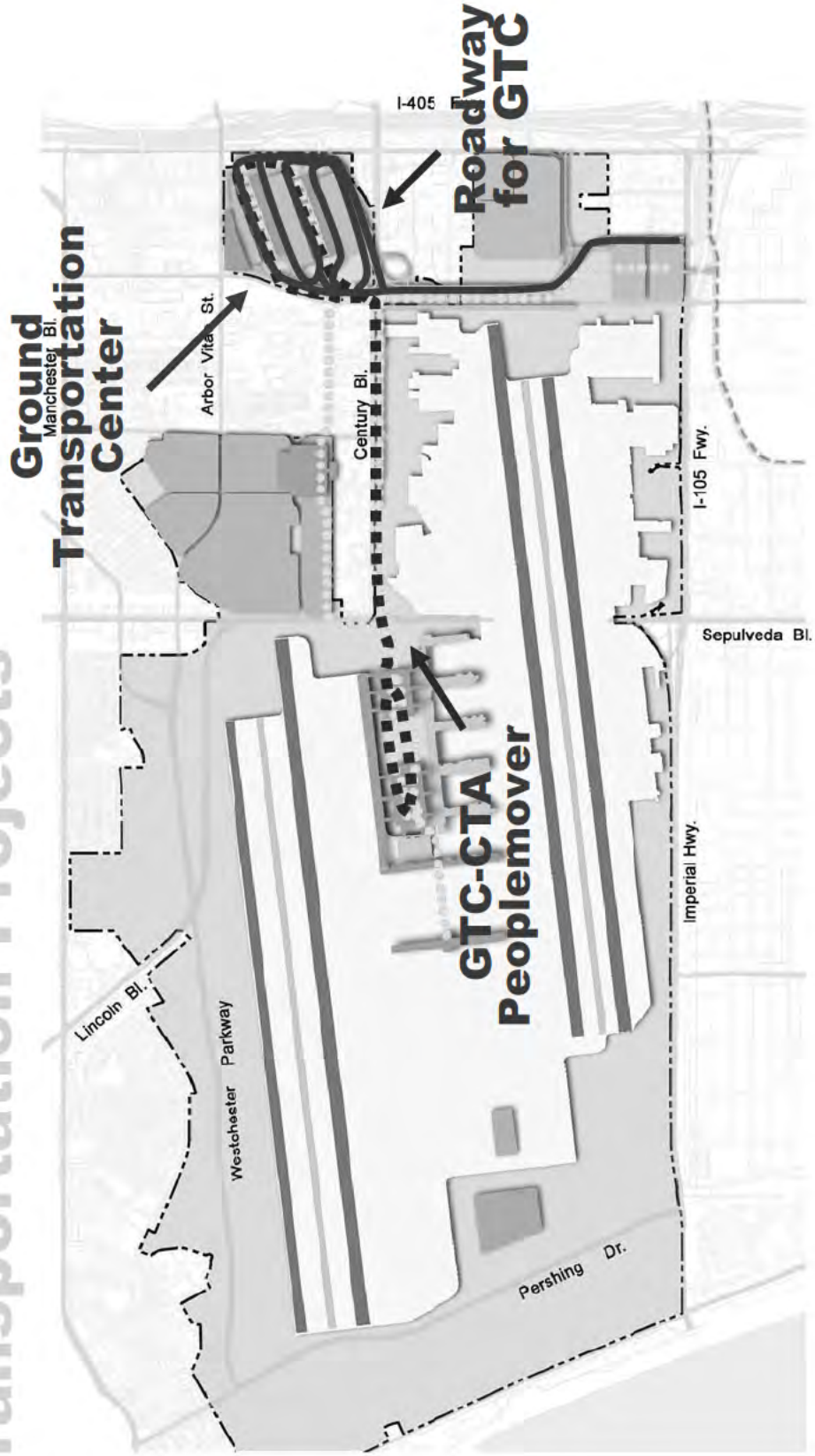
SPAS Methodology

- LAWA's methodology for conducting SPAS will be based on realistic projections of air and ground traffic, and produce a program that is:
 - Efficient
 - Sustainable
 - Feasible
 - Financially responsible

Ground Transportation

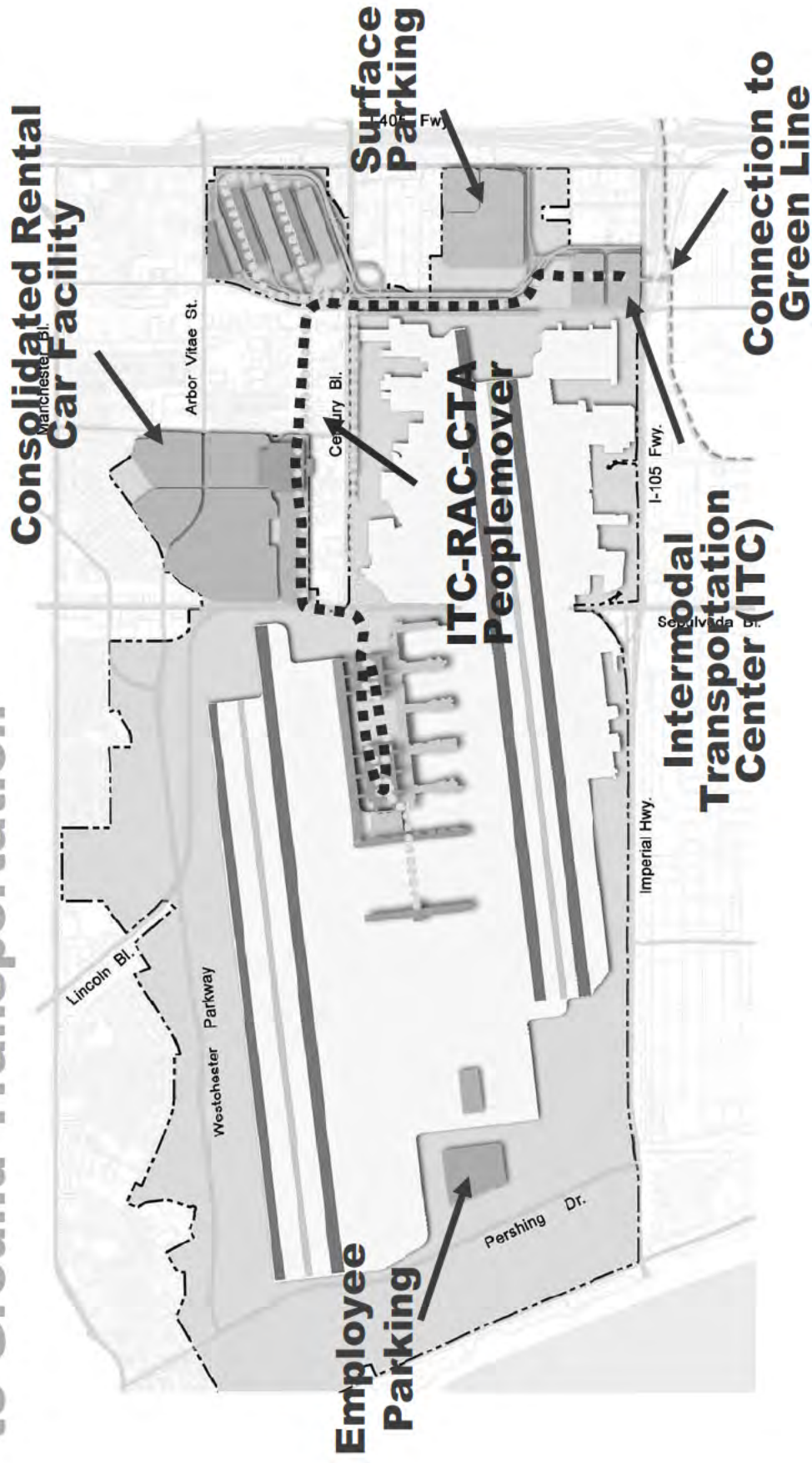
LAX Master Plan (Alternative D)

“Yellow Light” Ground Transportation Projects



LAX Master Plan (Alternative D)

“Green Light” Projects Related to Ground Transportation



Ground Transportation Considerations

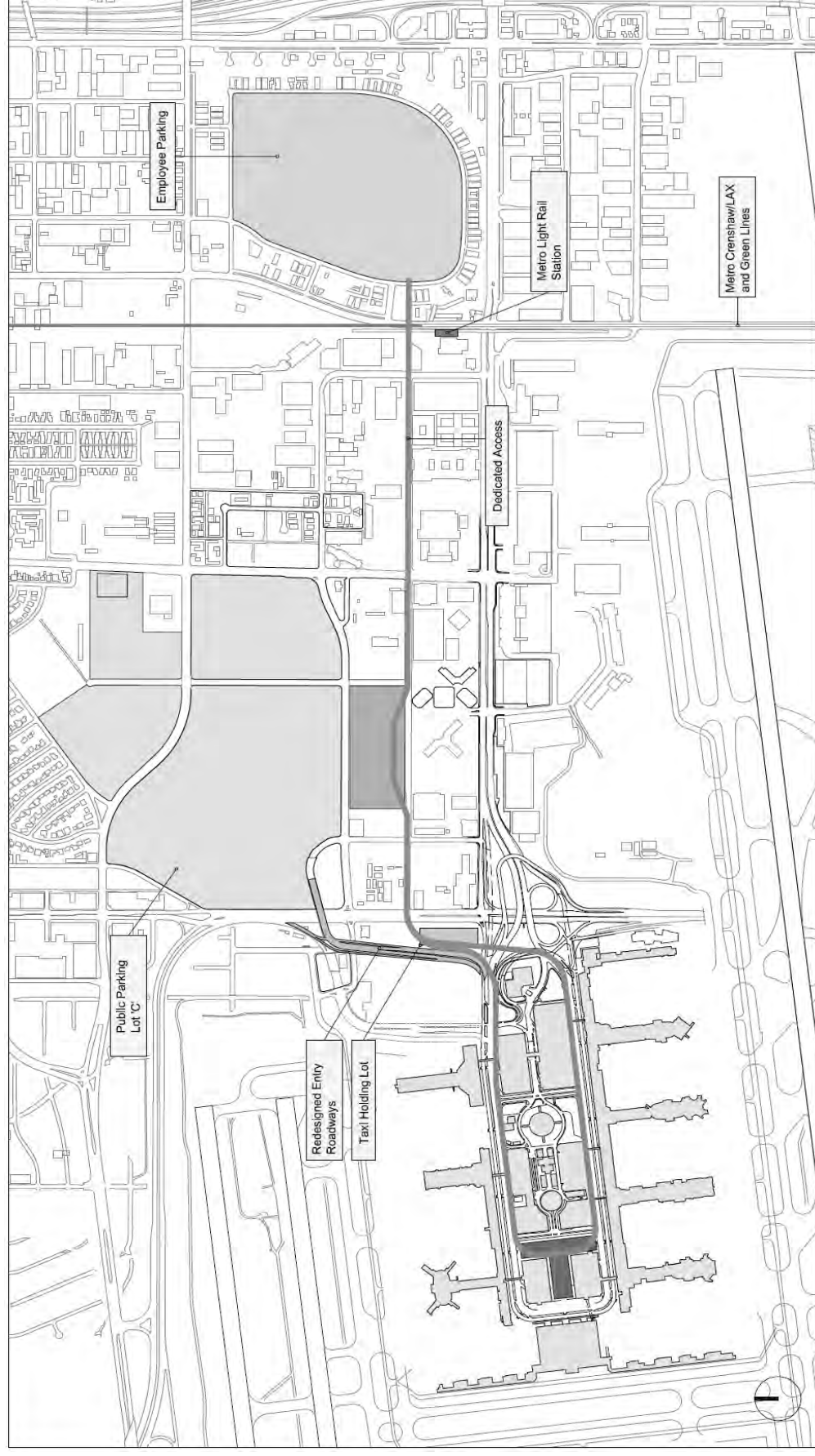
The following changed circumstances continue to affect the development of a Long-Term Ground Transportation System:

- Revised LAX Forecast (reach 78.9 MAP in 2024)
- Regional Transit:
 - Crenshaw/LAX Corridor Project (2018)
 - Green Line Extension (as early as 2018)
- Park One Acquisition
- New Studies on ConRAC Options
- Security –
 - CTA Roadways/Parking Remain Open To Private Vehicles
 - Single Point Employee Processing Not Necessary
- Use of Parking Lots B & D

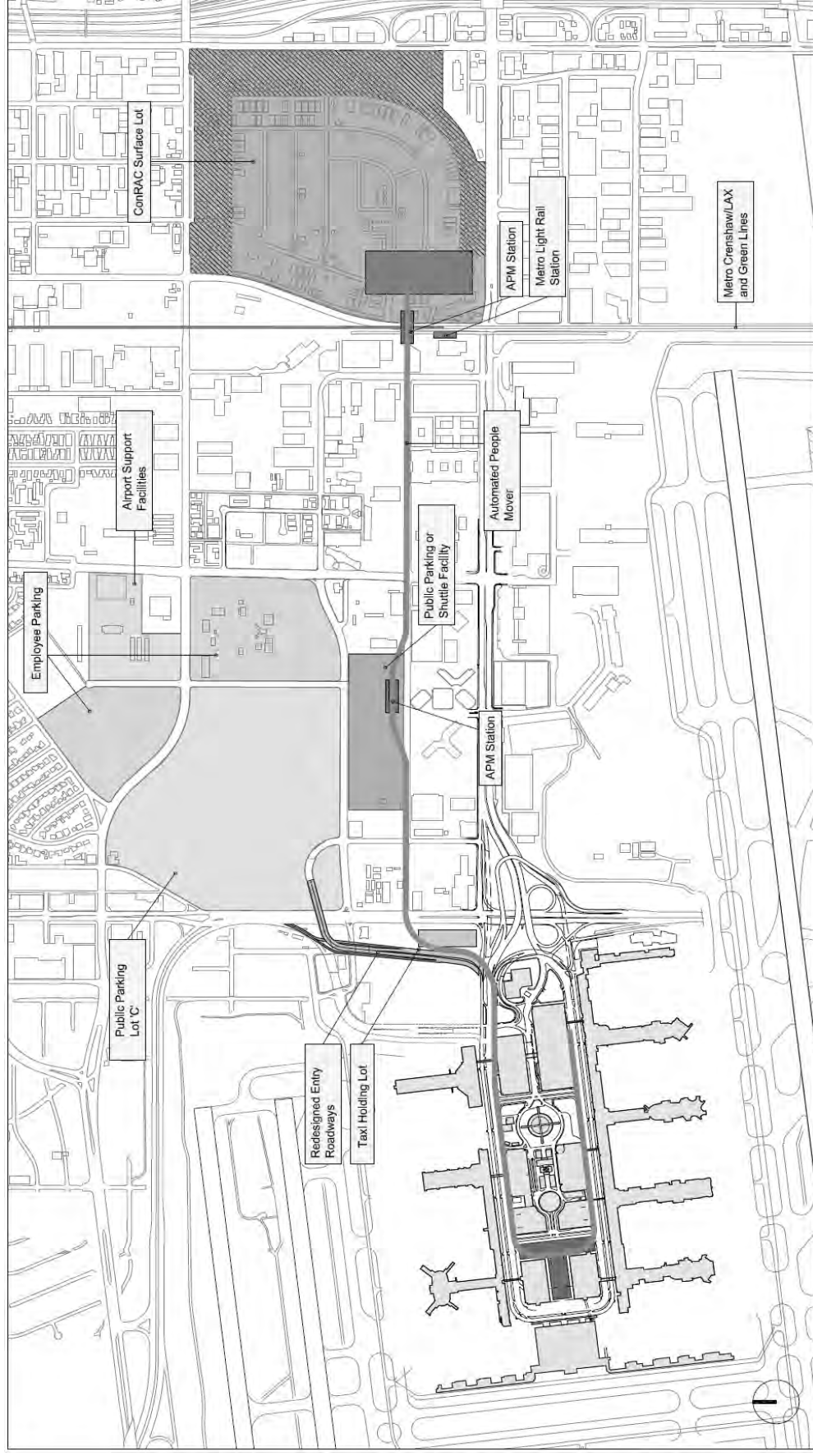
Ground Transportation Planning Considerations

- Future vehicle demand is projected to exceed existing CTA roadway and curbside capacity, causing increased traffic congestion, air emissions, and reducing the predictability of time needed to access passenger terminals.
- Interests include:
 - Reducing queuing onto Sepulveda and Century Blvd.
 - Improving access to mass transit
 - Developing of alternatives to entering the CTA
 - Providing infrastructure more responsive to security changes

Ground Transportation Concept A



Ground Transportation Concept B

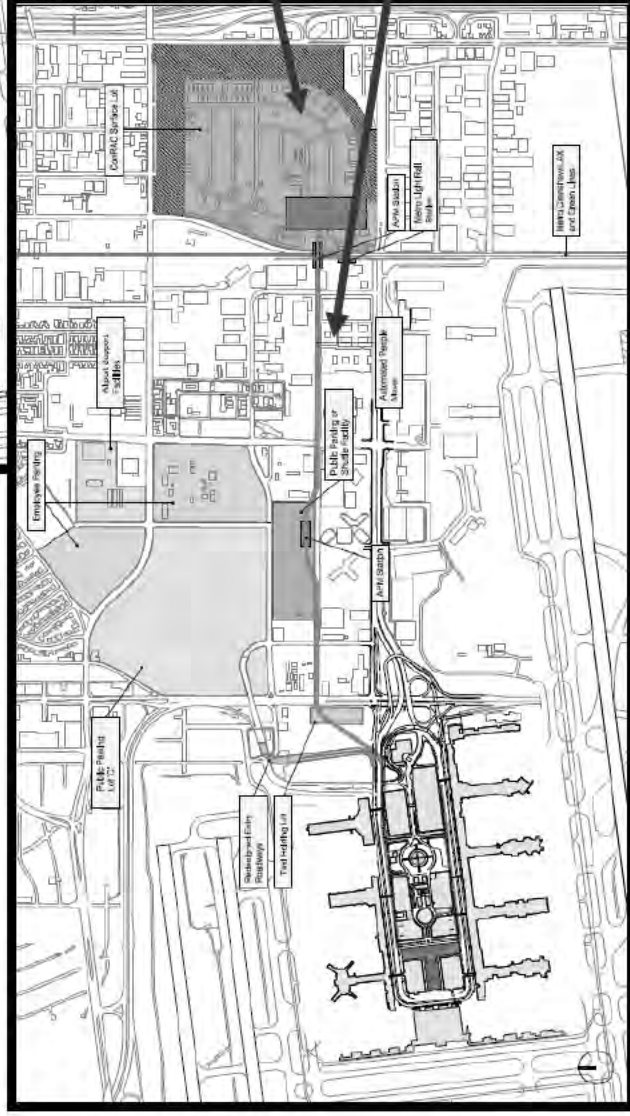
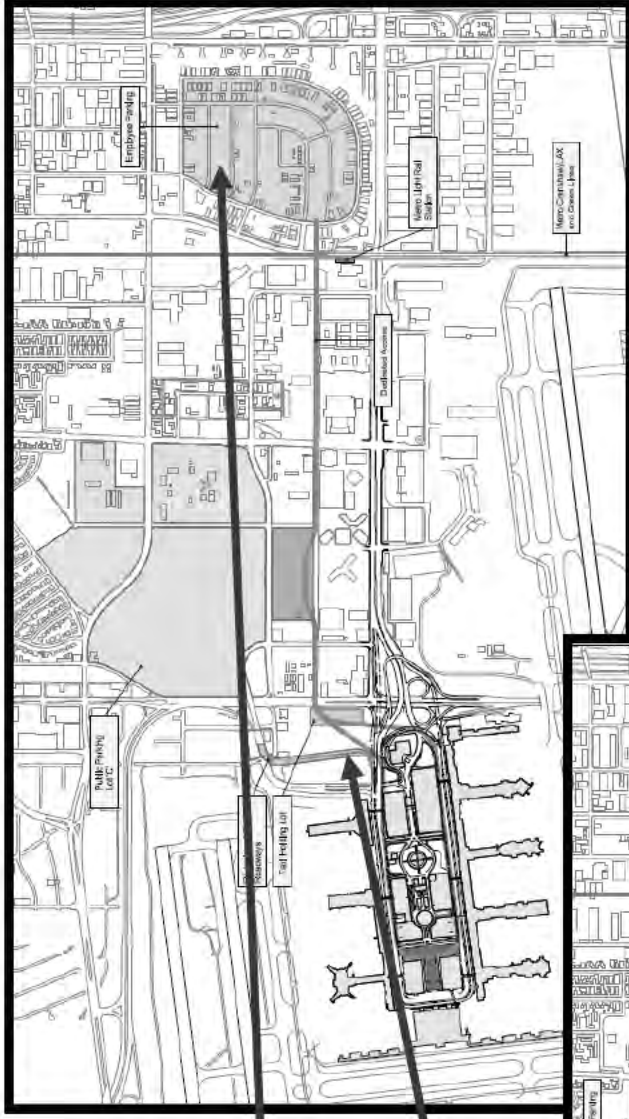


Ground Transportation Concept Comparison

Concept A

Employee
Parking

Dedicated Access



Consolidated
Rent-A-Car Facility

Automated People
Mover

Concept B

Airfield

North Airfield – Existing Conditions

Operations & Safety

- The North Airfield does not meet FAA standards for Group 5 or Group 6 aircraft under any weather conditions.
- Failure to meet standards means we have restricted operations when Group 5 or 6 aircraft utilize the North Airfield, impacting operations on either or both runways on the North Airfield.
- Without a centerline taxiway and other airfield improvements, there is an increased risk of incursions and collisions.
- 24L is not long enough to accommodate some fully-loaded departing aircraft, resulting in higher utilization of the South Airfield.

