

Appendix D
LAX SPECIFIC PLAN AMENDMENT STUDY REPORT

**Community/Advisory Committee
Meeting Materials**

July 2012

Prepared for:

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

Prepared by:

Consensus Planning Group
626 Wilshire Boulevard, Suite 1000
Los Angeles, CA 90017

and

CDM Smith
111 Academy, Suite 150
Irvine, CA 92617

Appendix D-1
LAX SPECIFIC PLAN AMENDMENT STUDY REPORT

Community Meeting Materials

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626 Wilshire Boulevard, Suite 1000
Los Angeles, CA 90017

and

CDM Smith
111 Academy, Suite 150
Irvine, CA 92617

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1. OVERVIEW OF COMMUNITY MEETINGS

LAWA has been committed to implementing an inclusive, community-based planning process for the LAX Specific Plan Amendment Study. Between March 2006 and December 2006, LAWA conducted a series of six public meetings to gather feedback, input, comments, and ideas from community members on the LAX Specific Plan Amendment Study.

Each series of meetings addressed a different topic, as outlined below:

- Meeting 1: **Settlement Agreement Overview**
 March 15, 2006
 March 18, 2006
 Flight Path Learning Center, Los Angeles
 160 members of the public in attendance
- Meeting 2: **Terminal Congestion and Airport Access**
 April 19, 2006
 April 22, 2006
 Flight Path Learning Center, Los Angeles
 100 members of the public in attendance
- Meeting 3: **Airport Operations**
 May 17, 2006
 May 20, 2006
 Flight Path Learning Center, Los Angeles
 99 members of the public in attendance
- Meeting 4¹: **Preliminary Access Concepts**
 August 23, 2006
 August 26, 2006
 Flight Path Learning Center, Los Angeles
 171 members of the public in attendance
- Meeting 5: **Airfield Safety**
 October 25, 2006
 October 28, 2006
 Proud Bird Restaurant
 111 members of the public in attendance
- Meeting 6: **Preliminary North Airfield Concepts**
 December 6, 2006
 December 9, 2006
 Flight Path Learning Center, Los Angeles
 197 members of the public in attendance

¹ In the attached Community Meeting Materials, reference is made identifying Meeting 4 as a meeting focused on South Airfield construction information. As this meeting did not pertain to the SPAS concept development process, the meeting is not included in the attached materials and the subsequent meetings have been renumbered.

Appendix D-1 - Community Meeting Materials

Copies of the meeting materials for each meeting are included in this appendix, ordered as follows (as applicable):

- ◆ Meeting Notice
- ◆ Welcome Sheet
- ◆ Handouts
- ◆ Sign-in Sheets
- ◆ PowerPoint Presentation
- ◆ Breakout Session Group Comments
- ◆ Comment Sheets

Attachment 1
LAX Specific Plan Amendment Study
Community Meeting Materials -
March 15 and March 18, 2006

LAX Specific Plan Amendment Outreach

Los Angeles World Airports invites the public to participate in the first LAX Specific Plan Amendment Study (LAXSPAS) outreach meetings.

When: Wednesday, March 15, 2006 from 6:00 p.m. to 9:00 p.m.
Saturday, March 18, 2006 from 9:00 a.m. to 12:00 p.m.

For public convenience, two meetings have been scheduled. Attendance is not necessary at both meetings as the same material will be presented.

Where: Flight Path Learning Center located at 6661 West Imperial Highway, Los Angeles, CA 90045. Parking is available on site.

The focus of the meetings will be to brief the public on:

Results of the LAX Master Plan Stipulated Settlement
Scope and schedule for the LAX Specific Plan Amendment Study

For more information, please contact Los Angeles World Airports at
(800) 919-3766.



Los Angeles World Airports

LAX Specific Plan Amendment Study **Wednesday, March 15, 2006**

Welcome . . .

Los Angeles World Airports (LAWA) is committed to implementing an inclusive community-based planning process for the LAX Specific Plan Amendment Study.

The purpose of tonight's meeting is to:

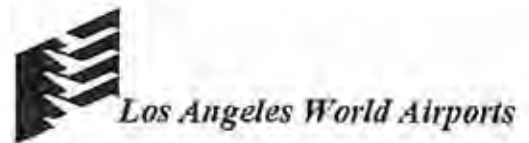
- provide an update on the Settlement Agreement finalized in February 2006 regarding the Los Angeles International Airport (LAX) Master Plan
- explain the "green light" projects
- obtain ideas to potentially replace "yellow light" projects with alternative projects that increase airport efficiency and mitigate traffic, noise and pollution.

There will be a presentation followed by smaller group breakout sessions. In the smaller groups, you will have the opportunity to ask questions and discuss specific ideas.

Tonight's Agenda

- **6:00 p.m. – Sign-In/Welcome**
- **6:15 p.m. – Presentation**
- **7:00 p.m. – Working Group Sessions**
- **8:00 p.m. – Working Group Summaries**
- **8:45 p.m. – Next Steps in the Process**
- **9:00 p.m. – Adjournment**

Thank you for coming.



LAX Specific Plan Amendment Study Saturday, March 18, 2006

Welcome . . .

Los Angeles World Airports (LAWA) is committed to implementing an inclusive community-based planning process for the LAX Specific Plan Amendment Study.

The purpose of tonight's meeting is to:

- provide an update on the Settlement Agreement finalized in February 2006 regarding the Los Angeles International Airport (LAX) Master Plan
- explain the "green light" projects
- obtain ideas to potentially replace "yellow light" projects with alternative projects that increase airport efficiency and mitigate traffic, noise and pollution.

There will be a presentation followed by smaller group breakout sessions. In the smaller groups, you will have the opportunity to ask questions and discuss specific ideas.

Today's Agenda

- **9:00 a.m. – Sign-In/Welcome**
- **9:15 a.m. – Presentation**
- **10:00 a.m. – Working Group Sessions**
- **11:00 a.m. – Working Group Summaries**
- **11:45 a.m. – Next Steps in the Process**
- **12:00 p.m. – Adjournment**

Thank you for coming.



LAX Specific Plan Amendment Study
Community Meeting
March 15, 2006
General Public



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NAME	ORGANIZATION	ADDRESS/CITY/STATE	ZIP CODE	PHONE	FAX	E-MAIL
WAGH S. ANDRAOS	STV	1055 W. 7th St. Los Angeles		(213) 236- 2544		andraos@stvinc.com
Stefano CONCE	Portstours	352 Grenolz Sr Pacific Palisades	90272	310-230-8049	310-230-8519	Stefano@ Portstours.com
AREA AVIATION	E.S. RESIDENT	731 W. PINE AVE EL SEGUNDO	90245	322-0988		
DENNY SCHWENDE	ARSAAC	7929 BREEN LA CA	90045	310 64-4999	310 338-4550	DENNY@ WELLSVERRE.C
William Green Beal	Apt owner	90 Dapplingway Ln Rolling Hills Est., CA 90274	90274	(310) 326 6829		
HARRY ROSE	WNA	8160 REDLANDS ST 102 PLAYA DEL REY	90293	213 341-1652		
Linda Peterson	LAX AAC	7053 Vista del Mar Lane Beverly Hills	90293	310 822-0435		gene.indite @comcast.net



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Community Meeting
March 15, 2006
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NAME	ORGANIZATION	ADDRESS/CITY/STATE	ZIP CODE	PHONE	FAX	E-MAIL
Brenda Underwood		9742 Hindry Pl	90045	(810) 281-7857		
Jesus Lopez		6157 W. Compton CA	90045	(310) 601-0292		
Ines Doyle		6246 Comita St. El Segundo CA	90245	310 322 4600		
Ken Allen	President, the Inland Empire Freight Coalition	3222 Military Ave. Los Angeles, CA	90034	(310) 231-7582		
William Capone	PUT CITIZEN	8307 Broadway LA 90045	90045	310.417.5205		
MARIA PECHIS	McDonald's	21300 Victory Blvd SUITE 900 WILSON HILLS, CA 91364	91364	818.594.7530		
VERN NORTON		10612 6th Ave. Inglewood, Calif	90303			



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March 15, 2006
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NAME	ORGANIZATION	ADDRESS/CITY/STATE	ZIP CODE	PHONE	FAX	E-MAIL
Tom Moxley	Ironworkers Local 433	17495 Hurley St City of Industry	91744	(626) 964-2500	(626) 964-1754	Tom M Ironworkers 433.irc
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Tommy Rays	NONE	7511 McCONNELL 90045	90045	361 645 8748	---	---
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Hezekiah HARRIS	CATS INC	5995 S. Sepulveda #206 CULVER CITY	90230	310 390 9558	310 390 9847	HARRIS @ CATSINC.COM
David Herbst	MW Group	6605 Figueroa #1400 LA 900	90017	213 486 6580	213 486 6581	DHerbst@ mw.com



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NAME	ORGANIZATION	ADDRESS/CITY/STATE	ZIP CODE	PHONE	FAX	E-MAIL
Edgar Saenz	Rep. Maxine Waters	6033 W. Century #807, 900	90045	310-640-4610		edgar.saez@lacity.org
John Brady	MAYOR'S OFFICE			310-410-1749		john.brad@lacity.org
Commune Water Zephyr	LAWA-BOAC					
SASA Bahaduri	Mayor			213 473 6040		SASA Bahaduri @lacity.org
Kathryn Frengs	Councilman Rosendahl	7166 Manchester	90045	310 568 8772		Kathryn Frengs @lacity.org
Phillip Tate	"	200 N Spring St Rm 415	90012	213 473 7011		Phillip Tate @lacity.org
Val Velasco	BOAC			310 221-7890		



LAX Specific Plan Amendment Study Community Meeting

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NAME	ORGANIZATION	ADDRESS/CITY/STATE	ZIP CODE	PHONE	FAX	E-MAIL
Nona Atkins Tom Rosenthal	City of Inglewood	1-W. Manchester Bl 8041 Agnew Ave	90303 90045	310 412 5284		mlatkins@cityofinglewood.org
AL LAY	LAX-AREA DEMOCRATIC CLUB	1705 HARKNESS ST, MAYNATTIAN BCH,	90266	310-379-3280		AL-LAY @Hotmail.com
Alex Montalvo						alexmontalvo@yaho.com
Ruth Dawson		8117 Chase Ave. Westchester 90045	90045	310 641-6173		
Jordan Mega	None	4535 W. 141st St. Hawthorne, Calif. 90250-6927	90250 - 6927	(310) 675-8674		
Randall Hartman	Transport Workers Union Local 564	21718 Maylene Ave Torrance CA	90503	(949) 361-1441		erthoguy2@earthlink.net