North Airfield – Existing Conditions

Air Quality

- Non-standard operating procedures increase aircraft-related emissions.

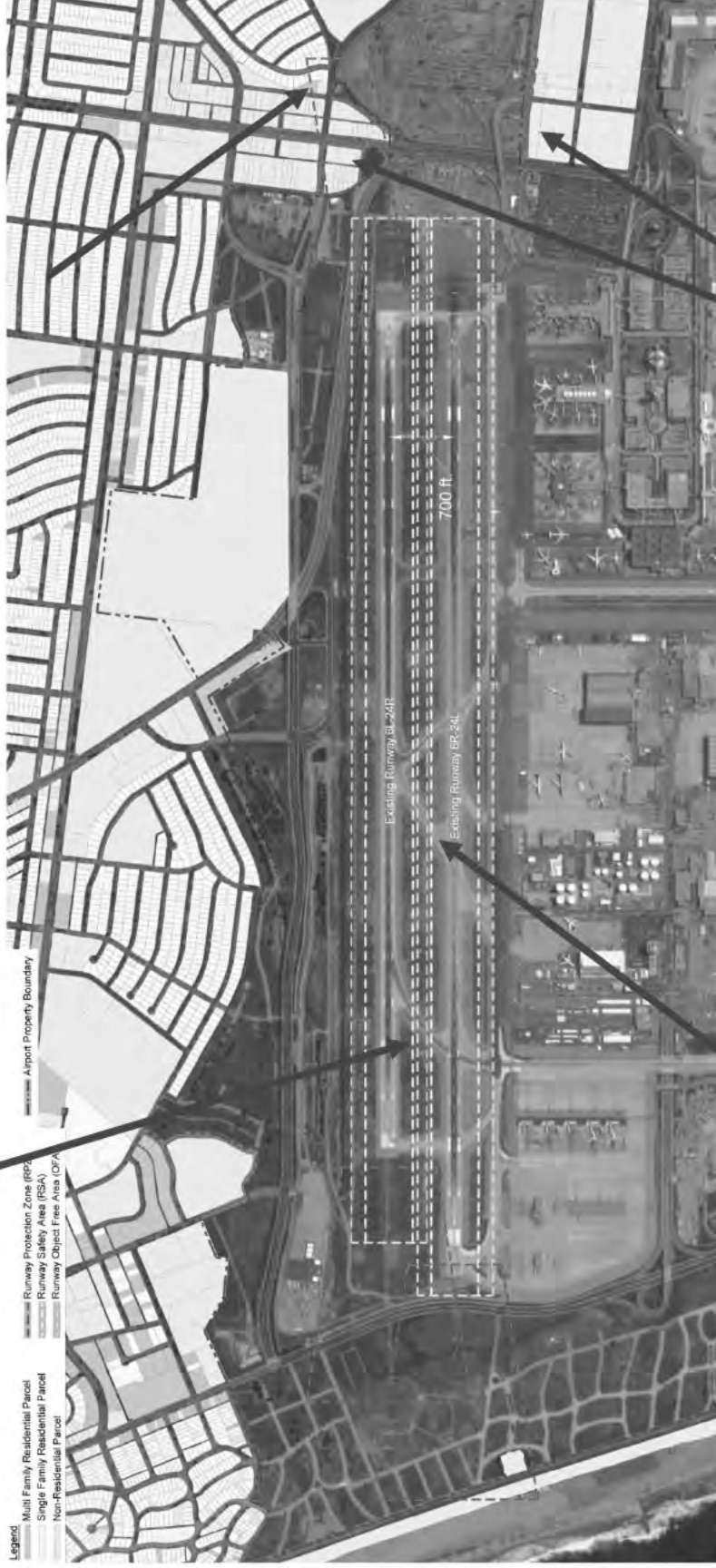
Land Use & Community

- There are currently eight single-family homes, one multi-family residential development, and 29 commercial properties in the North Airfield’s Runway Protection Zone.

Existing Conditions – North Airfield

High Speed Taxiway Design

Residences In RPZ



Commercial Properties In RPZ

No Center Taxiway

North Airfield Planning Objectives

Provides for north airfield improvements that:

- Are consistent with FAA design standards for the largest aircraft types currently in service and anticipated for the future (Group 5 and 6 aircraft) for all weather conditions
- Minimize if not avoid modifications of standards, waivers, or operational restrictions, all of which reduce airfield efficiency and level of service
- Reduce the potential for airfield hazards, including incursions, and enhance the overall safety of airfield operations through runway and taxiway design
- Can accommodate a greater percentage of departing aircraft, thereby increasing airfield efficiency
- Minimize or eliminate the extent to which the Runway Protection Zone overlays residential areas
- Minimize construction-related impacts, including disruption to airport operations

North Airfield Concept Comparison – Runway Length & Taxiway Issues

	Existing Conditions	Master Plan (Alt. D)	Current Concepts
Runway Length	24R – 8,925' 24L – 10,285'	24R – 10,420' 24L – 11,700' (10,700' takeoff length)	24R – 8,925' 24L – 11,535' (10,700' takeoff length)
Centerline Taxiway	No	Yes	Yes
Taxiway Design	D & E – Group 4 in some segments	D - Modified Group 6 E - Group 5	D – Modified Group 6 E – Group 5

SPAS North Airfield Common Components

Residences No
Longer in RPZ

Centerline Taxiway

- Legend
- Multi Family Residential Parcel
 - Single Family Residential Parcel
 - Non-Residential Parcel
 - New Airfield Pavement
 - Departure Runway Protection Zone (RPZ)
 - Approach Runway Protection Zone (RPZ)
 - AD-UT Taxilane Object Free Area



Notes: 1. Annual RPZ dimensions for Runways 6L and 24R assume approach minimums less than 4-mile.
2. Airport Boundary is Approximate.

RSA
Improvement

Taxiway
Extended West

24L Extension/
RSA Improvement

East Taxiway
Redesign

Western Movement of 24R and Associated RPZ



24R 300' North Concept RPZ
Without 652' Western Shift



24 R 300' North Concept RPZ
With 652' Western Shift

24L East Runway Safety Area and Taxiway Redesign Concept

24L Extension



Taxilane D – Modified Group 6

Taxiway E – Group V

Operations & Safety Considerations

Safety

- Compared to the baseline, a 40% reduction in the risk of a fatal runway collision with at least a 100' separation and a centerline taxiway

Normal Weather Conditions:

- Aircraft operations are restricted for Group 5 and 6 aircraft under Existing Conditions and 100' Modification of Standards (MOS) and restrictions are required for Group 6 aircraft at 100' & 200'
- The airfield meets standards for Group 6 aircraft at 300'

Weather Restricted Conditions:

- Airfield operations are restricted for Group 5 and 6 aircraft for Existing Conditions, 100', and 200'
- Modifications of Standards are required for Group 6 aircraft for 300'N & 340'
- The airfield meets standards for Group 6 at 400'

Runway Option	Runway	Safety	Efficiency	
			Normal Weather (96%)	By Group Allowed
400' North*	6R/24L	NASS Reduced Risk Compared To Baseline > 55%		Weather Restricted (4%)
	6L/24R			
340' North*	6R/24L	55%		
	6L/24R			
300' North*	6R/24L	40-55%		
	6L/24R			
200' North*	6R/24L	40-55%		
	6L/24R			
100' North*	6R/24L	40%		
	6L/24R			
Existing Location	6R/24L	N/A		
	6L/24R			
340' South (Master Plan)	6R/24L	50%		
	6L/24R			

Green = Meets ADG 6 Standards

Light Green = ADG 6 w/MOS (no additional restrictions)

Yellow = Meets ADG 5 Standards; Group 6 with restrictions

Red = Meets Group 4 standards; Group 5 and 6 with restrictions

Land Use Considerations

- 8 Single Family Homes and 1 Apartment complex are in the existing and Alt. D Runway Protection Zones (RPZs).
- No Single Family Homes are in the RPZ with new runway options 100' North to 400' North.
- One Apartment Complex would fall within FAR Part 77 height restrictions for 24R with movements greater than 214' North. FAA would make determination if mitigation necessary.

Runway Option	Single Family Residential	Multi-Family Residential	Commercial
400' North*	None	1	40 parcels
340' North*	None	1	40 parcels
300' North*	None	1	38 parcels
200' North*	None	None	35 parcels
100' North*	None	None	32 parcels
Existing Location	8 homes	1	27 parcels
340' South (Master Plan)	8 homes	1	29 parcels

* = Airfield configuration includes the west move of 24R

Feasibility & Financial Considerations

- Lincoln Blvd. & Argo Ditch require substantial reconstruction/ relocation at more than 300' North
- Redesign of Taxiway D would have some impacts to Terminal 1 gates
- Alt. D's runway configuration requires the demolition and replacement of significant portions of Terminals 1-3

Runway Option	Major Enabling Projects
400' North*	Full-Length Argo Ditch Modification (\$161M), Extensive Lincoln Blvd. Realignment, Tunnel, and Signalization
340' North*	Full-Length Argo Ditch Modification (\$161M); Lincoln Blvd. Realignment
300' North*	Full-Length Argo Ditch Modification (\$161M); Lincoln Blvd. Realignment
200' North*	Partial Argo Ditch Modification (\$37M); Lincoln Blvd. Realignment
100' North*	Partial Argo Ditch Modification (\$23M); Lincoln Blvd. Realignment
Existing Location	Some Argo Ditch Modification for RSAs (\$6M)
340' South (Master Plan)	Demolition and Replacement of Significant Portions of T1-3 (\$5.4B), Removal of 96th St. Bridge (\$19M), Acceleration of Mid-Field Concourse

North Airfield Configuration Considerations - Summary

Runway Option		Safety	Efficiency By Group Allowed		Land Use			Feasibility & Finance
Runway Option		MASS Reduced Risk Compared To Baseline	Normal Weather (95%)	Weather Restricted (4%)	Single Family Residential	Multi-Family Residential	Commercial	Major Enabling Projects: Full-Length Argo Ditch Modification (\$161M); Extensive Lincoln Blvd. Realignment, Tunnel, and Signalization
400' North*	6R/24L 6L/24R	> 55%			None	1	40 parcels	
340' North*	6R/24L 6L/24R	55%			None	1	40 parcels	
300' North*	6R/24L 6L/24R	40-55%			None	1	38 parcels	
200' North*	6R/24L 6L/24R	40-55%			None	None	35 parcels	
100' North*	6R/24L 6L/24R	40%			None	None	32 parcels	Partial Argo Ditch Modification (\$23M); Lincoln Blvd. Realignment
Existing Location	6R/24L 6L/24R	N/A			8 homes	1	27 parcels	Some Argo Ditch Modification for RSA (\$6M)
340' South (Master Plan)	6R/24L 6L/24R	50%			8 homes	1	29 parcels	Demolition and Replacement of Significant Portions of T1-3 (\$5.4B), Removal of 96th St. Bridge (\$19M), Acceleration of Midfield Concourse
Efficiency Key	Green = Meets ADG 6 Standards Light Green = ADG 6 w/MOS (no additional restrictions) Yellow = Meets ADG 5 Standards; Group 6 with restrictions Red = Meets Group 4 standards; Group 5 and 6 with restrictions							
* = Airfield Configuration includes westward move of 24R and lengthening of 24L								

Options Being Considered For Further Study

Airfield Concepts		Ground Transportation Concepts
Current Options	400' N 300' N 200' N 100' N	Concept A Concept B
No Project – Master Plan (Alt. D)	340' S	Master Plan Ground Transportation System
No Project	Existing Conditions	Existing Conditions

Next Steps

- Continue SPAS Concept Analysis and Refinement
- Sept. 20, 2010 - Report back to the BOAC on Advisory Committee Meeting
- Reissue of SPAS Notice of Preparation
- Begin Draft EIR



Note: Airport Boundary is approximate.

Source: Los Angeles International Airport ALP, Landrum & Brown, 2005; GIS Datasets and Mapping, PCR Services Corporation, 2002; Runway Safety Area Practicability Study, Runways 6L-24R and 6R-24L, Ricordo & Associates, Inc., April 9, 2010; URS, June 2010; FAA AC 150/5300-13 Airport Design, FAA Order 8260.3b United States Standard for Terminal Instrument Procedures TERPS; Aerial Photography, Digital Globe, March 12, 2008; FAA Order 6750.16D, Siting Criteria for Instrument Landing Systems, February 14, 2005.

Prepared by: Ricordo & Associates, Inc.

Existing Conditions North Airfield

August 2010
DRAFT

Notes: 1. Arrival RPZ dimensions for Runways 6L and 24R assume approach minimums less than 4-mile.
2. Airport Boundary is approximate.

Source: Los Angeles International Airport ALP; Landrum & Brown, 2005; GIS Datasets and Mapping, POR Services Corporation, 2002; Runway Safety Area Practicability Study, Runways 6L-24R and 6R-24L, Ricondo & Associates, Inc., April 9, 2010; URS, June 2010; FAA AC 150/5300-13, *Airport Design*; FAA Order 8260.3b, *United States Standard for Terminal Instrument Procedures TERPS*; Aerial Photography, Digital Globe, March 12, 2008; FAA Order 6750.1Bd, *Siting Criteria for Instrument Landing Systems*, February 14, 2005. Prepared by: Ricondo & Associates, Inc.

Drawing: Z. LAMMULAY, North Runway Alternatives Workspace Evaluation on 1000 North Future North Airfield - Common Elements.dwg, Layout: Genade, Aug 13, 2010 11:07am

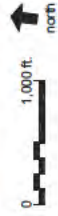
August 2010
DRAFT



Inset 1



Source: Los Angeles International Airport ALP, Landrum & Brown, 2005; FAA Advisory Circular 150/5300-13; GIS Datasets and Mapping, PCR Services Corporation, 2002; Aerial Photography - Digital Globe, March 12, 2008 & U.S. Geological Survey, November 15, 2009; Recondo & Associates, Inc.
Prepared by: Recondo & Associates, Inc.



Parcels Inside Runway 24R Protection Zone Existing Condition

Drawing: 24LAWW1 AX North Runway /Marshall/Parcels/Inside 24R RPZ.dwg, Layout: EXHIBIT140, Aug 12, 2010, 2:58pm

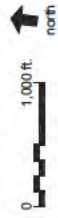
August 2010
DRAFT



Inset 1



Source: Los Angeles International Airport ALP, Landrum & Brown, 2005; FAA Advisory Circular 150/5300-13; GIS Datasets and Mapping, PCR Services Corporation, 2002; Aerial Photography - Digital Globe, March 12, 2008 & U.S. Geological Survey, November 15, 2009; Ricoardo & Associates, Inc.



Drawing: 234.AWAL AX North Runway / Alternative Parcel C10103 North Runway Inside 24R RPZ_100 north.dwg, Layout: 100 North_Aug 12, 2010, 2:45pm

Parcels Inside Runway 24R Protection Zone Runway 6L-24R Shifted 100' North

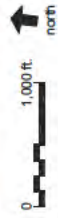
August 2010
DRAFT



Inset 1



Source: Los Angeles International Airport ALP, Landrum & Brown, 2005; FAA Advisory Circular 150/5300-13; GIS Datasets and Mapping, PCR Services Corporation, 2002; Aerial Photography - Digital Globe, March 12, 2008 & U.S. Geological Survey, November 15, 2009; Ricardo & Associates, Inc.



Drawing: 231.ANNA.X North Runway /Arrivals/Departures/US300 North/Parade Inside 24R RPZ, 200 North-Long, Layout: 200 North, Aug 12, 2010, 2:42pm

Parcels Inside Runway 24R Protection Zone Runway 6L-24R Shifted 200' North

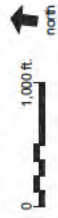
August 2010
DRAFT



Inset 1



Source: Los Angeles International Airport ALP, Landrum & Brown, 2005; FAA Advisory Circular 150/5300-13; GIS Datasets and Mapping, PCR Services Corporation, 2002; Aerial Photography - Digital Globe, March 12, 2008 & U.S. Geological Survey, November 15, 2009; Recondo & Associates, Inc.



Drawing: 231-AWAL-A1 North Runway / Horizontal/Parcel/IC-0300 North/Parcel Inside 24R RPZ, 300 North/Long Layout 200 North, Aug 12, 2010, 2:43pm

Parcels Inside Runway 24R Protection Zone Runway 6L-24R Shifted 300' North

August 2010
DRAFT



Source: Los Angeles International Airport ALP, Landrum & Brown, 2005; FAA Advisory Circular 150/5300-13; GIS Datasets and Mapping, PCR Services Corporation, 2002; Aerial Photography - Digital Globe, March 12, 2008 & U.S. Geological Survey, November 15, 2009; Ricardo & Associates, Inc.



Parcels Inside Runway 24R Protection Zone Runway 6L-24R Shifted 400' North

Drawing: Z:\LA\WU\AX North Runway\Map\Runway\Parcels\CD\400 North\Map\Layout\24R RPZ_400 North.dwg, Layout: 24R North, Aug 12, 2010, 2:50pm



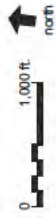
Inset 1



Inset 2



Source: Los Angeles International Airport AIP, Landrum & Brown, 2005; FAA Advisory Circular 150-5300-13; GIS Datasets and Mapping, PCR Services Corporation, 2002; Aerial Photography - Digital Globe, March 12, 2008 & U.S. Geological Survey, November 15, 2009; Recondo & Associates, Inc.
Prepared by: Recondo & Associates, Inc.



Parcels Inside Runway 24L Protection Zone Existing Condition

Drawing: 24LAWW AX North Runway /Arrivals/Parcels/Inside 24L RPZ_Existing.dwg, Layout: EXISTING, Aug 12, 2010, 2:53pm

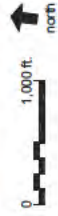
August 2010
DRAFT



Inset 1



Source: Los Angeles International Airport ALP, Landrum & Brown, 2005; FAA Advisory Circular 150/5300-13; GIS Datasets and Mapping, PCR Services Corporation, 2002; Aerial Photography - Digital Globe, March 12, 2008 & U.S. Geological Survey, November 15, 2009; Ricardo & Associates, Inc.
Prepared by: Ricardo & Associates, Inc.