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Community Meeting
March 15, 2006
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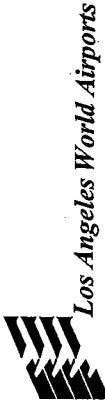
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NAME	ORGANIZATION	ADDRESS/CITY/STATE	ZIP CODE	PHONE	FAX	E-MAIL
PADY/SOEWERS	AC MARTIN	444 S. Flower ST. SUITE 1200 LOS ANGELES 90088	90071	213.614.6101		PADYALL. SOEWERS@ ACMARTIN.COM
ANTON ACKERMAN	SELF & ROBERT	6055 W 75th ALPES CA. CA. 90045	90045	310 645 8528	—	—
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ALEX MACINTOSH		1418 E. WALNUT AV. EL SEG 90245	90245	310 640-9568		
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Cecil Chapiro						
John Beaman	SELF	407 Exton 40302	90302			



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NAME	ORGANIZATION	ADDRESS/CITY/STATE	ZIP CODE	PHONE	FAX	E-MAIL
Flavio Bayages-Tena	Los Angeles Alliance For a New Economy	464 Lucas Ave. Ste 202 Los Angeles CA	90017	(213) 777-9400 x. 137		fbtena@loane.org
Sam Daniel	Smith Barney	6645 Canth ave LA CA	90056	213 897 3369		1cmvz11dand@smithbarney.com
Tia Otten	President	7504 Trusk Ave All CA	90293	310-823-5018		tottencraytheor.com
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E. FATHUR		6151 W CENTURY 14552 LA WINDA SUNSHINE OAKS CA 90403	91203	310 709 9878		mlaw@yama.com
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NAME	ORGANIZATION	ADDRESS/CITY/STATE	ZIP CODE	PHONE	FAX	E-MAIL
Carly KIMURA	Enterprise Rent a car	8734 Bellanca LA 90045	90045	310-649-5400		
Kelly Harzo	Enterprise Rent-A-Car	8734 Bellanca LA 90045				
Mike Rockwood		5820 Arden Vista	90045	310-833-0070		
Lisa Wolk	LAWA	8939 S. Sepulveda #100	90045	310-646-1836		lwolk@lawa.org
ROBERT DROLLINGER	Property owner	Box 48034 L.A. 90048	48	323 874-2077	0	
Tom Flinto		6373 W. 84th Pl.	90045			flinto@rosekandel.com
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ERNESTO PEREZ	IRONWORKERS LOCAL 433	11922 GRAYLING AV. WHITTIER CA. 90604	90604	562 694-1601		ERNESTO @gmail.com
Charles Adams	Carter & Burgess Inc	600 Wilshire Blvd, #1000 LOS Angeles, CA	90017	213- 239-1349		Charles-Adams @C-b.com
MARIA VERDUZCO- SMITH	Lennox Coordinating Council Lennox School Board	10927 Glenview Ave Lennox, CA 90304	90304	310- 412-9094		MARIA VERDUZCO @yahoo.com
JOE CUNNINGHAM		6043 W 76th St Los Angeles CA	90045	310 744-7483		JOECUNNINGHAM @earthlink.net
Daniel Walker	-	7416 W. 82nd St LA	90045			milowalker @comcast.net
Kim Thompson		1735 Tanager Place	91344	818 360 4346		kimthompson @cal.rr.com



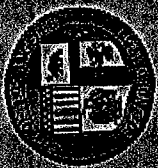
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NAME	ORGANIZATION	ADDRESS/CITY/STATE	ZIP CODE	PHONE	FAX	E-MAIL
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Andy + Helen Sorgonetto	P.A. Co. 162	90 Buv 3075 Burbank -	91508	818-5694526	818/5587088	andy@adg33.com
Glenn Espoly	Blue Pacific Now	4351 Sepulveda CA 90230		310-770- 1709	310-391 9668	conductor @local news@paper.org
Marc Carrel	Office of Rep. Jane Harman	2321 E. Rosecrans Ave Suite 3270 El Segundo, CA 90245	90245	310-643-3636	310-643- 6445	Marc.Carrel @mail.honolulu.gov
Kelly McDowell	Mayor of El Segundo					
Jose Gutierrez	Environmental Affairs	200 N. Spring St, Rm 2005 Los Angeles 90012	90012	213 978-0851	213 978-0893	Jose.Gutierrez@ lacity.org
Mike Bonin	CDV					
Mike Bonin						



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Blue Crowe	CITY OF EL CERRILLO					



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LINDA ALVAREZ	DBS-2 KCAL-9	6121 SUNSET BLVD	LA 90028	323- 460-3000		
Dorling	Daily Bruze		Terminal	310-543- 6649		
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LINDA ALVAREZ	DBS-2 KCAL-9	6121 SUNSET BLVD	LA 90028	323- 460-3000		
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Helga Conrad	The Argonaut	5355 McConnell Ave.	90066	310- 822-1629 x105	310- 822-7960	helgaconrad@argonauts.co



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Karen Kanta	resident	7929 W. 81st Pbk	90293	310- 822-9045		
Erik Griswold		1307 9th St. #4 Santa Monica CA	90401	(310) 310 2609932	899 6275	erik.griswold @gmail.com
ARNIE COLLIN	RESIDENT AND DIRECTOR - APARTMENT ASSOCIATION of GREATER CA	8726 S. SEPULVEDA BL. LOS ANGELES CA 90045	90045	310-308-4511	310-216-1199	ARNIE COLLIN @No2.com



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Glenn Smith		7612 W. 91 st Street	90045	310 410-0145		
DAVE SNOWDEN		519 N. GERTRUDA RANCHO BEACH	90277	310-283-280		
Josephine Wright		P.O. Box 5521 / N GLEWOOD	90310			
Dorise Mochman		4127 VIA MARINA #102 MARINA DEL REY	90292	(310) 306-7384		
M. SANDY		2152 TRASK AVE	90293	310-873-155		



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David Voss		370 Fawling St. BR	90293	310.306.0515	310.306.5362	dave@vossassociates.com
Therman + Ethele Burns	W. 85th St School Club	1838 W. 85th St. Lit 90	90047	323 750-9473		
Nancy Pfeiffer		430 Sistrunk St D LA Serrano, CA 90245	90245	310-322-3525		
William Price	BP&A.	9821 3rd Ave. Inglewood, Calif. 90	90305	323.779.3251	N/A	N/A.
Robert Smythe		10105 S. 7th Ave Inglewood, CA 9	90703			-
Ruth Isom		1130 W 95th LA Ca.	90044	323-779-4637	N/A	N/A
Darryl + Ruth Jones		9331 S 10th Ave ING CA 90305	90305-2901	(310) 871-0820	N/A	N/A



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Ken Rubin	So. Cal. Transit Advocates	4053 1481 E 11th St, Apt. 102	90232	310- 896-2397		KenRubin@att.net
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ROY HEFNER	LAX AAC	6548 W 80th Pl	90045	310-670-8958		
Mustapha Jinnah	STAR ALLIANCE	PO BOX 91094 Los Angeles 90009	90009	310-486-1981		Mustapha.Jinnah@star-alliance.com
JOHN DRAGONE	LAX AAC	922 SHELDONS EL SEGUNDO	90245	(30) 266-0338		
Luis Nolasco		3101 W. 84th St Inglewood	90305	(323)-344-3243		



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Jack Kenton	LAX AAC	835 Dune St El Seg.	90245	322-5098		
LOAN ST-1165	80 ST BC	1243 W 80th St	90044	323 751 693		
Denny Schweizer	ARSAC	7929 GREEN AC WESTCHESTER	90045	310 641-499		
Audrey Lee		1728 W 108th St	90647	323 754 3243		
Stefanie Fuentes		Eucalyptus St & Segundo CA	90265	310-329-0147		



LAX Specific Plan Amendment Study
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NAME	ORGANIZATION	ADDRESS/CITY/STATE	ZIP CODE	PHONE	FAX	E-MAIL
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Bob KRAUCH	Play a del Ray	6627 Esplanado	90293	310 823-6059		
Cecil Carpio						
Barbara Musella	President Westchester Streetscape Improvement Assoc.	6383 W 80th St LA CA 90045	90045	310-649-0374		bmusella@earthlink.net
Tom HASTINGS	Self	809 N Dainton St Manhattan Beach	90266	310 372 6734		
JOHN RUHLER		7839 HENRIER AVE C.A. CA 90245	90045	310 645-9820		
KAREN WEST		1085 W. Archer Vitas Dyersburg CA 90301		810-678 7897	310-645-4595	



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SARAH GEE-WILSON Richard Musella	RELIC - GEN. INTEREST	4322 VIA MANTHAN ^{NO} M.D.R.	90292	310-622-3793	-	EMW99 @EXETERLINK. NET
Richard Musella		6383 W 80TH ST Westchester	90045	310 649 0374	-	Rbmusella@ earthlink.net
WENDY EMERSON HARTER	CITIZEN	824 5TH ST. Manhattan Beach	90626	310-374-6003	310-372- 9445	wharter @aol.com
Danna Cope	LAX Area Advisory Comm	8219 Reading Ave Westchester, 90044	90045	710 396 6556 X314 310 641-2503		dequestine@etc org
Michael DiVirgilio	MWW Group	660 S. Figueroa St., Suite 1400 Los Angeles, CA	90017	310 213 406 6560 X328		mdvirgilio@ mww.com
Lore Ary	Self	13418 Traub Ave Los Angeles CA 90045	90059	310- 350-4885	Same	lori-ary @yahoo
Suzette Flato	resident business owner	5815 W 16TH ST LA 90045	90045	310- 641-8019		msns95 @aol.com