Drawing: 24L AWWA AX North Runway / Alternative/Proposed/24L South/Proposed Inside 24L RPZ, Master Planning, Layouts MASTER P, JAN, Aug 12, 2010, 24/09a

Parcels Inside Runway 24L Protection Zone Runway 6R-24L Shifted 340' South (Master Plan)

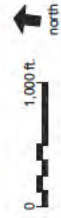
August 2010
DRAFT



Inset 1



Source: Los Angeles International Airport ALP, Landrum & Brown, 2005; FAA Advisory Circular 150/5300-13; GIS Datasets and Mapping, PCR Services Corporation, 2002; Aerial Photography - Digital Globe, March 12, 2008 & U.S. Geological Survey, November 15, 2005; Recondo & Associates, Inc.



Parcels Inside Runway 24R Protection Zone Runway 6L-24R Shifted 300' North (No Western Shift)

Drawing: Z:\LAW\AX North Runway\Map\Runway\Parcel\24R\300 North\No Western Shift.dwg, Layout: 300 North, Aug 13, 2010, 2:28pm

**LAX Specific Plan Amendment Study
Advisory Meeting Materials -
May 5, 2011**

LAX Specific Plan Amendment Study (SPAS) Advisory Committee Meeting

May 5, 2011

Background

- The LAX Master Plan serves as the airport's long range development plan. It establishes the framework for various airport programs and projects, including:
 - Airfield configuration
 - Ground access and regional transit connections
 - Terminal improvements
- The LAX Master Plan was adopted in December 2004
 - However, pursuant to the LAX Specific Plan adopted by the City Council, certain projects required additional study prior to final approval.
 - The Stipulated Settlement Agreement further defined how the study of these “Yellow Light” projects is to be conducted.
 - “Yellow Light” projects cannot be implemented until they are evaluated through Specific Plan Amendment Study (SPAS) process and are approved by the City Council.

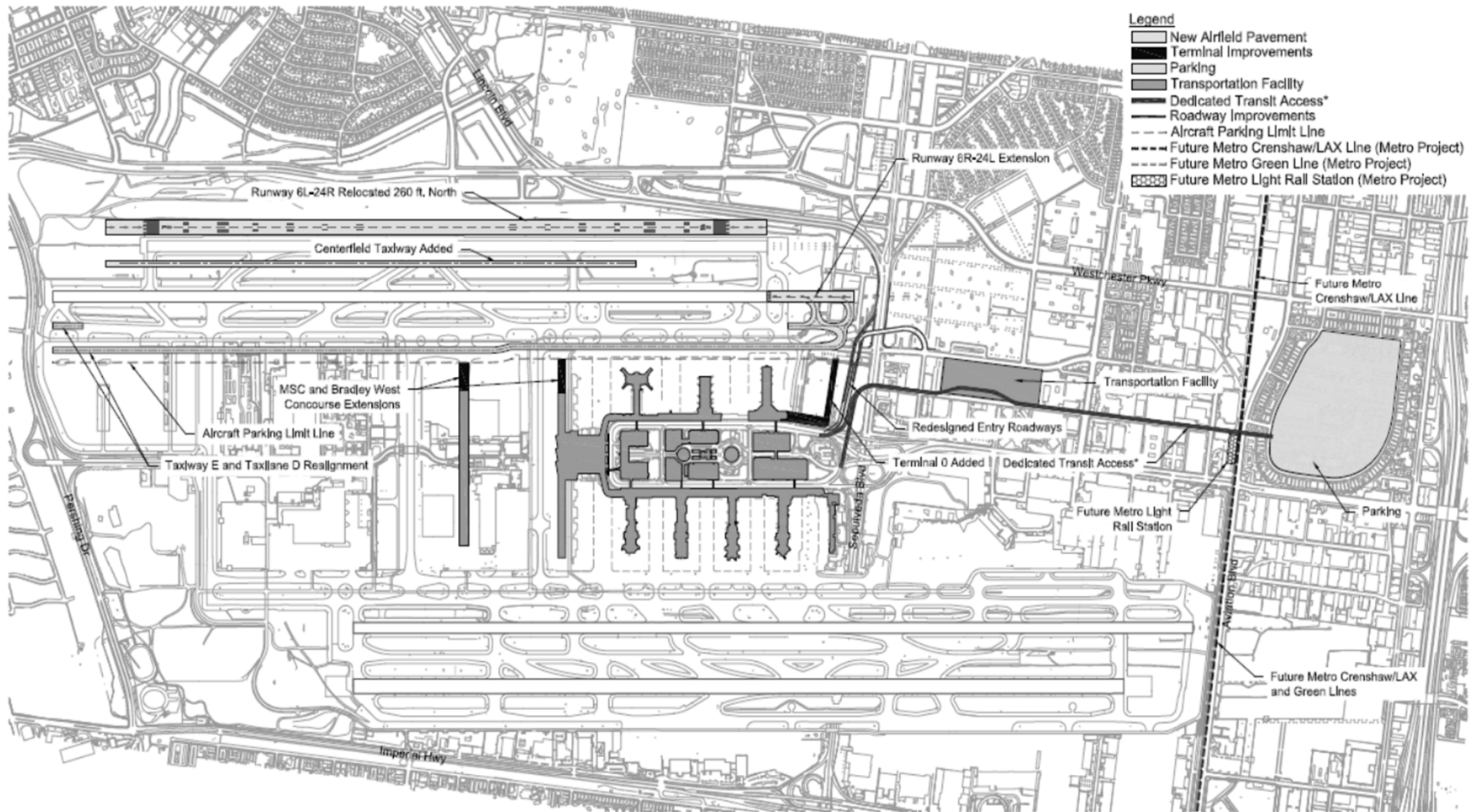
SPAS - Objectives

- The LAX Stipulated Settlement states that the purpose of SPAS is to identify amendments that “plan for the modernization and improvement of LAX in a manner that is designed for a practical capacity of 78.9 million annual passengers while enhancing safety and security, minimizing environmental impacts on the surrounding communities, and creating conditions that will encourage airlines to go to other airports in the region, particularly those owned and operated by LAWA”.
- The Settlement Agreement states that SPAS should focus on “solutions to the problems that the Yellow Light projects were designed to address”. The “Yellow Light” Designated Projects are:
 - Reconfiguration of North Airfield
 - Ground Transportation Center (GTC)
 - Automated People Mover (APM) between Central Terminal Area (CTA) and GTC
 - Demolition of Terminals 1, 2 and 3
 - Roadways associated with GTC and APM

Proposed SPAS Alternatives

- Based on a preliminary review of the airfield, terminal, and ground access options identified in the SPAS EIR NOP, LAWA has refined those options into two alternatives that merit in-depth study through the SPAS process. We will be initiating the preparation of our Draft Environmental Impact Report with study of these Alternatives.
- At the same time, we will continue to study other airfield, terminal, and ground transportation options identified in the NOP as a part of the SPAS process.
- LAWA will also evaluate the Master Plan (i.e., Alternative D) as well as an alternative that evaluates future activity if no Yellow Light Projects or replacements for those projects were implemented.

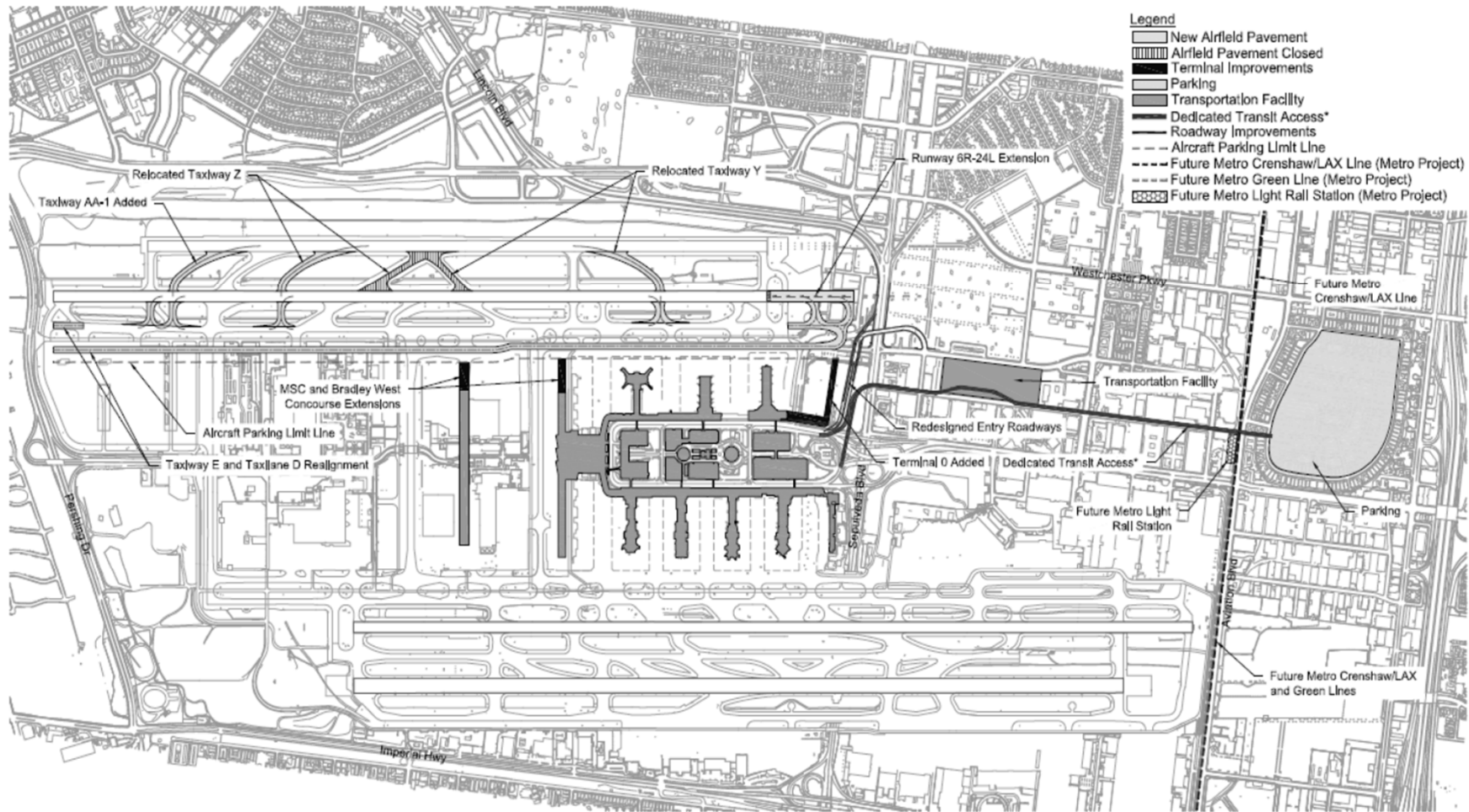
SPAS Alternative 1



Source: HNTB, Los Angeles International Airport Layout Plan, August 2010; FAA, AC 150/5300-13 Airport Design, January 3, 2011; Ricondo & Associates, Inc., May 2011.
Prepared by: Ricondo & Associates, Inc., May 2011.

* Note: Such access is also being studied by Metro.

SPAS Alternative 2



Source: HNTB, Los Angeles International Airport Layout Plan, August 2010; FAA, AC 150/5300-13 Airport Design, January 3, 2011; URS, ITSIP Design Alternative 6 Exit Geometry, May 2010; Ricondo & Associates, Inc., May 2011.
Prepared by: Ricondo & Associates, Inc., May 2011.

* Note: Such access is also being studied by Metro.

Runway Separation Analysis Process

- Review of North Airfield Planning Objectives (Presented at August 16, 2010 Advisory Committee Meeting)
- Review of FAA Runway and Taxiway Separation Standards
 - Current Application
 - Aircraft Design Group
 - Visibility Conditions
 - Functional Intent of the Standards
- Review of FAA Taxiway Design Guidelines
 - Recommended Taxiway Design
 - Functional Intent of Guidelines
- Develop Airfield Option operational profiles
- Applied SPAS future fleet mix data

Proposed North Airfield Planning Objectives

Provides for north airfield improvements that:

- Are consistent with FAA design standards for the largest aircraft types currently in service and anticipated for the future (Group 5 and 6 aircraft) for all weather conditions.
- Minimize if not avoid modifications of standards, waivers, or operational restrictions, all of which reduce airfield efficiency and level of service.
- Reduce the potential for airfield hazards, including incursions, and enhance the overall safety of airfield operations through runway and taxiway design.
- Can accommodate a greater percentage of departing aircraft, thereby increasing airfield efficiency.
- Minimize or eliminate the extent to which the Runway Protection Zone overlays residential areas.
- Minimize construction-related impacts, including disruption to airport operations.
- Provide sufficient areas at the ends of the runways for holding arriving flights and sequencing departing aircraft.

Proposed North Airfield Planning Objectives – Runway Separation

- Planning Objectives specifically related to runway separation provide that alternate designs:
 - Are consistent with FAA design standards for the largest aircraft types currently in service and anticipated for the future (Group 5 and 6 aircraft) for all weather conditions.
 - Minimize if not avoid modifications of standards, waivers, or operational restrictions, all of which reduce airfield efficiency and level of service.
 - Reduce the potential for airfield hazards, including incursions, and enhance the overall safety of airfield operations through runway and taxiway design.

FAA Runway-Taxiway Separation Standards

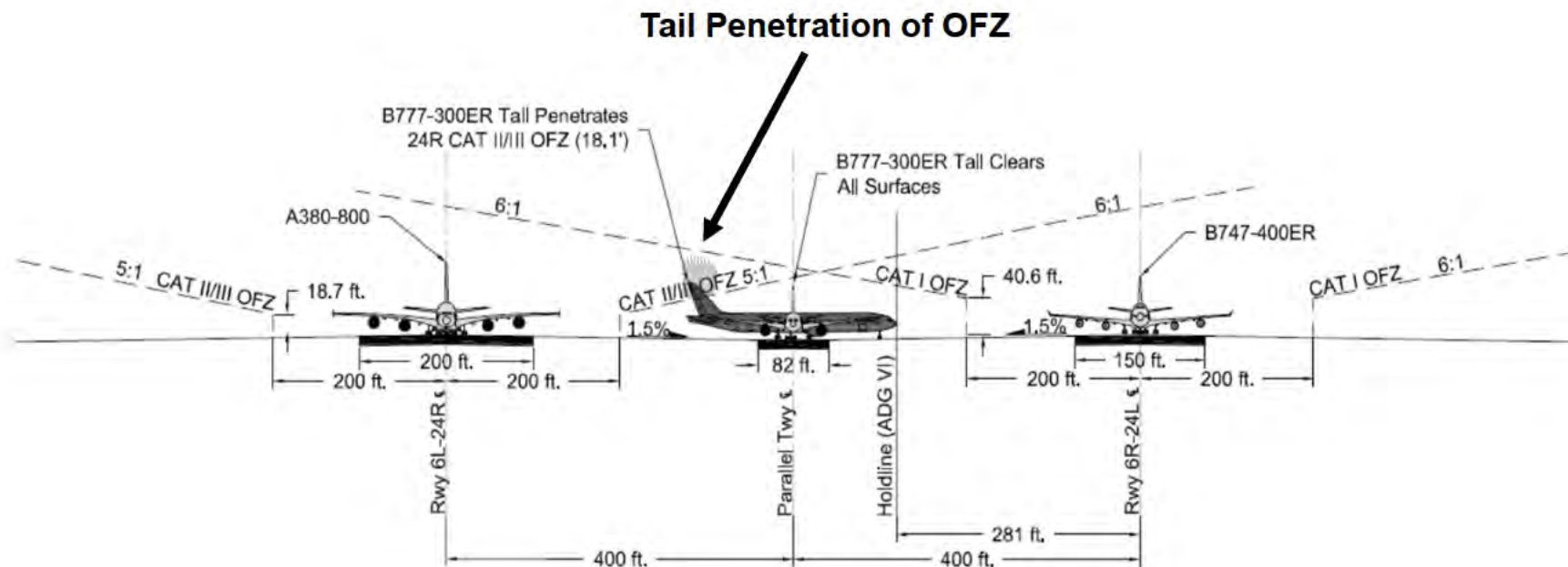
- FAA Runway-Taxiway Separation Standards are designed to protect each runway's Object Free Zone (OFZ) and Runway Safety Area (RSA) from being penetrated by any part of an airplane on a parallel taxiway.
- Standards are based both on FAA-designated Aircraft Design Group and visibility conditions.

	<u>Approach Visibility (statute miles)</u>	
Aircraft Category	<u>$\geq \frac{1}{2}$ mile</u>	<u>$< \frac{1}{2}$ mile</u>
ADG 3	400'	400'
ADG 4	400'	400'
ADG 5	400'	500'
ADG 6	500'	550'

Protecting Runway RSA/OFZs

Profile Analysis

- Aircraft/Airfield profiles were used to determine whether LAWA could meet the intent of FAA Standards and Guidelines under non-standard airfield configurations.



Example: Boeing 777-300 ER at 90 degrees on the SPAS 100' North Concept

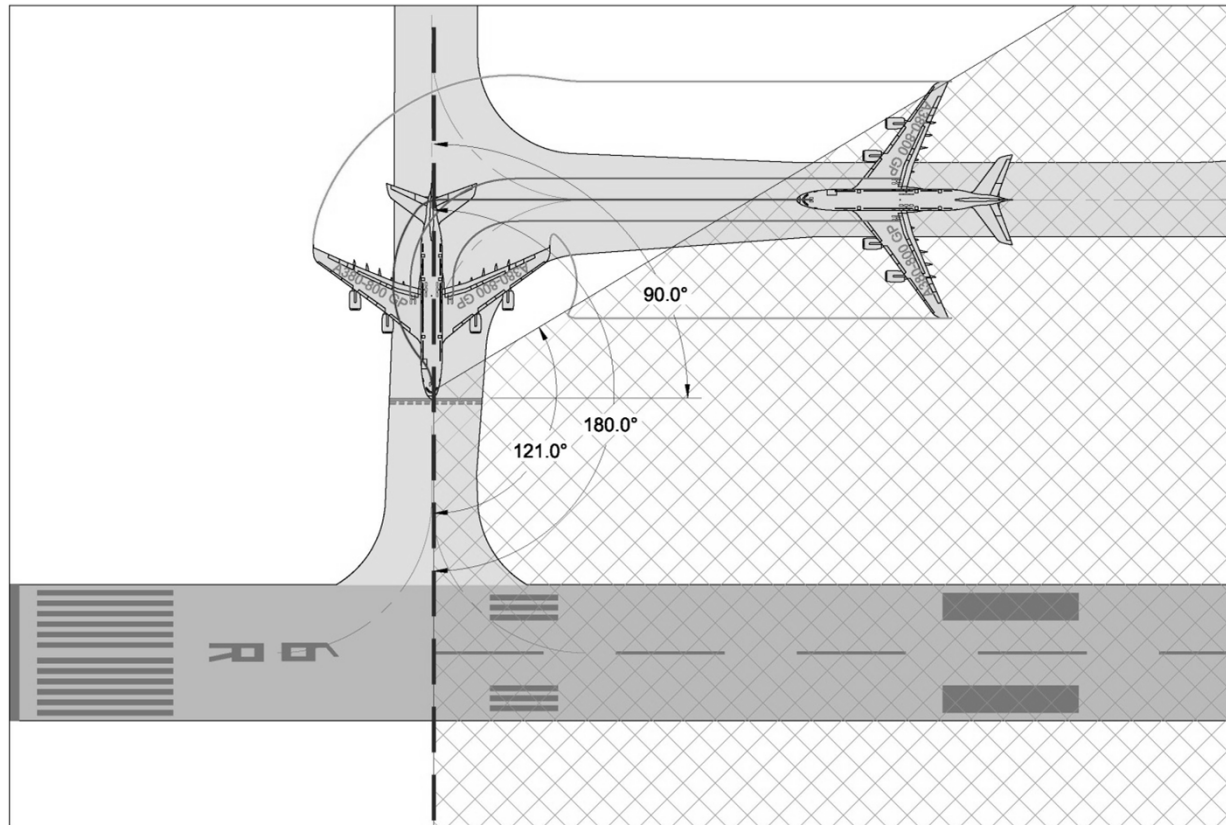
FAA Taxiway Design Guidelines

- FAA makes recommendations* on taxiway design to reduce the risk of incursions and improve situational awareness, including:
 - Centerline Taxiways between parallel runways
 - Right Angle (90 Degrees) Taxiways when crossing runways
 - Design Exit Taxiways in latter third of runway
 - Dual Parallel Taxiways to service terminals, gates, and runway

*Note : Sources of recommendations include: FAA Engineering Brief 75 and letter from the FAA Administrator to City of Los Angeles Mayor Antonio Villaraigosa dated April 2, 2010.