LAX Specific Plan Amendment Study
Community Meeting
March 18, 2006
GENERAL PUBLIC



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SIGN - IN

NAME	ORGANIZATION	ADDRESS/CITY/STATE	ZIP CODE	PHONE	FAX	E-MAIL
Emma SCHAFER		4201 Summerline Lane Culver City	90230			Schafere@aol.com
ESTER HOBOMPOLY		7455 West 91st LA	90045	310 649-0103		
WILLIAM D. SMART JR		4104 LUCAS AVE	90014	818-977-9400		WSMART@LAMP.ORG
DAVID COFFEY	NEIGHBORHOOD COUNCIL NDUPDR	8430 TRUXTON AVE WESTCHESTER	90045	310 649-3038		DAVID@WESTCHESTERKIDS.ORG
Jessie Marshall ANNA Marshall		8953 Ruthellen St	90047	323-759-9267		-
W Bates		4A SALLE 9107 SALLE AL	90047	323-766-049		
P. Aliaga		270 W. Hardy St. Inglewood, CA	90301	310.674. 8223		paola_aliaga@yahoo.com



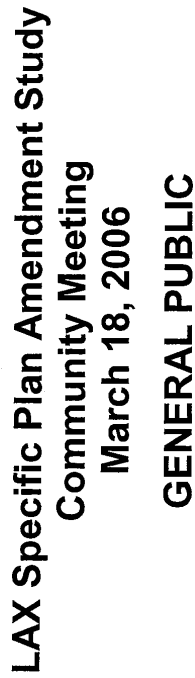
LAX Specific Plan Amendment Study
Community Meeting
March 18, 2006
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NAME	ORGANIZATION	ADDRESS/CITY/STATE	ZIP CODE	PHONE	FAX	E-MAIL
Sam Gordon		25 Wilshire Blvd	Santa Monica	310 663 4061		figueroa@lax.org 2006/03/18
M. Fisher-Snyder	79th St. Black Club	1116 W. 79th St. CA	90044	323 753 7417		
GRACIELA HUTH	Gl Manor Emerson Cm	8932 El Monte Av LA CA 90045	90045	(310) 649-4273		
JOE LEONAS	DRS	1580 BAYVIEW ST TORRANCE CA 90501	90501	(310) 783-6827	(310) 783-6601	
W. Bedne	Apt owner	5820 Ashland Ave, LA 90041	90045	810 326 6829		
E.R. Schneiders	Self	6426 W. 84th Place LA 90045		310 670 5152		
A. TENA	SELF	7728 HUNTER AV C.A. 90045				



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[illegible]



LAX Specific Plan Amendment Study
Community Meeting
March 18, 2006



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ELECTED OFFICIALS & STAFF

SIGN - IN

NAME	ORGANIZATION	ADDRESS/CITY/STATE	ZIP CODE	PHONE	FAX	E-MAIL
Carl Jackson	City of Los Angeles	350 MAIN ST. E.S. 41	90215	310 524 2802		carl.jackson@cityofla.org
Edgar Saez	Rep. Maxine Waters	6033 W 8th Century B	90045			
Vafelaras	BOAC					
Jim Bickhardt	Mayor's Office	200 N Spring St. 15th Floor	90012	213 978 0641		Jim.Bickhardt@lacity.org



LAX Specific Plan Amendment Study
Community Meeting
March 18, 2006



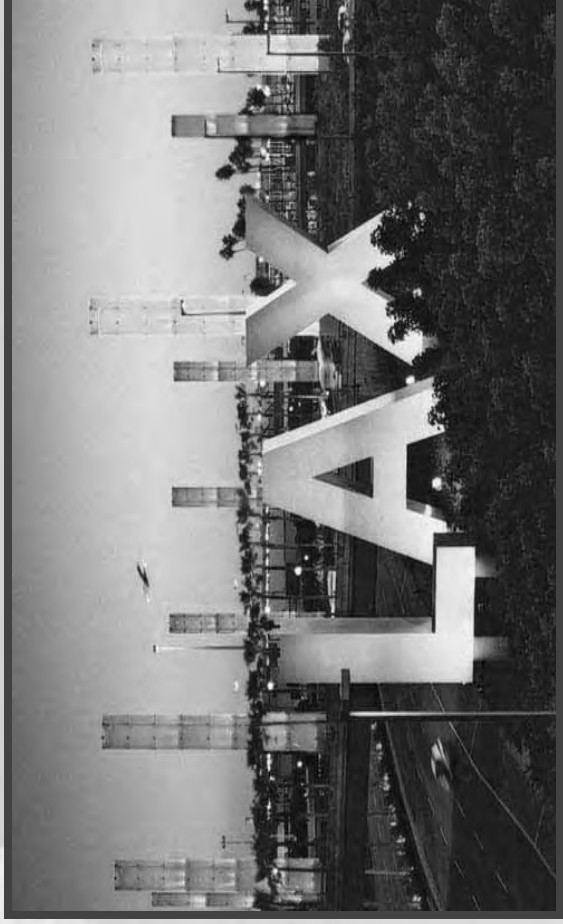
PLEASE PRINT CLEARLY

ELECTED OFFICIALS & STAFF

SIGN - IN

NAME	ORGANIZATION	ADDRESS/CITY/STATE	ZIP CODE	PHONE	FAX	E-MAIL
Gary Parsons	Council Member City of Hawthorne	52128 W. 124th St Hawthorne CA	90250	310 643-7096	—	Gary P GaryParsons @aig
April Lawrence	Congresswoman Maxine Waters	10124 S. Broadway Ste 1 LA 90003	90003	323 757-8900	323 757-9506	April Lawrence @aig.house.gov
John Commission Don Frierson	Don Frierson	8655 FALMOUTH	50253	310 503 0207		
Maxine Waters	Congresswoman					