FAA Cross-Taxiway Design Guidelines

- FAA Engineering Brief 75: Recommends right-angle taxiways to provide the best visual perspective to pilots holding to cross in order to optimize pilots' recognition of entry into the runway



Line of Sight Analysis

- To meet the intent of the FAA recommended 90 degree angle crossing taxiway design, “Line of Sight” analyses were conducted to find what angles specific aircraft could reach to increase situational awareness when crossing the inboard runway.



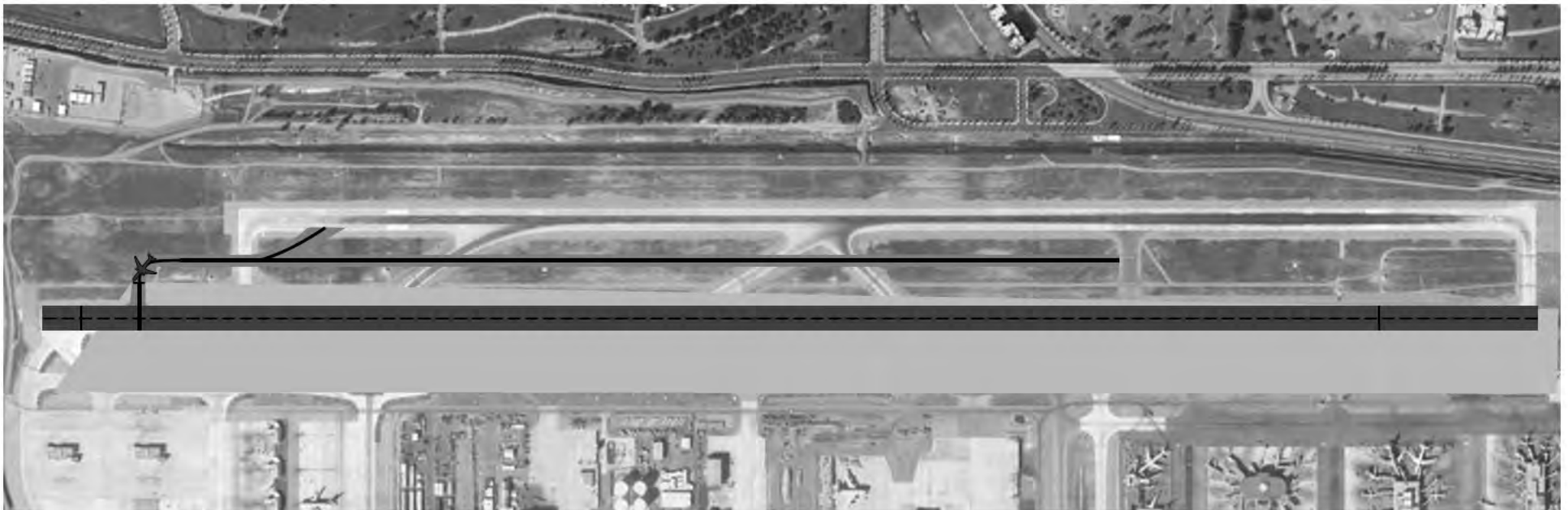
Line of Sight Analysis: 6L-24R 100'/200' North Options



Line of Sight Analysis: 6L-24R 300' North Option



Line of Sight Analysis: 6L-24R 260' North Option

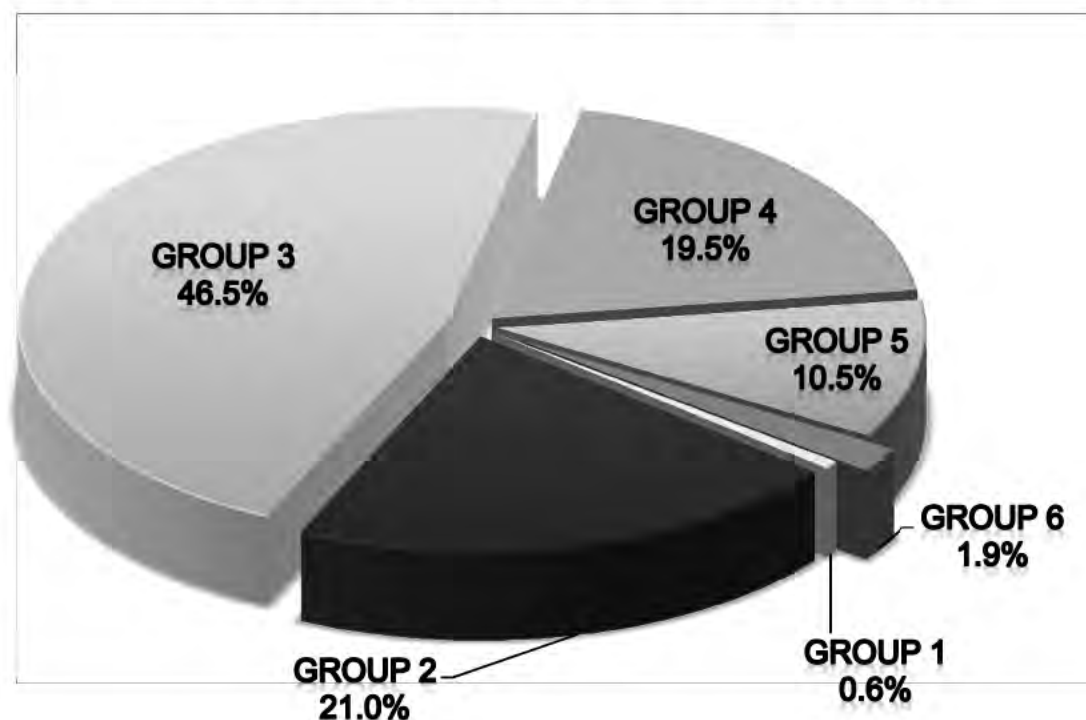


SPAS Fleet Mix

- Based on the SPAS Passenger Forecast, a fleet mix has been developed for the SPAS Planning Horizon
- The forecast anticipates 39 daily Group 6 operations at LAX

Representative Aircraft	
ADG 1	Beechcraft Super King Air 200; Learjet 60
ADG 2	Canadair CRJ-700; Embraer 120
ADG 3	Boeing 737 series; Airbus 320 series
ADG 4	Boeing 757 and 767 series
ADG 5	Boeing 747 and 777 series; Airbus 340 series
ADG 6	Airbus 380-800; Boeing 747-800

**Draft LAX Forecasted Design Day Flight Schedule
Fleet Mix Percentages by Airplane Design Group**



Note: Percentages may not add up to 100% due to rounding.

Proposed Terminal Problem Statements

- Certain North Airfield improvement options, including the approved LAX Master Plan, move Runway 6R-24L and/or its associated taxiways too close to Terminals 1, 2, and 3.
- Larger aircraft wingspans require greater distances between aircraft gates than available today.

Terminal Alternative Designs

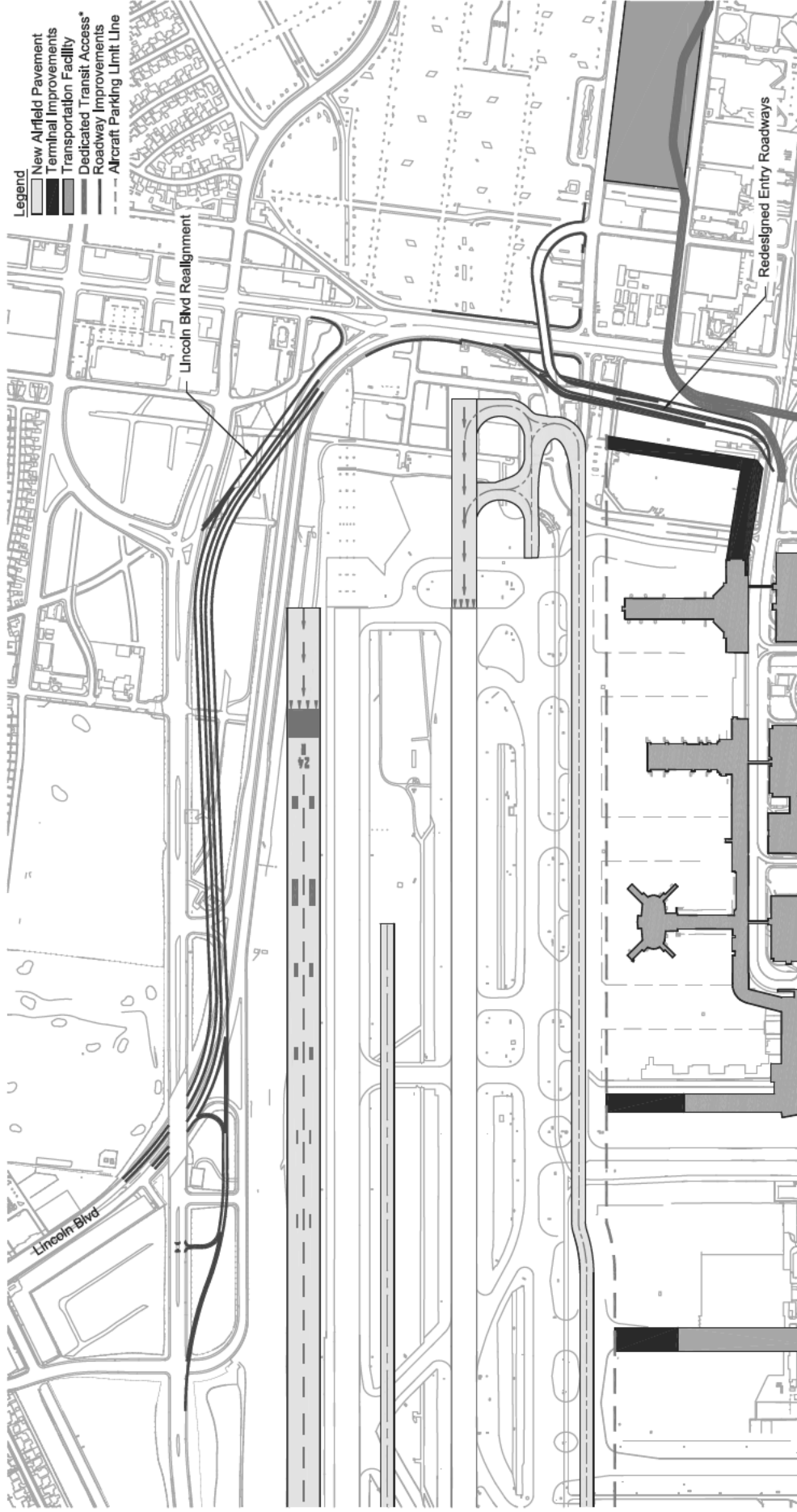
- Potential alternative designs to adopted Master Plan Terminal Configurations:
 - Do not demolish Terminals 1, 2, and 3, and alter gate configurations to allow for taxiway improvements.
 - Add new concourse and terminal space to provide replacement gates for those impacted by taxiway improvements and to accommodate larger aircraft wingspans.
- LAWA will conduct in-depth study of terminal configurations that utilize the parking limit line from SPAS Alternatives 1 & 2, and that include a new Terminal in a portion of the Park One parcel (Terminal 0).

Proposed Ground Transportation Problem Statements

- The LAX Master Plan was designed to exclude private vehicle access to the Central Terminal Area (CTA) to meet airport security needs.
- The curb-front and access road system used for passenger drop-off and pick-up was not designed for projected levels of traffic.
- Neither the existing nor the LAX Master Plan ground access system takes advantage of recent changes in planned regional transit projects.
- Passengers and employees need a transportation system that efficiently connects off-airport parking, transportation facilities, and the CTA.

Ground Transportation Alternative Designs

- Potential alternative designs to the LAX Master Plan Ground Transportation System:
 - Redesign CTA entry way by utilizing a portion of “Park One” property, thereby creating additional curbside in the CTA.
 - Reconfigure and develop airport facilities that allow for alternate drop-off and pick-up of passengers outside of the CTA.
 - Provide grade-separated/ dedicated transportation system that connects airport and transit facilities to the CTA.
- Both SPAS Ground Options contained in the NOP (A & B) provide similar designs, with differences in the area of mode and the provision of a Consolidated Rent-A-Car Facility.
- LAWA will conduct in-depth study of Option A along with the aforementioned airfield and terminal components.



Source: HNTB, Los Angeles International Airport Layout Plan, August 2010; FAA, AC 150/5300-13 Airport Design, January 3, 2011; Ricondo & Associates, Inc., May 2011.
Prepared by: Ricondo & Associates, Inc., May 2011.



Drawing: Z:\LA\WALAX North Runway Alternatives\B\CAD\XX_260 North Composite_Roadways.dwg Layout: 260 North_Roadways_May 03_2011 1:31 pm

Specific Plan Amendment Study

Runway 6L-24R Relocated 260 ft. North

May 3, 2011
DRAFT



Source: AC 150/5300-13 Airport Design Change 15, Federal Aviation Administration, December 31, 2009; Los Angeles International Airport Layout Plan, HNTB, August 30, 2010; Aerial Photography, Digital Globe, March 14, 2008; Record & Associates, Inc., May, 2011.
Prepared by: Record & Associates, Inc., May, 2011.

Exhibit 1

0 300 ft
north

Runway 6L-24R Relocated 260 ft. North
Runway Protection Zone (RPZ)

Drawing: 24LAWALX North Runway / Alameda Express Evaluation 260 North/Carroll RPZ.dwg, Layout: 1, May 03, 2011, 4:53pm

May 3, 2011
DRAFT

**LAX Specific Plan Amendment Study
Advisory Meeting Materials -
March 12, 2012**

LAX Specific Plan Amendment Study (SPAS) Advisory Committee Update

March 12, 2012

Agenda

- SPAS Alternatives
- Security Evaluation Update
- Timeline Update

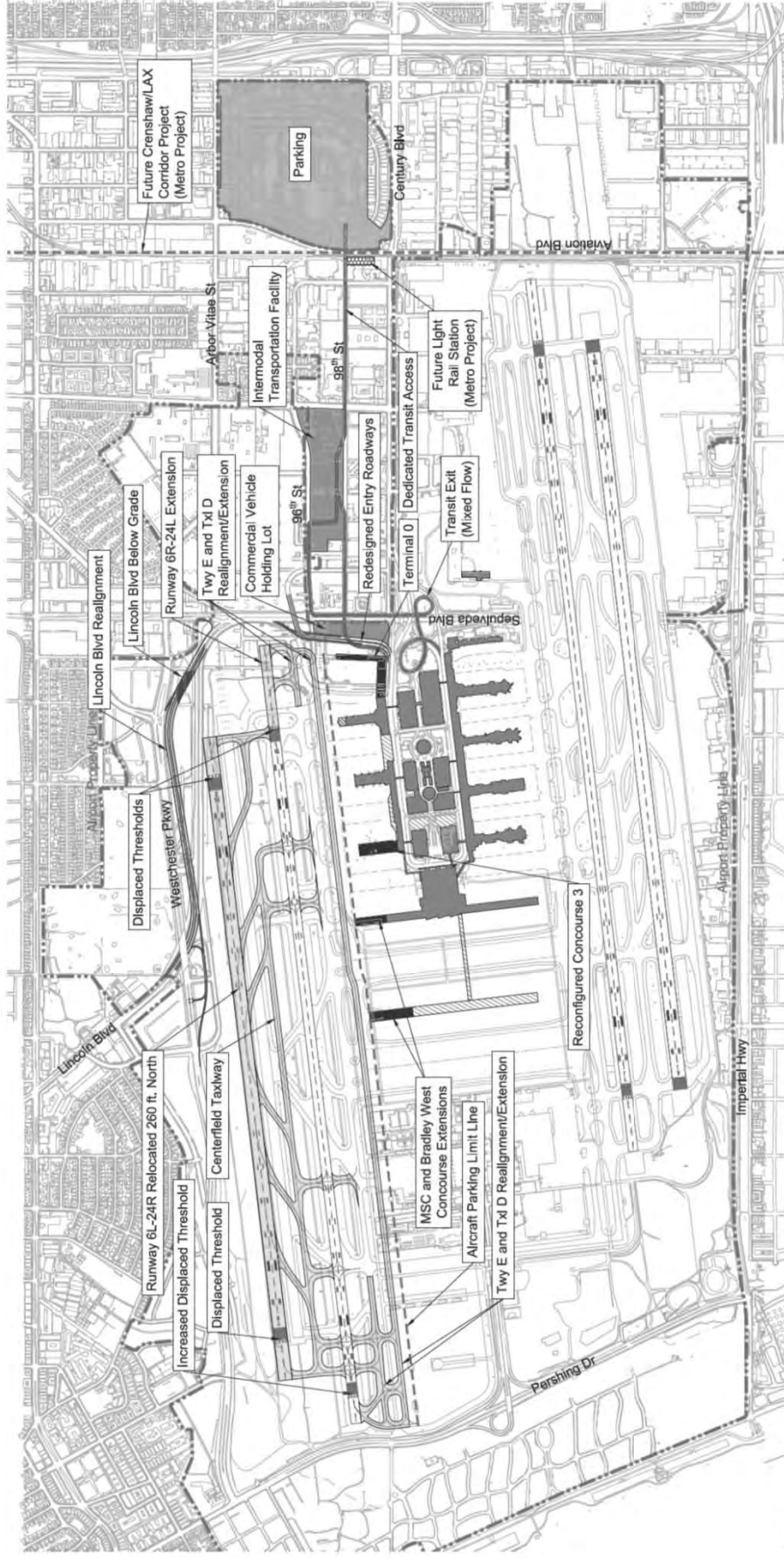
SPAS - Objectives

- The LAX Stipulated Settlement states that the purpose of SPAS is to identify amendments that “plan for the modernization and improvement of LAX in a manner that is designed for a practical capacity of 78.9 million annual passengers while enhancing safety and security, minimizing environmental impacts on the surrounding communities, and creating conditions that will encourage airlines to go to other airports in the region, particularly those owned and operated by LAWA” .
- The Settlement Agreement states that SPAS should focus on “solutions to the problems that the Yellow Light projects were designed to address” . The “Yellow Light” Designated Projects are:
 - Reconfiguration of North Airfield
 - Ground Transportation Center (GTC)
 - Automated People Mover (APM) between Central Terminal Area (CTA) and GTC
 - Demolition of Terminals 1, 2 and 3
 - Roadways associated with GTC and APM

Proposed SPAS Alternatives

- Based on a preliminary review of the airfield, terminal, and ground access options previously identified in the SPAS EIR NOP, LAWA has refined those options into a series of alternatives that will be studied through the SPAS process.
- We have initiated the preparation of our Draft Environmental Impact Report with study of these Alternatives.
- At the same time, we will continue to study other airfield, terminal, and ground transportation options as a part of the SPAS process.

SPAS Alternative 1

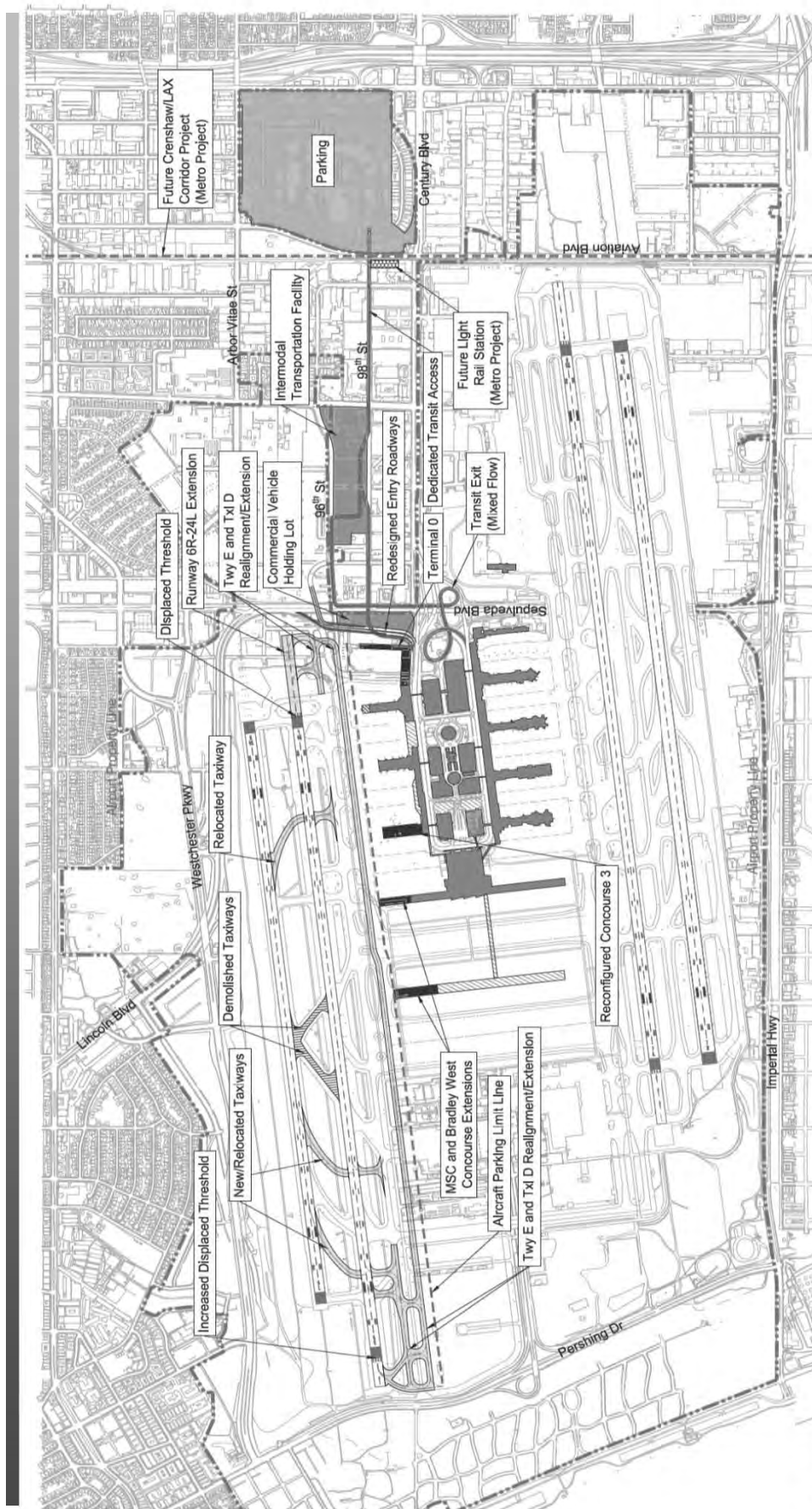


Note: Improvements depicted are conceptual only and do not represent engineered design.



Source: HNTB Corp., Los Angeles International Airport Layout Plan, August 2010; Ricondo & Associates, Inc., December 2011.
Prepared by: Ricondo & Associates, Inc., December 2011.

SPAS Alternative 2

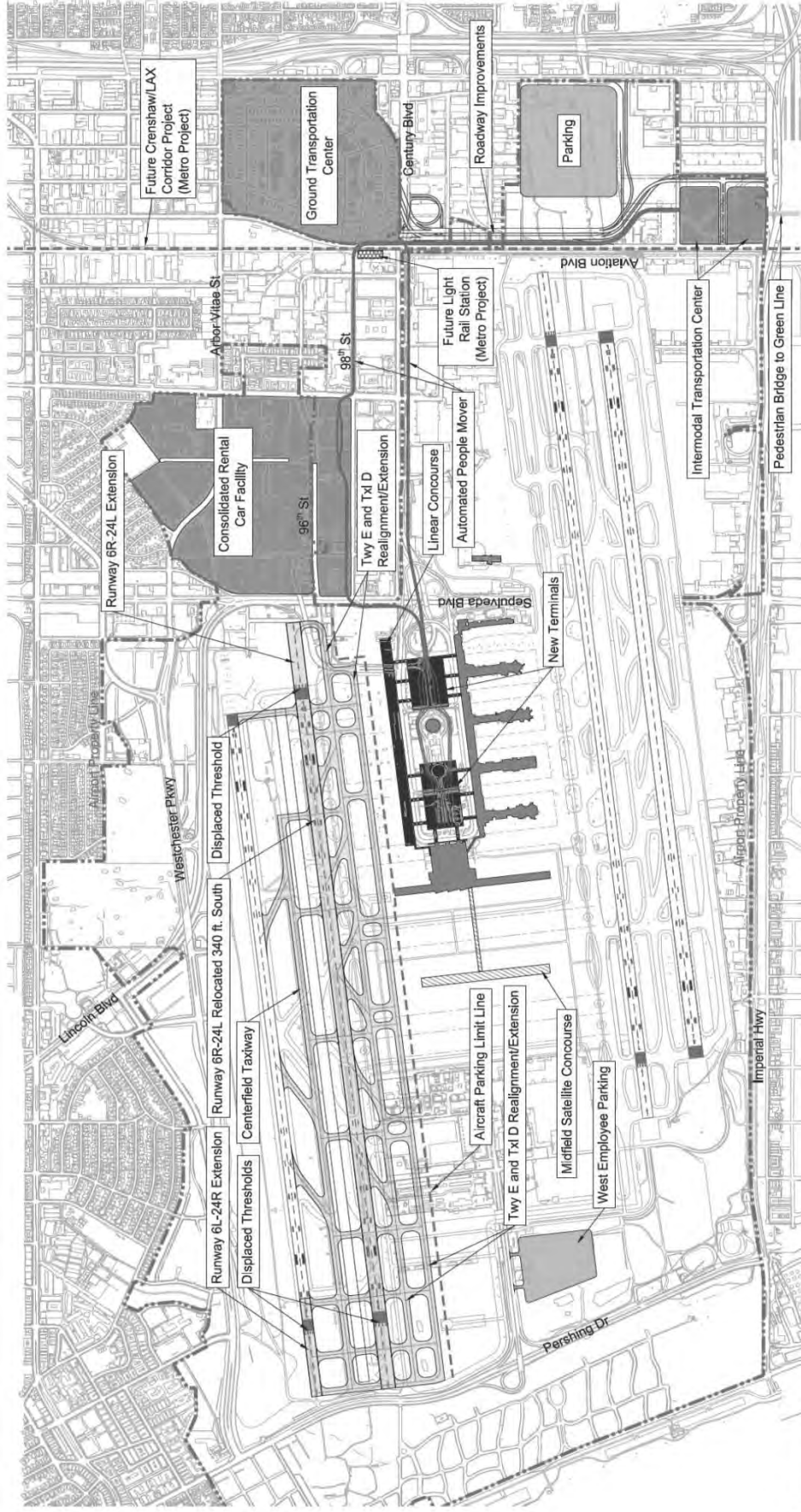


Note: Improvements depicted are conceptual only and do not represent engineered design.



Source: HNTB Corp., Los Angeles International Airport Layout Plan, August 2010, Ricordo & Associates, Inc., December 2011.
Prepared by: Ricordo & Associates, Inc., December 2011.

SPAS Alternative 3

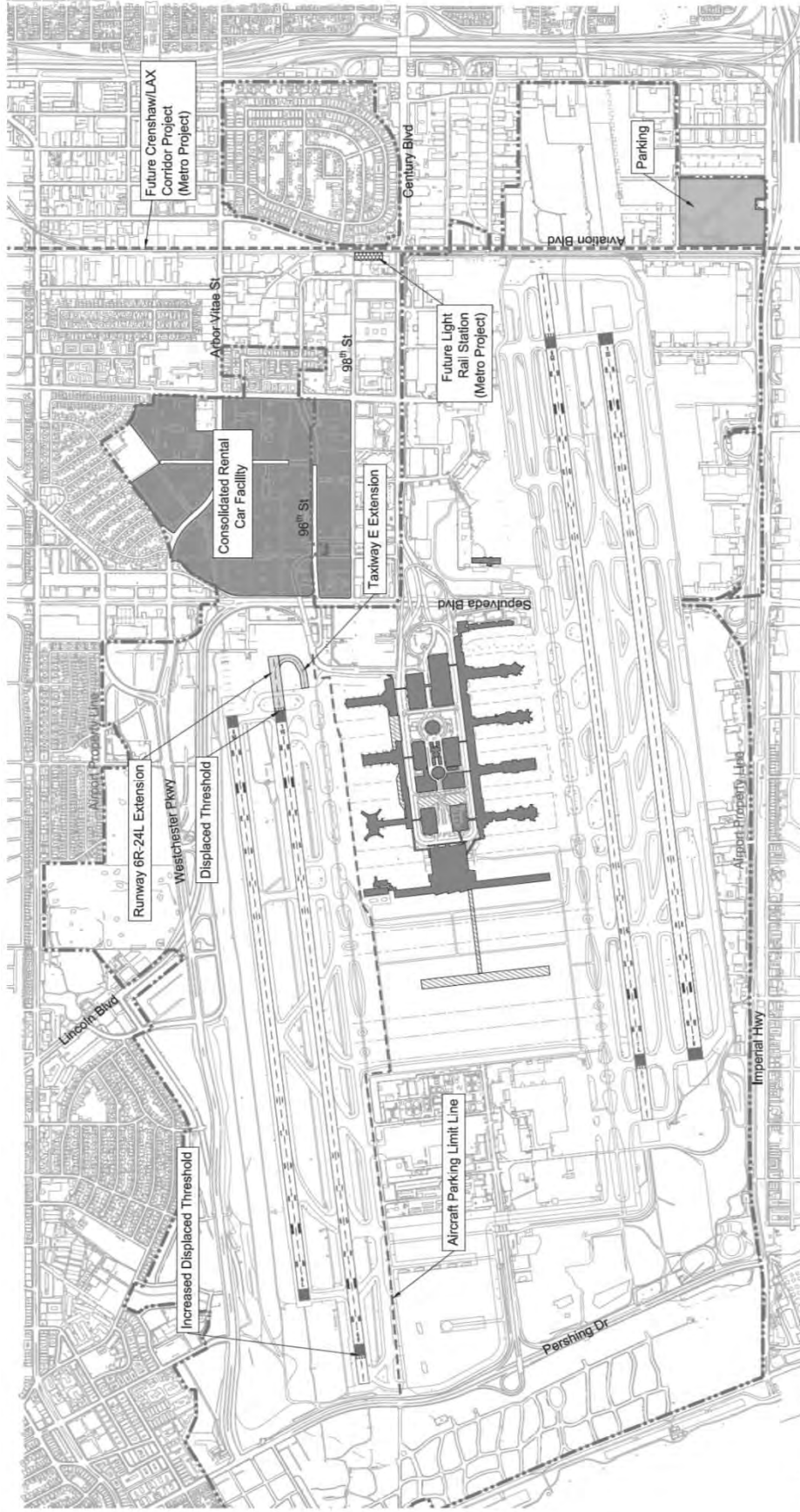


Note: Improvements depicted are conceptual only and do not represent engineered design.



Source: HNTB Corp., Los Angeles International Airport Layout Plan, August 2010, Ricondo & Associates, Inc., December 2011.
Prepared by: Ricondo & Associates, Inc., December 2011.

SPAS Alternative 4

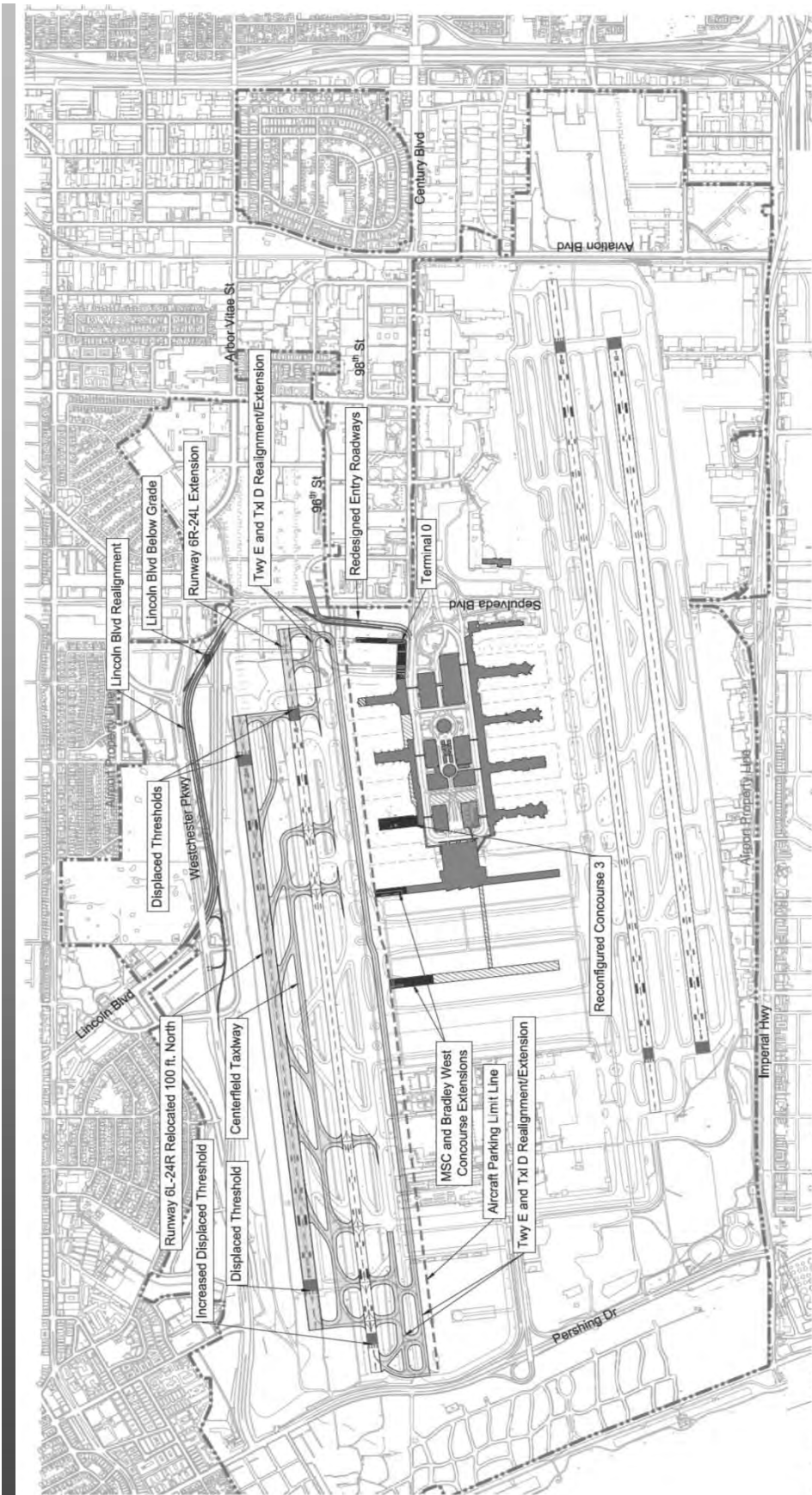


Source: HNTB Corp., Los Angeles International Airport Layout Plan, August 2010; Ricondo & Associates, Inc., December 2011.
Prepared by Ricondo & Associates, Inc., December 2011.



Source: HNTB Corp., Los Angeles International Airport Layout Plan, August 2010; Ricondo & Associates, Inc., December 2011.
Prepared by: Ricondo & Associates, Inc., December 2011.

SPAS Alternative 6

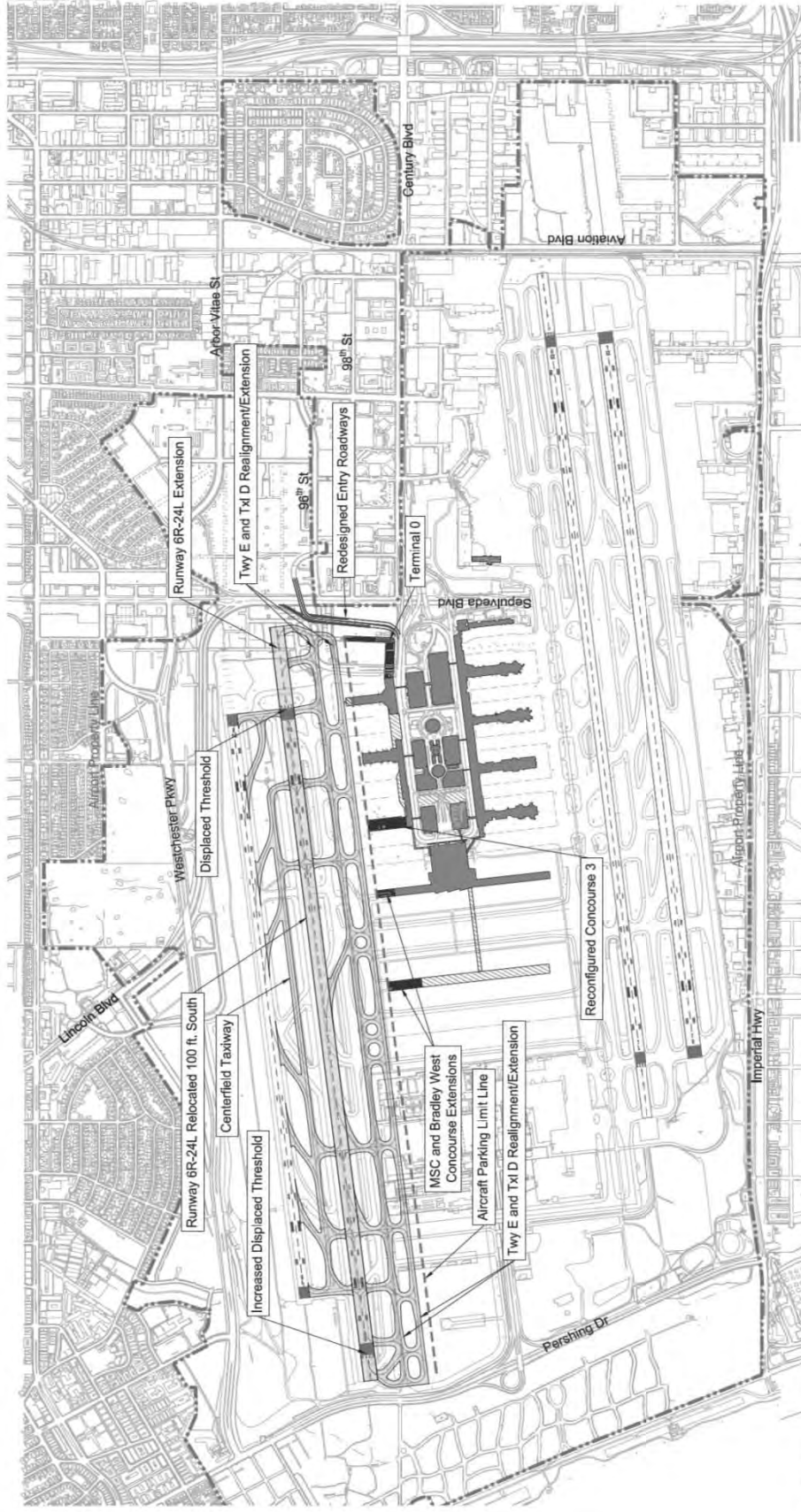


Note: Improvements depicted are conceptual only and do not represent engineered design.