BUILDING A PLAN FOR THE FUTURE OF LAX



March 2006



Los Angeles World Airports

Settlement Process

- September 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
- December 19, 2005 – Board of Airport Commissioners approval
- January 10, 2006 – County of Los Angeles approval
- January 18, 2006 - City Council approval
- February 1, 2006 – Mayoral approval



Settlement Agreement

Key Elements:

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



PROTECTING THE QUALITY OF LIFE OF NEIGHBORS AND IMPROVING AIRPORT SAFETY AND SECURITY



Los Angeles World Airports

Gate Reduction Provision

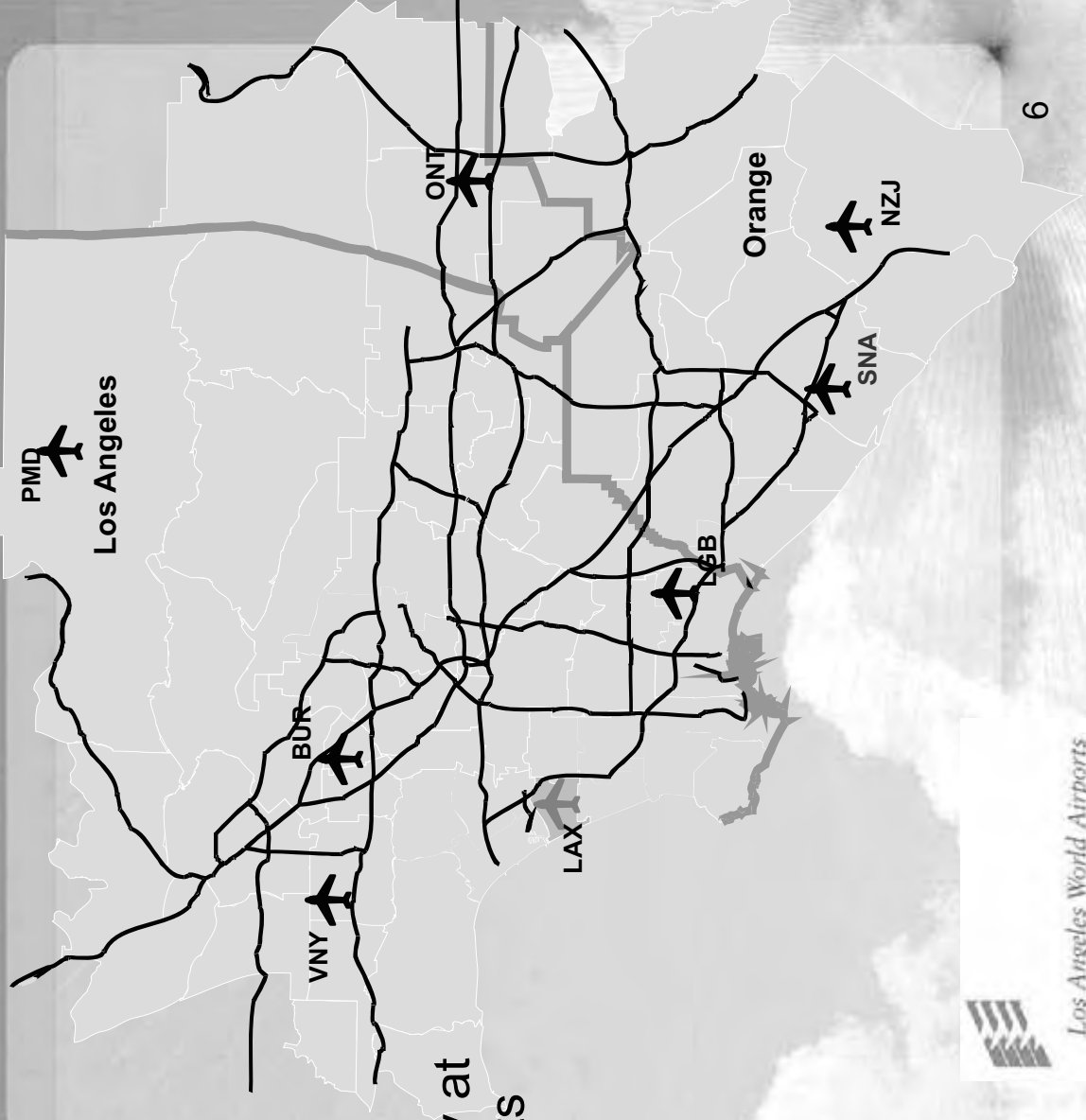


- Reduce from 163 to 153 passenger gates by 2015
- Beginning in 2010, reduce 2 gates per year if greater than 75 MAP
- Credit for early reduction