Source: HNTB Corp., Los Angeles International Airport Layout Plan, August 2010; Ricondo & Associates, Inc., December 2011.
Prepared by: Ricondo & Associates, Inc., December 2011.

SPAS Alternative 7

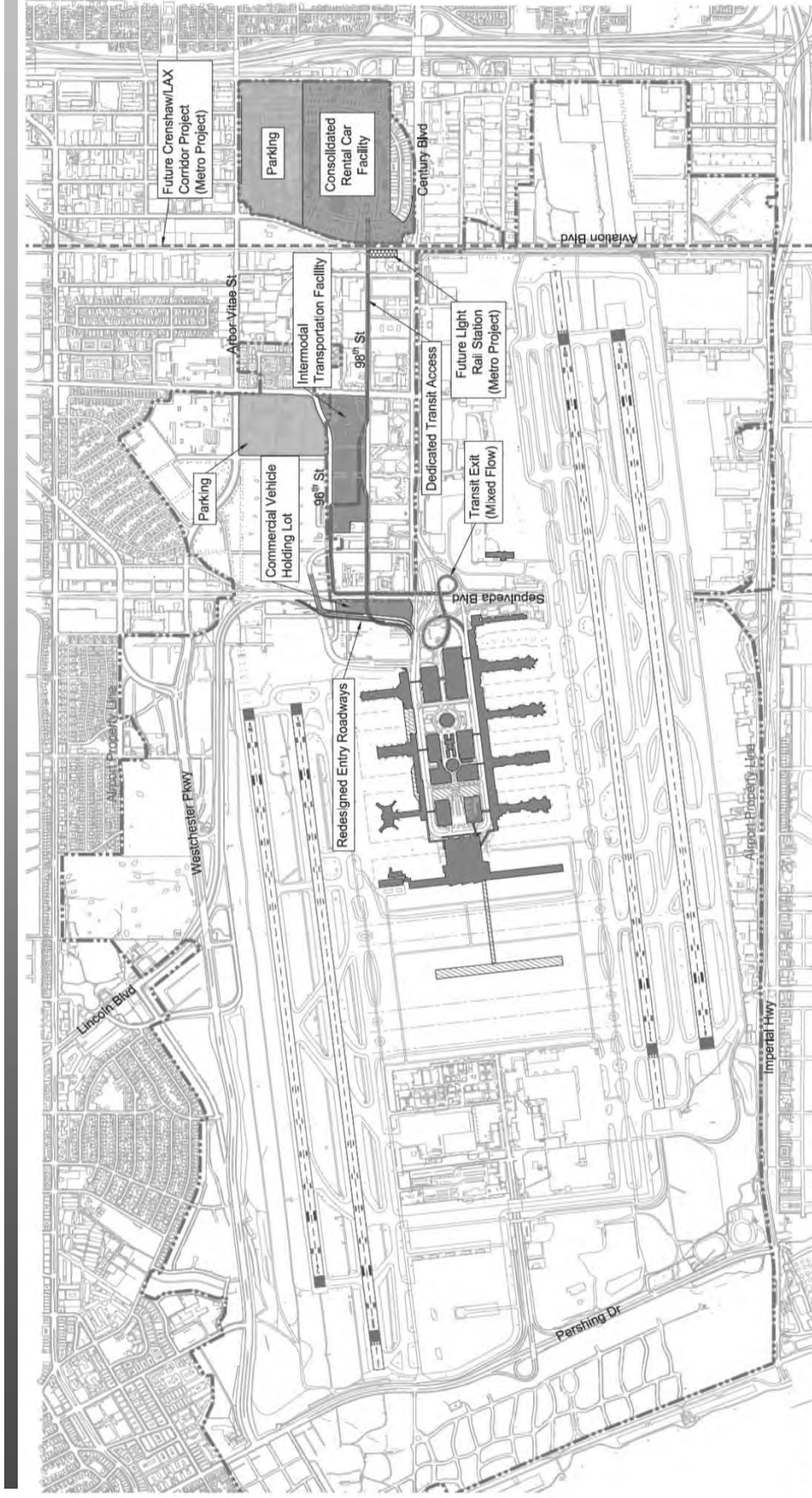


Note: Improvements depicted are conceptual only and do not represent engineered design.



Source: HNTB Corp., Los Angeles International Airport Layout Plan, August 2010; Ricordo & Associates, Inc., December 2011.
Prepared by: Ricordo & Associates, Inc., December 2011.

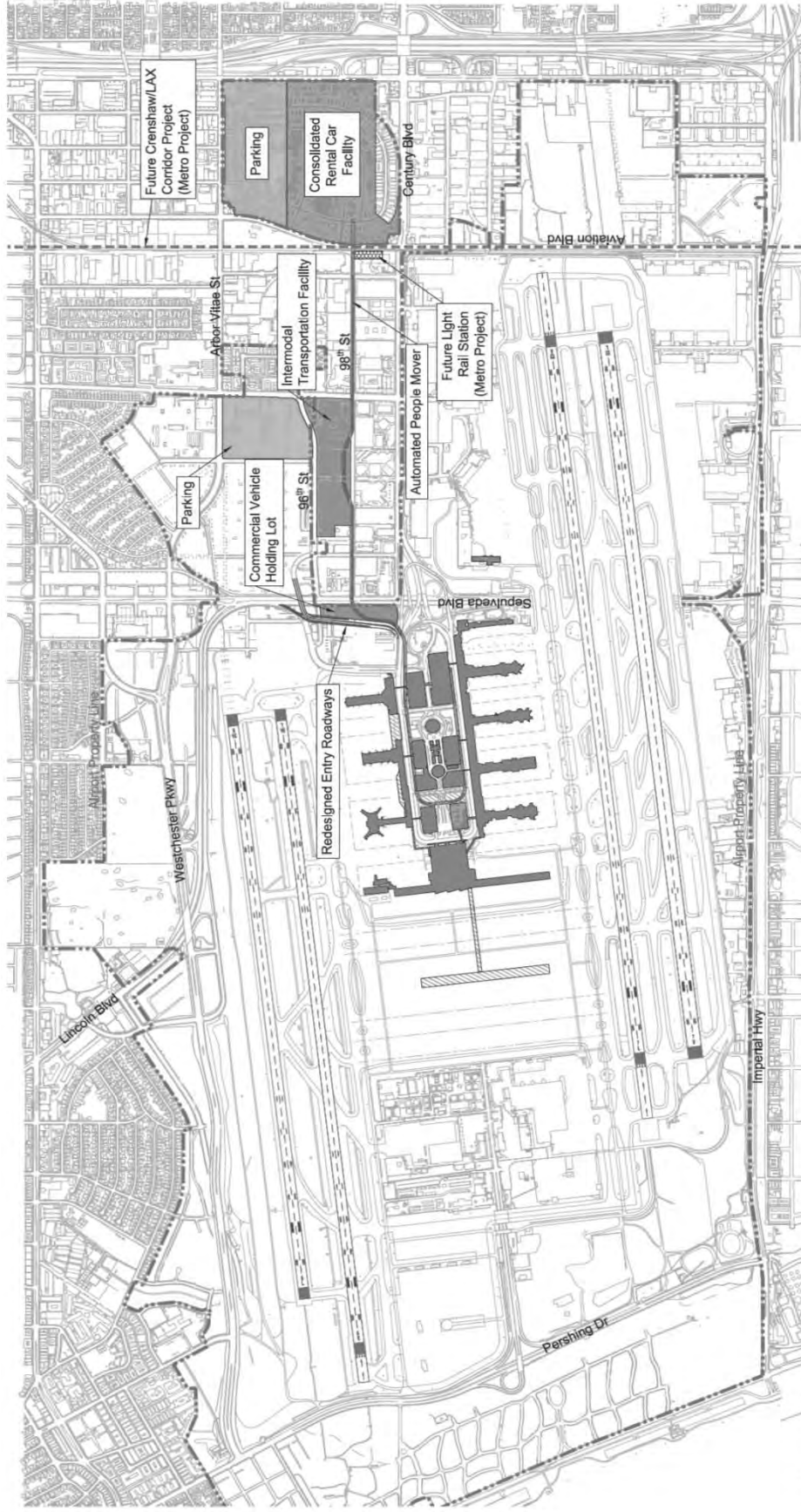
SPAS Alternative 8



Note: Improvements depicted are conceptual only and do not represent engineered design.

Source: HNTB Corp., Los Angeles International Airport Layout Plan, August 2010, Ricondo & Associates, Inc., December 2011.
Prepared by: Ricondo & Associates, Inc., December 2011.

SPAS Alternative 9



Note: Improvements depicted are conceptual only and do not represent engineered design.



Source: HNTB Corp., Los Angeles International Airport Layout Plan, August 2010; Ricondo & Associates, Inc., December 2011.
Prepared by: Ricondo & Associates, Inc., December 2011.

SPAS Alternatives Summary

Alternative Designation		Former References or “Description”
Full Alternatives		
Alternative 1		“260’ N” with “SPAS Ground Concept A”
Alternative 2		“No Additional Runway Separation” with “SPAS Ground Concept A”
Alternative 3		Master Plan/ “Alternative D”
Alternative 4		“No Yellow Light Projects”
Airfield Alternatives		
Alternative 5		“350’ N”
Alternative 6		“100’ N”
Alternative 7		“100’ S”
Ground Alternatives		
Alternative 8		“Consolidated Rent-A-Car Facility at Manchester Square”
Alternative 9		“SPAS Ground Concept B”

Security Evaluation Update

- Section V. Paragraph I. of the Stipulated Settlement requires LAWA to conduct an evaluation of the Alternative Projects in consultation with security experts.

Security Evaluation

- **Security Implications** - The focus of the evaluation will be on security, particularly as related to the security implications introduced by the SPAS Alternatives. The evaluation will focus on aspects generally within the jurisdiction of LAWA, although it may consider requirements of other agencies having security- related responsibilities. An analysis of safety considerations (i.e., runway incursions) associated with airport operations is not within the scope of the security evaluation, given that such safety issues have been evaluated in other studies.
- **The Security Evaluation for SPAS will be at the Programmatic Level** - The SPAS Team will provide general project descriptions for each element to be studied, but specific facility details affecting security considerations are not available at this conceptual level of planning. Depending on the results of the evaluation, TranSecure may provide programmatic-level recommendations to consider in the future more detailed design of the project.

Security Evaluation (cont.)

- **Differences in Future Alternatives** - The evaluation will consider key differences in proposed airport facilities, infrastructure, and operational profiles (i.e., private vehicle access to the CTA, transit access into the CTA via dedicated bus or APM, etc.) of the SPAS Alternatives when fully implemented by the 2025 planning horizon for SPAS.
- **Transparency and Confidentiality** - A summary of the evaluation will be included in the SPAS Report, and the full evaluation will be provided as an appendix to the SPAS Report, if/as appropriate. Any content considered by LAWA to be Security Sensitive Information (SSI) will be redacted and/or submitted in a separate confidential report to LAWA management.

SPAS Timeline (Updated January 2012)

2011	2012			2013	2014
SPAS – CEQA (Program Level)					
Draft EIR	45-Day Review	Response to Comments	BOAC	Local Approvals	
Individual Projects – CEQA (Project Level)					
NEPA (if necessary)					

**LAX Specific Plan Amendment Study
Advisory Meeting Materials -
June 28, 2012**

LAX Specific Plan Amendment Study (SPAS) Update

SPAS Advisory Committee
June 28, 2012

All SPAS Report and Draft EIR
Results are Preliminary

Agenda

- Process Overview
- Methodology and Key Assumptions – Highlights
- Preliminary Performance Data – Highlights
- Draft EIR Outreach

SPAS Process Overview

All SPAS Report and Draft EIR
Results are Preliminary

SPAS To Date

2006 - 2010

- SPAS Initial Planning
- Initial Scoping
- North Airfield Safety Studies Conducted

2010

- Additional Scoping
- Refinement of Alternatives

2011

- Nine Alternatives Developed and Presented
- Draft EIR Analysis Begins

All SPAS Report and Draft EIR
Results are Preliminary

SPAS Report and Draft EIR

- Forthcoming release of the SPAS Report & Draft EIR is the next major step in the disclosure portion of the SPAS process.
 - All data and summaries presented today are preliminary and are subject to change.
 - Public meetings in July/August.
 - *There is no staff-preferred alternative at this time.*
- Expected Contents of Documents:

SPAS EIR	SPAS Report
• Project Description & Objectives • Environmental Analysis, including but not limited to: • Traffic • Air Quality • Noise	• Other issues, including but not limited to: • Safety • Security • Finance

All SPAS Report and Draft EIR
Results are Preliminary

SPAS Alternatives Summary

Alternative Designation		Former References or “Description”
Integrated Alternatives		
Alternative 1		“260’ N” with “SPAS Ground Option A”
Alternative 2		“No Increased Separation” (NIS) with “SPAS Ground Option A”
Alternative 3		Master Plan/ “Alternative D”
Alternative 4		“No Yellow Light Projects”
Standalone Airfield Alternatives		
Alternative 5		“350’ N”
Alternative 6		“100’ N”
Alternative 7		“100’ S”
Standalone Ground Transportation Alternatives		
Alternative 8		“Consolidated Rent-A-Car Facility with Busway”/ Option B
Alternative 9		“Consolidated Rent-A-Car Facility with Automated People Mover” (APM)/ Opt. C

All SPAS Report and Draft EIR
Results are Preliminary

Methodology and Key Assumptions - Highlights

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Methodology and Key Assumptions - General

- Baseline Year of analysis set at 2010
 - In some resource areas, data from other years was used to complete or approximate 2010 data
 - Data sources include, but are not limited to:
 - Traffic counts for intersections in study area
 - Driveway/Circuit Counts from airport facilities
 - USDOT T-100 database
 - Site surveys
- Passenger Activity Level at 78.9 MAP in future scenarios

Methodology and Key Assumptions – Ground Transportation

Ground Transportation

- Origin and Destination Passengers 78.8% of passenger base
- Mode of Access (see chart right):
 - Baseline mode splits adjusted based on Alternative
 - No major operational changes in CTA assumed
- Low-Emissions LAWA Shuttles/Buses serving CTA
- New Metro station at Century/Aviation
- Lincoln Boulevard - existing capacity and connectivity preserved
- APM Maintenance Yard in Manchester Square

2025 Baseline Mode Splits –
CTA Peak Hour Arrivals*

Mode	Baseline
Private Vehicle - Non-Parking	52%
Private Parking Shuttles	9%
Rental Car Shuttles	8%
Hotel Shuttles	6%
Transit Bus	1%
Private Vehicle - Parking	6%
Shared Ride Vans	5%
Taxi	5%
LAX Shuttles	3%
Limosines	3%
"Flyaway"	2%
Charter Bus	2%
APM	0%

*Note = Percentages may not add up to 100% due to rounding

SPAS Studied Intersections



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Methodology and Key Assumptions – Airfield/Terminal

Airfield & Terminal Assumptions

- Simulation conducted using SIMMOD
 - “Peak Month, Average Day, Peak Month” analysis – August 2025
 - Carrier-neutral gating
 - 6R/24L remains a Category I runway
 - Runway assignments based on configuration
- All Alternatives provide 153 passenger gates
 - Midfield Concourse Satellite Completed
 - Includes concourses, passenger processing, and conveyance to the CTA
 - No West Remote Gates
 - No changes to cargo areas

Methodology and Key Assumptions - Airfield Operations

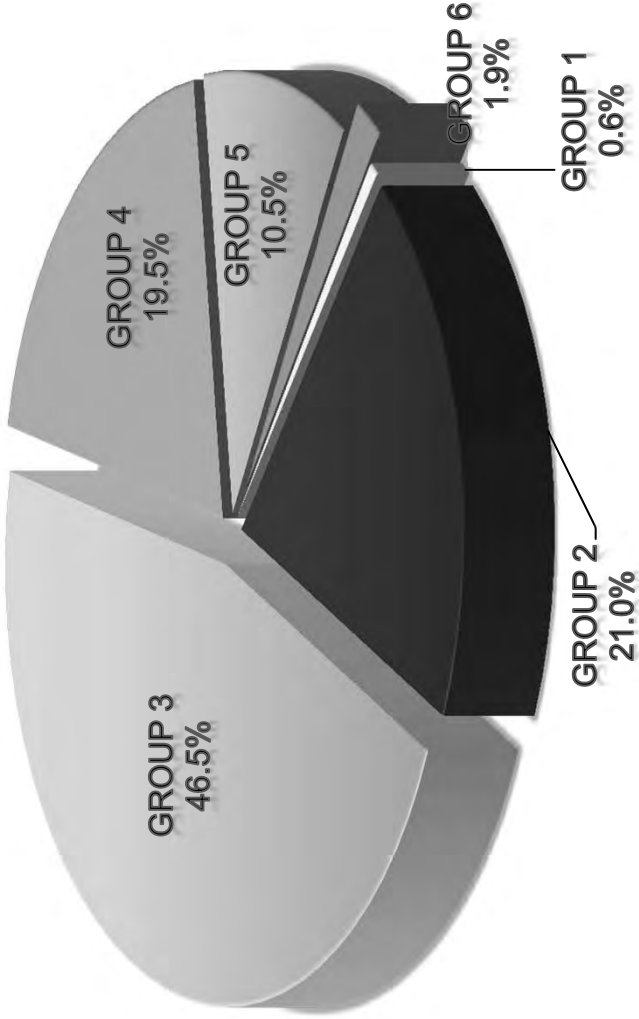
Alternative	Runway ADG Equivalency*
Alt. 5 – “350’ N”	Group 6 All-Weather
Alt. 1 – “260’ N”	Group 5 All-Weather (LOS for Group 5); Group 6 Good Visibility Only
Alt. 6 – “100’ N”	Group 5 Good Visibility Only
Alt. 7 – “100’ S”	Group 5 Good Visibility Only
Alt. 2 – “No Increased Separation”	Group 4
Alt. 4 – “Alt. D”	Group 6 All-Weather w/MOS

*Note = Equivalency relates to the modeling assumptions used in SPAS airfield simulations.

Methodology and Key Assumptions – 2025 Fleet Mix



Draft LAX Forecasted Design Day Flight Schedule
Fleet Mix Percentages by Airplane Design Group



Note: Percentages may not add up to 100% due to rounding.

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Representative Aircraft	
ADG 1	Beechcraft Super King Air 200; Learjet 60
ADG 2	Canadair CRJ-700; Embraer 120
ADG 3	Boeing 737 series; Airbus 320 series
ADG 4	Boeing 757 and 767 series
ADG 5	Boeing 747 and 777 series; Airbus 340 series
ADG 6	Airbus 380-800; Boeing 747-8

Methodology and Key Assumptions – Other

- Construction
 - Enabling Projects factored into construction impacts and financial analysis
 - Cumulative Projects analysis includes known airport projects, regional projects, and regional growth that could occur within the planning horizon.
- Finance
 - Rough Order Of Magnitude (ROM) Cost Estimates developed for each Alternative
 - PFC remains \$4.50 through 2025
 - ConRAC financed primarily using CFC
 - Mid-point of construction cost escalation

SPAS Report and DEIR Preliminary Results

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SPAS DEIR Preview - Traffic

On-Airport

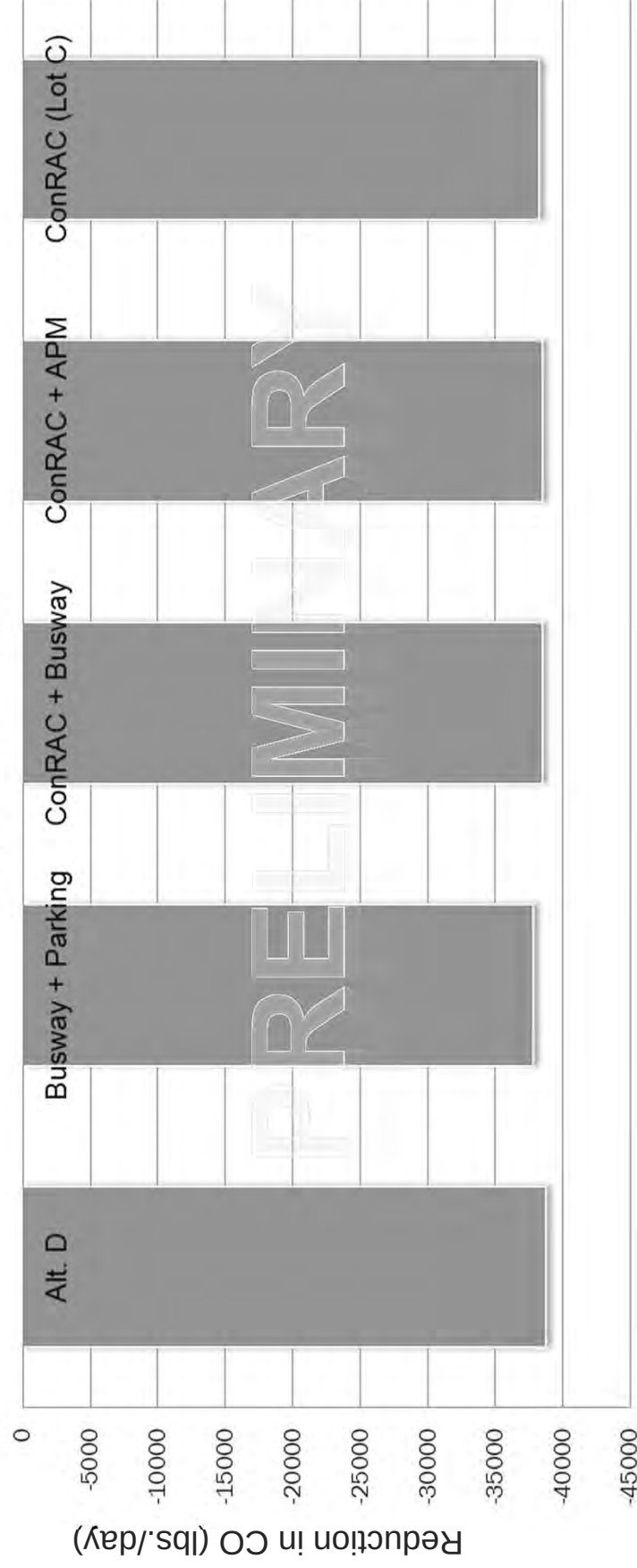
- In “Alternative D”, the CTA is closed to vehicular traffic.
- In all other Alternatives (including the “No Yellow Light Projects” Alternative):
 - After mitigation, impacted CTA intersections and curbsides function at Level of Service (LOS) B or better;
 - except for the intersection of World Way South and Center Way (the airport roadway exit), which functions at LOS C.

Off-Airport

- Significant impacts to intersections in the greater LAX area, related mostly to non-airport related traffic growth and to forecasted growth in passengers to 78.9 MAP.
- Some variability in which intersections are impacted based on the Ground Transportation Alternative selected.
- Presence of ConRAC tends to concentrate and redistribute traffic impacts.

SPAS DEIR Preview – Air Quality (Ground Transportation)

2025 Ground Access-Related Operational Emissions (Lower is Better)



■ 2025 Ground Access-related Operational Emissions CO (lbs./day) compared to (2009) Existing Conditions

SPAS Report Preview – Airfield Safety

LAWA has itemized safety improvements included in each Alternative in accordance with North Airfield Planning Objectives. In summary:

- “350’N” meets all planning objectives to the greatest extent.
- “260’ N” meets all planning objectives to a lesser extent, followed by “100’N”.
- “Alt. D” meets all planning objectives except for the objective relating to conflicts between the RPZ and residences.
- “100’S” meets the same planning objectives as “Alt. D” to a lesser extent.
- “No Increased Separation” only partially meets the planning objectives due to a lack of a centerfield taxiway.

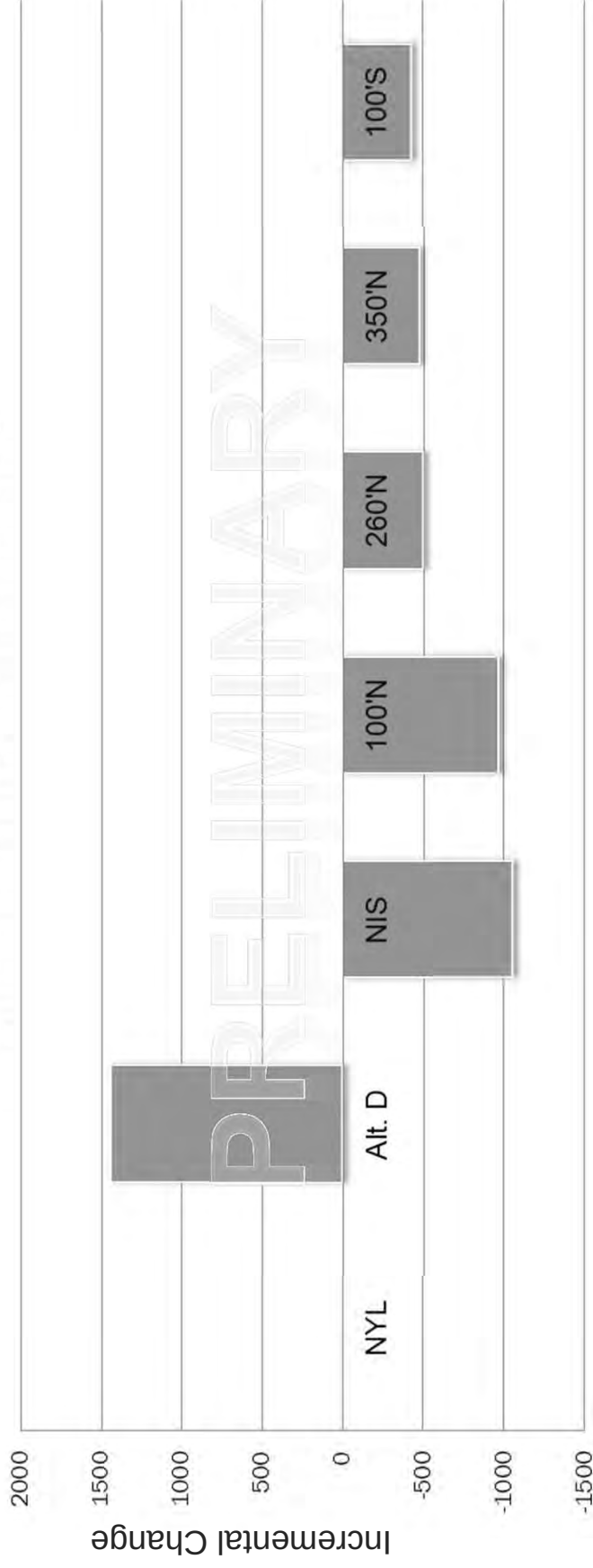
North Airfield Planning Objectives

Provide for north airfield improvements that:

- Are consistent with FAA design standards for the largest aircraft types currently in service and anticipated for the future (ADG V and VI aircraft) for all weather conditions;
- Minimize modifications of standards, waivers, or operational restrictions, all of which reduce airfield efficiency and level of service;
- Reduce the potential for airfield hazards, including incursions, and enhance the overall safety of airfield operations through runway and taxiway design;
- Accommodate a greater percentage of departing aircraft, thereby increasing airfield efficiency;
- Provide sufficient areas at the ends of the runways for holding arriving flights and sequencing departing aircraft; and
- Minimize or eliminate the extent to which Runway Protection Zones overlay residential areas.

SPAS DEIR Preview – Air Quality (Airfield)

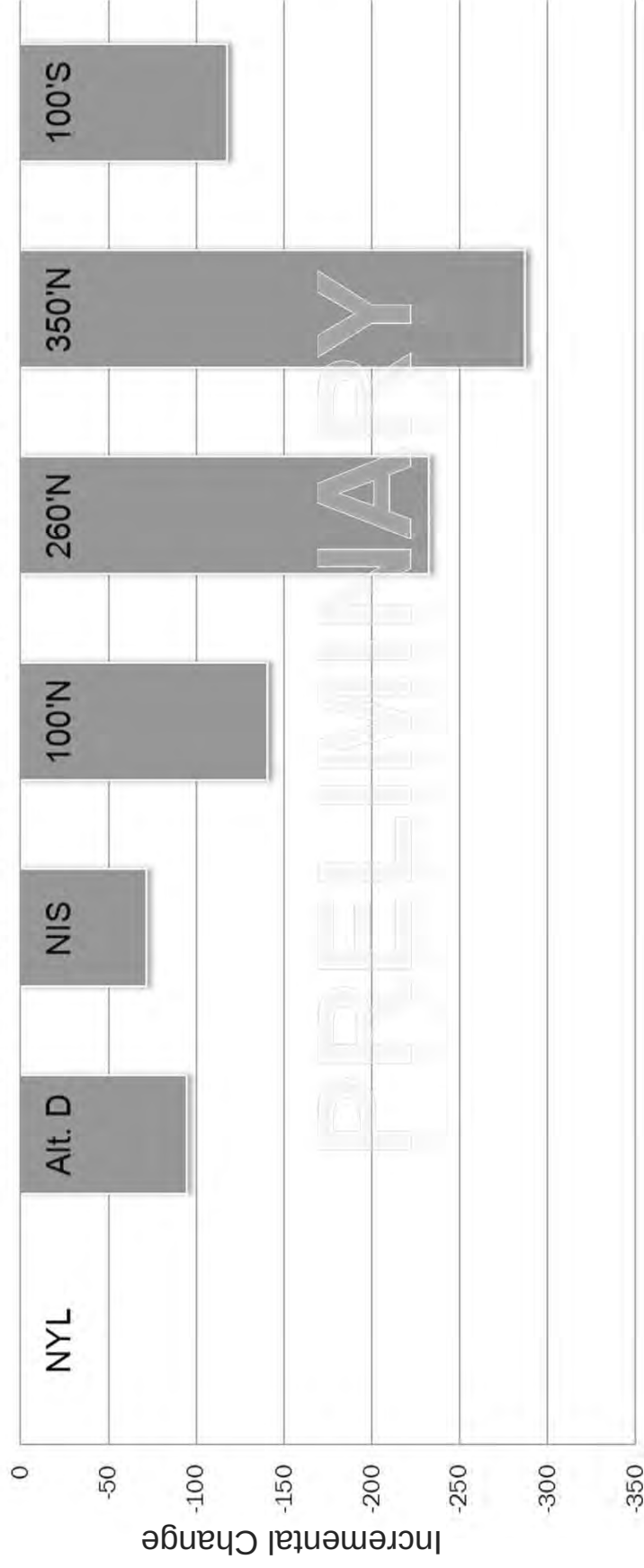
Typical Aircraft-Related Emissions in 2025 Airfield Improvement Alternatives vs. No Airfield Improvements* (Lower is Better)



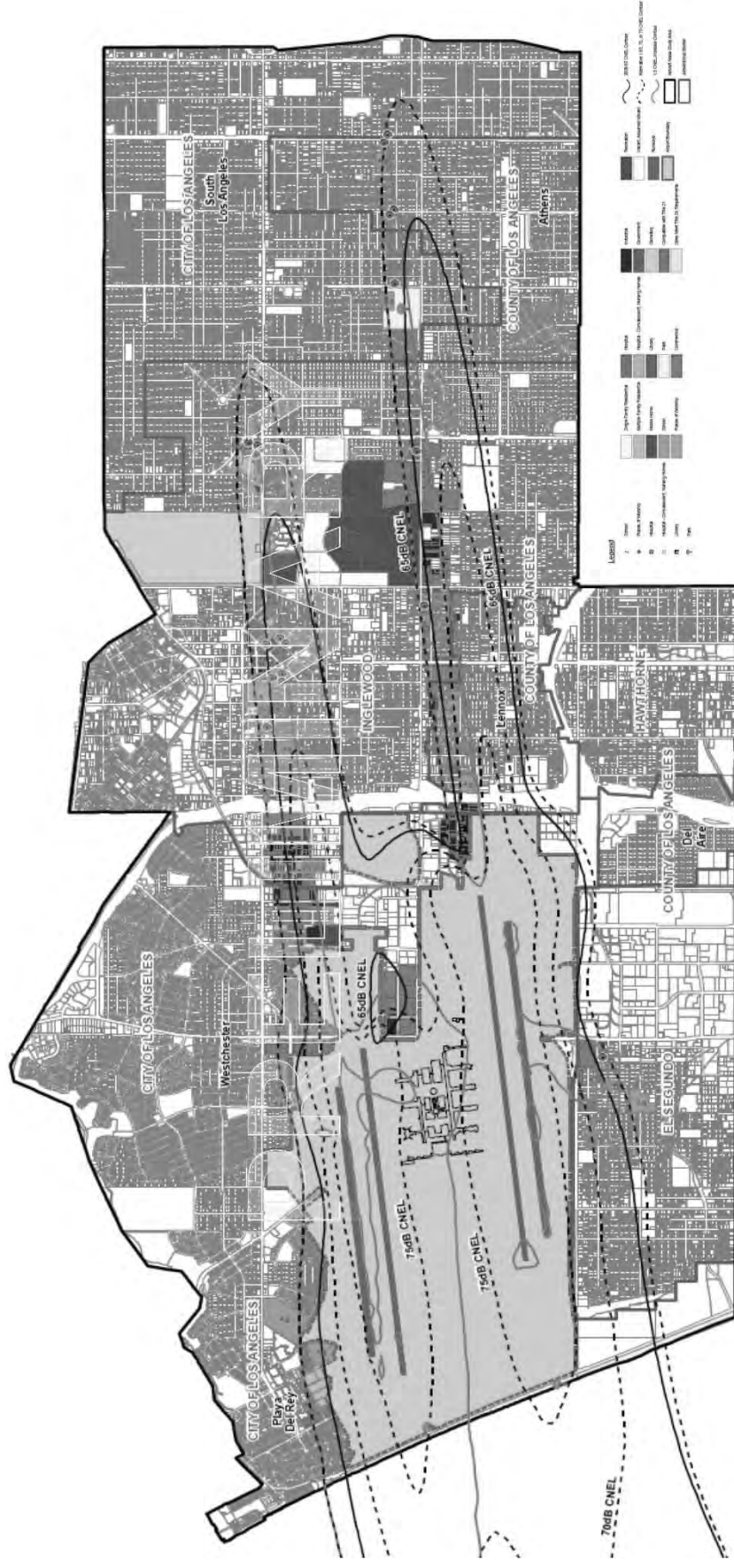
■ Typical Day 2025 Aircraft-related Operational Emissions CO (lbs./day) compared to Alt. 4

SPAS DEIR Preview – Aircraft Noise (Dwellings)

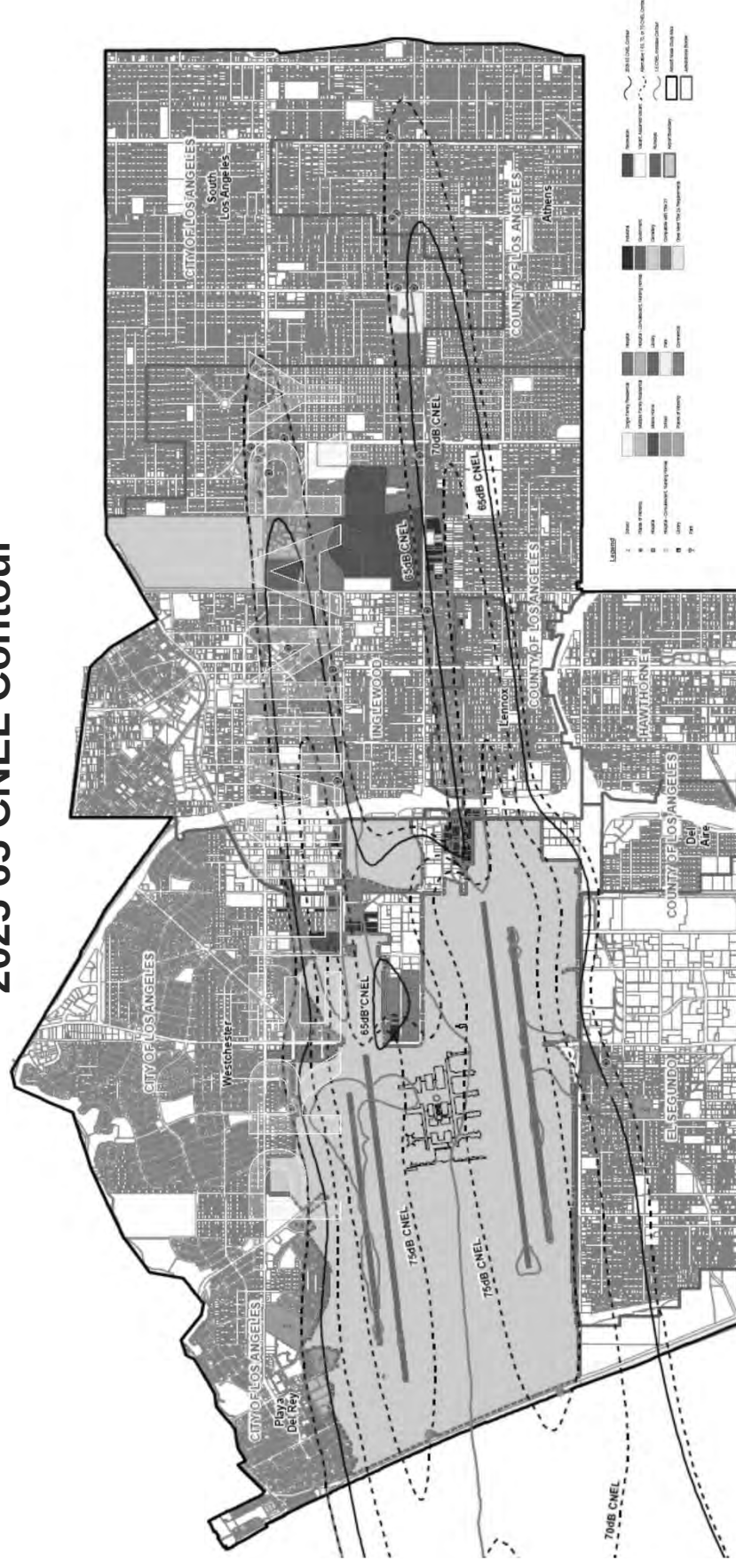
Dwellings Newly Exposed to 65 CNEL - Compared to No Airfield Improvements* (Lower is Better)