Regional Strategic Planning

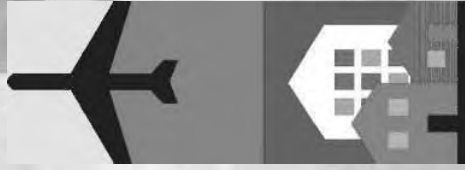
- Establish working group
- Develop annual regional strategic planning initiative
- Encourage growth of passenger and cargo activity at LAWA's underutilized airports
- Invite FAA, SCAG, Southern California counties, & airport operators
- LAWA to retain financial & operational control of LAX, ONT, PMD,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



MITIGATING THE IMPACTS ON NEARBY COMMUNITIES



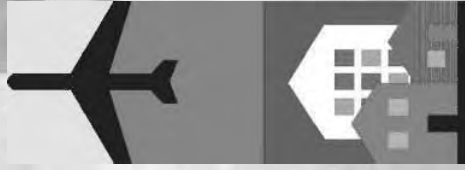
Los Angeles World Airports



Impact 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





Impact Mitigation

- 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



Avigation Easements



- No 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



Impact 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



Los Angeles World Airports

Impact Mitigation

Job training and opportunities at LAX

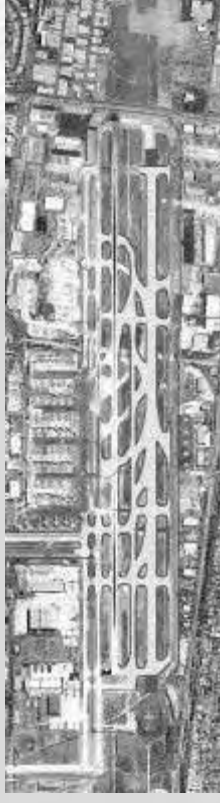
- \$500k for 5 Years, \$2.5M total for Workforce Investment Board in Inglewood for aviation-related jobs & pre-apprentice programs
- Pre-apprentice programs defined for construction and building trades not vehicle operators
- Include Inglewood high school & college students in LAX Gateway Program