Alternative 1 – 260' North 2025 65 CNEL Contour

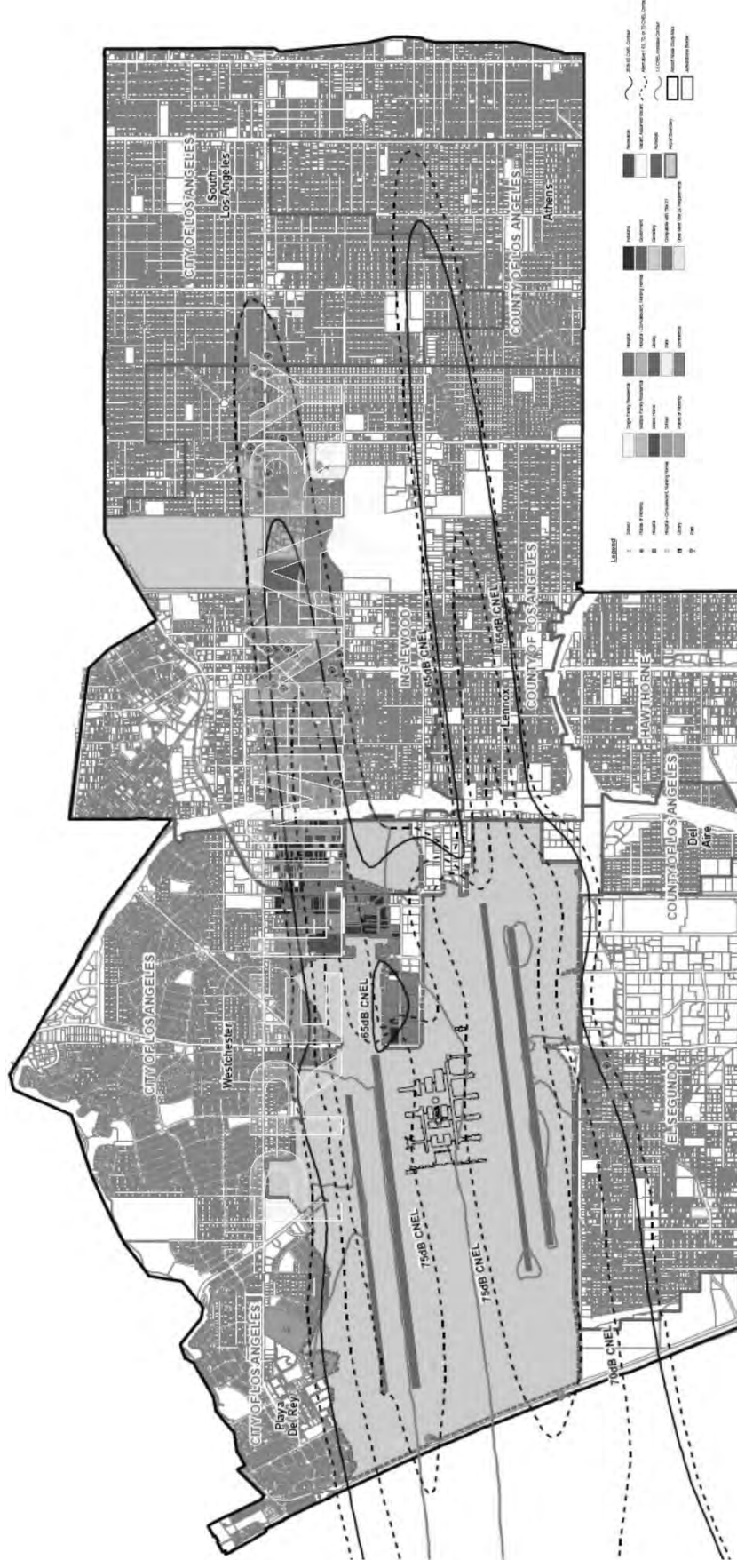


Alternative 2 – No Increased Separation 2025 65 CNEL Contour



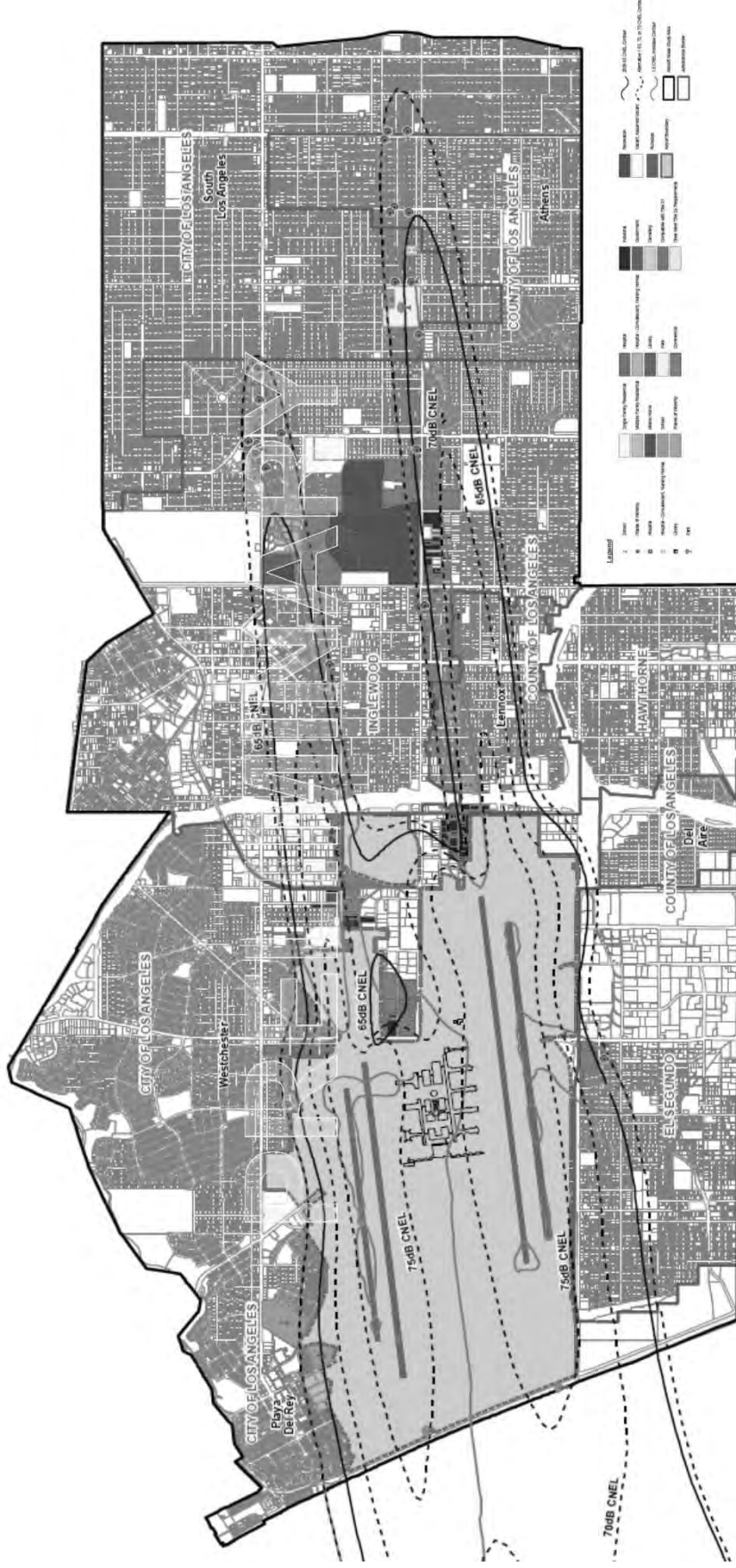
SPAS DEIR Preview – Aircraft Noise

Alternative 3 – Alt. D 2025 65 CNEL Contour



SPAS DEIR Preview – Aircraft Noise

Alternative 4 – No Yellow Light Projects 2025 65 CNEL Contour



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SPAS DEIR Preview – Aircraft Noise

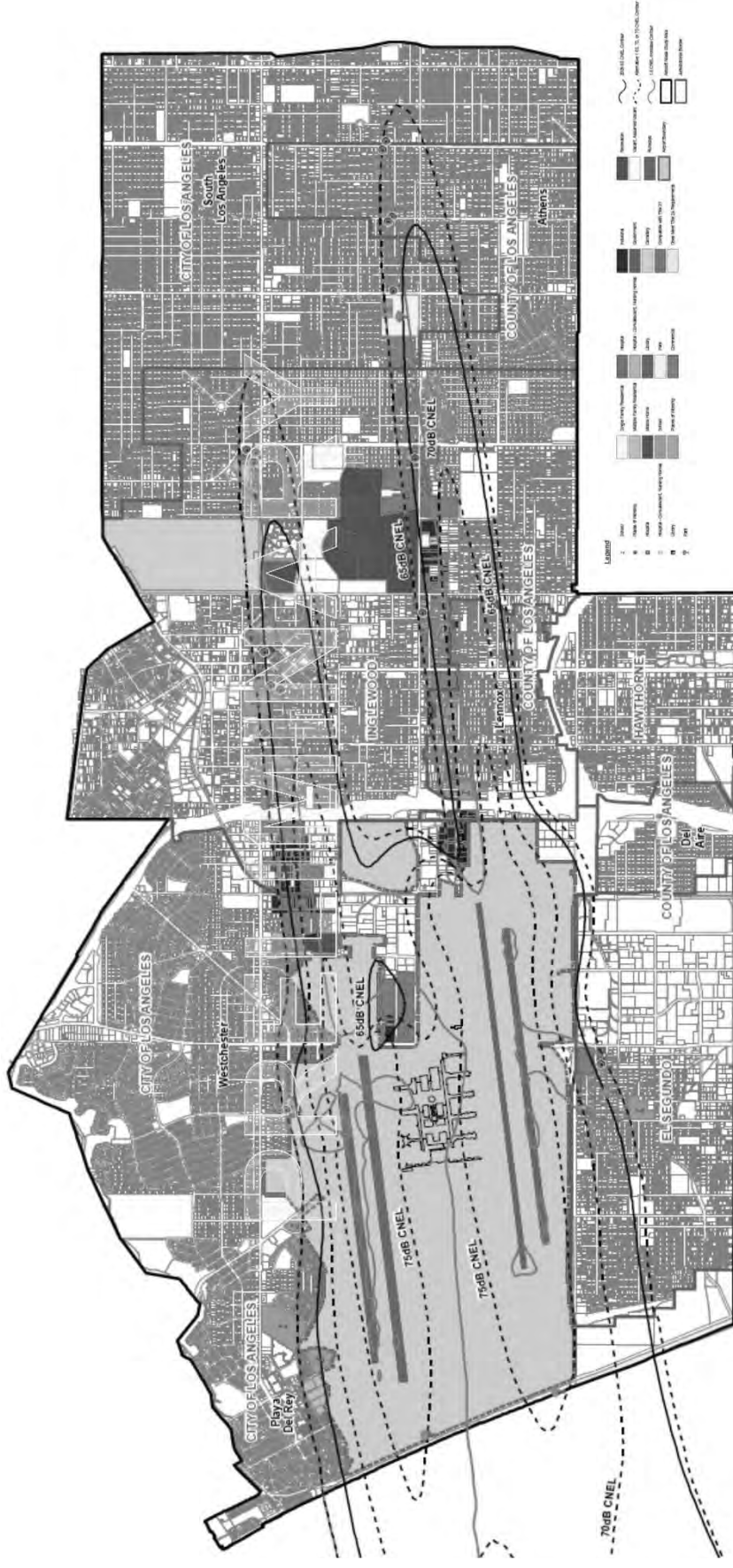
Alternative 5 – 350' North 2025 65 CNEI Contour



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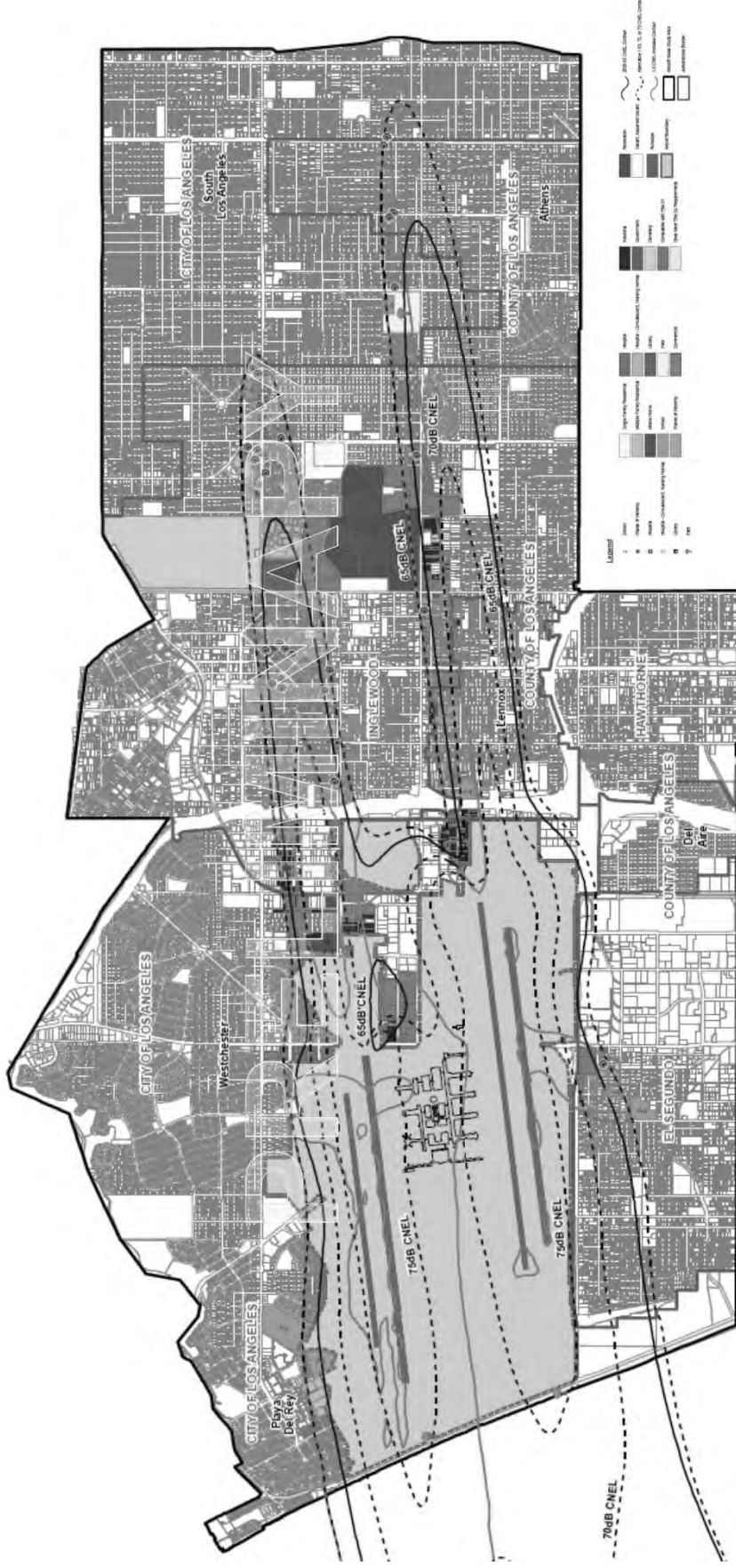
SPAS DEIR Preview – Aircraft Noise

Alternative 6 – 100' North 2025 65 CNEL Contour



SPAS DEIR Preview – Aircraft Noise

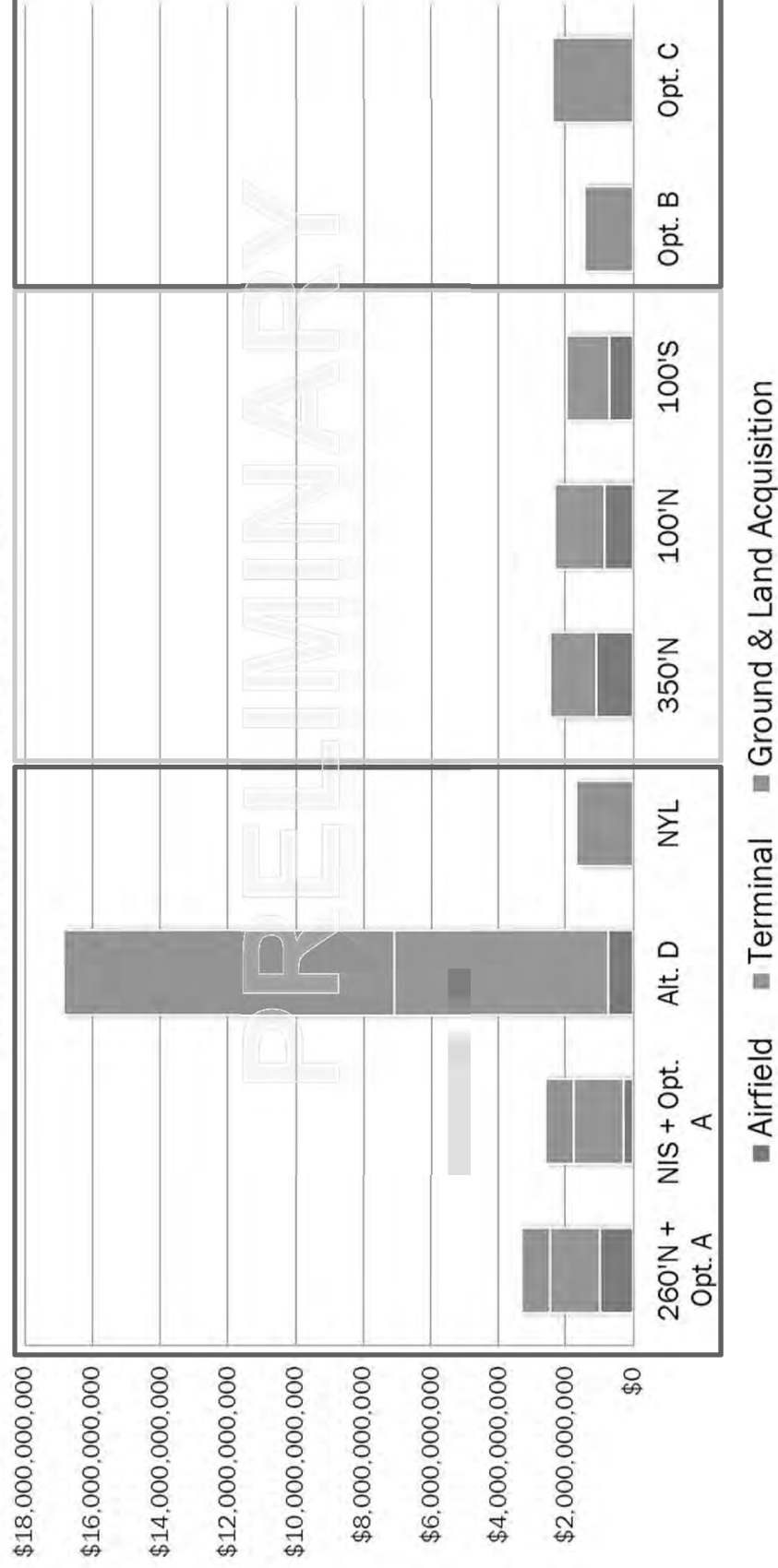
Alternative 7 – 100' South 2025 65 CNEL Contour



All SPAS Report and Draft EIR
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SPAS Report Preview - Costs

Estimates for SPAS Alternatives



Draft EIR Outreach

All SPAS Report and Draft EIR
Results are Preliminary

SPAS Timeline

2012			2013	2014
SPAS – CEQA (Program Level)				
Draft EIR	75-Day Review	Response to Comments	BOAC & Local Approvals	
Individual Projects – CEQA (Project Level)				
NEPA (if necessary)				

We Are Here

Draft EIR – Upcoming Public Outreach

- Draft EIR Comment Period extended to 75 days
- Public Meetings
 - At least two meetings in Airport Vicinity – Weekday Evening and Weekend
 - One meeting to be broadcast online via Ustream or some other online service
- Confirm Current Contact Information for SPAS DEIR Distribution