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



Impact 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



AGREEMENT TO MOVE FORWARD



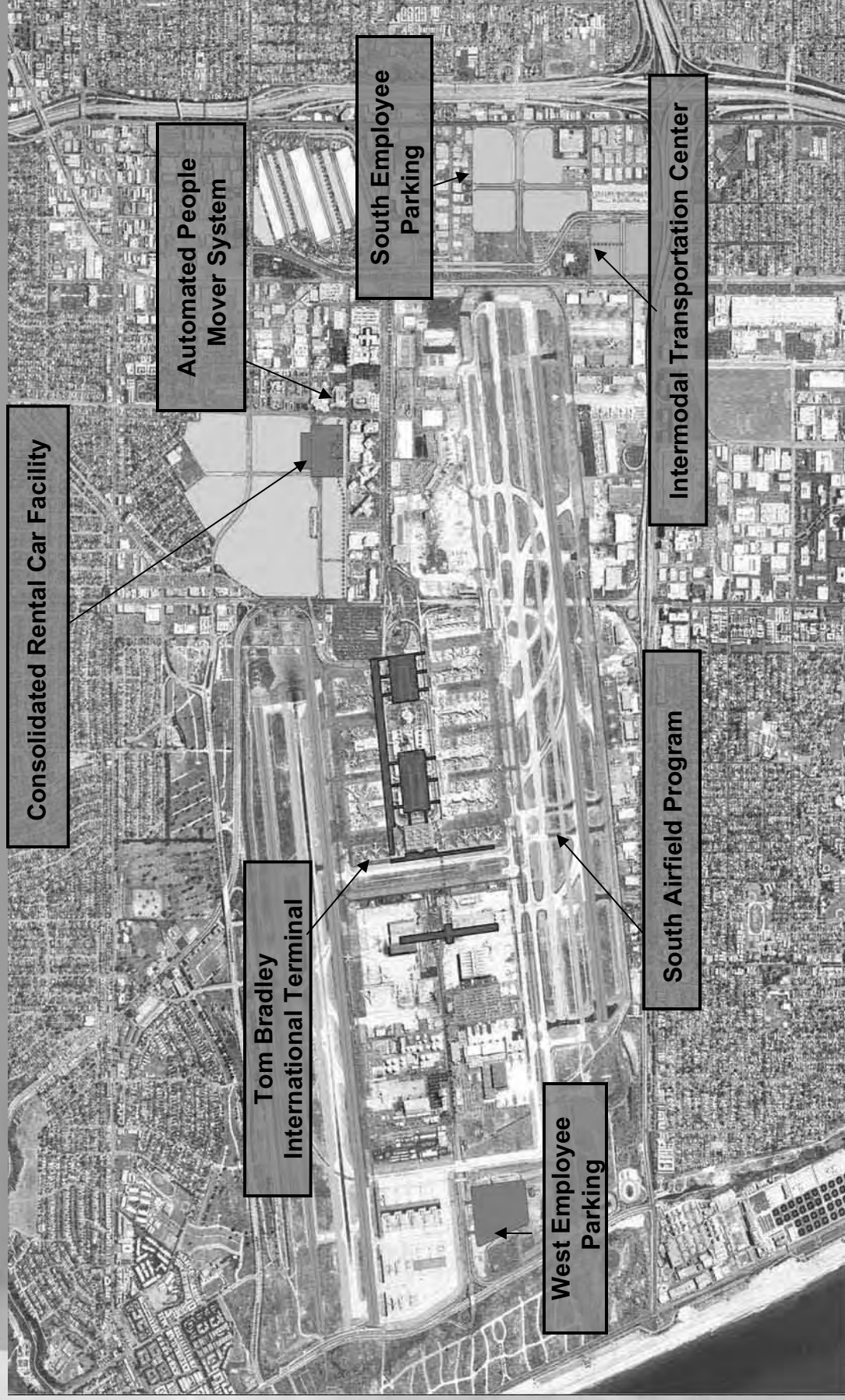
Los Angeles World Airports

LAX Specific Plan Amendment

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



“GREEN LIGHT” PROJECTS



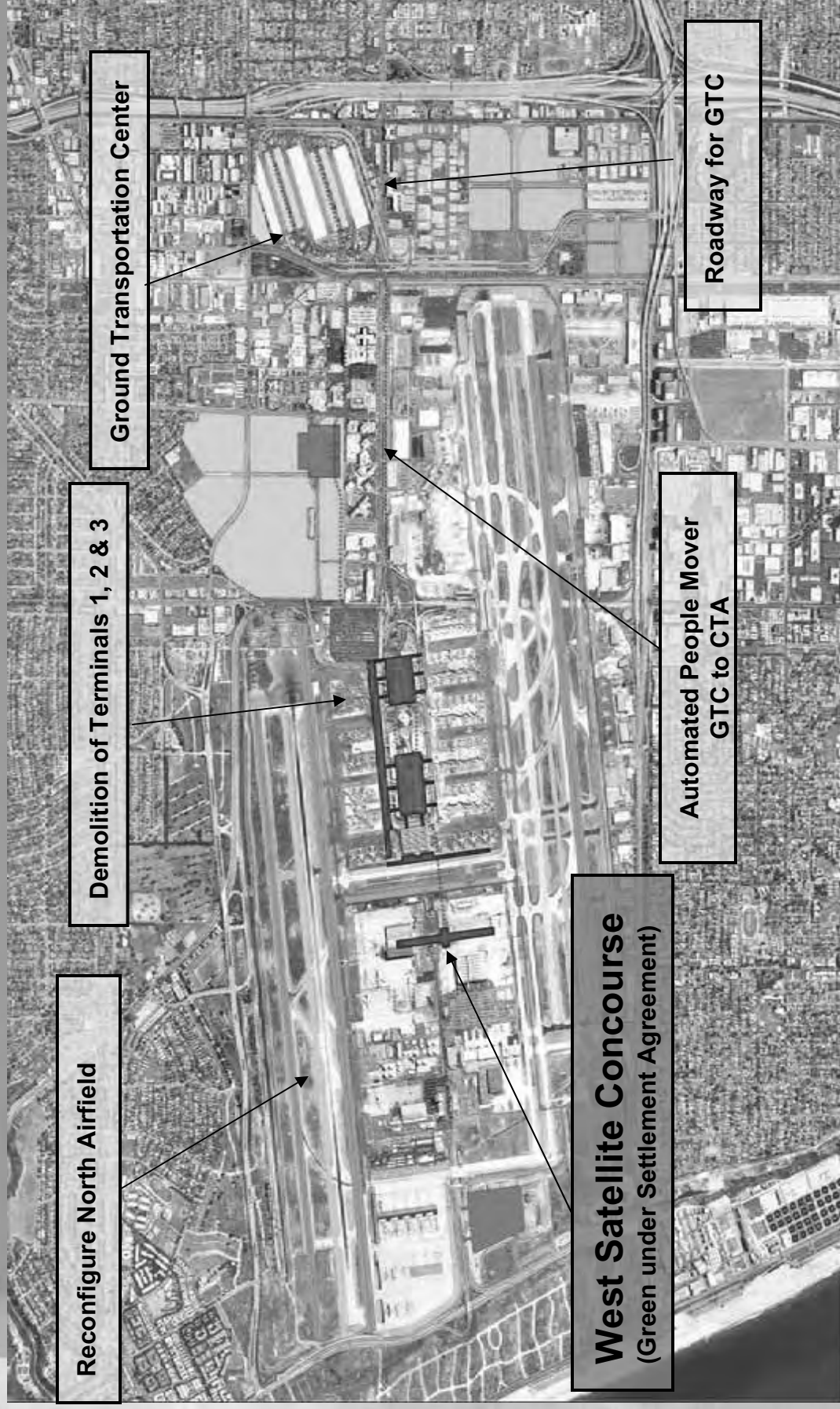
Los Angeles World Airports

LAX Specific Plan Amendment

- Provide alternate mitigations to “Yellow Light” Projects and improve:
 - Ground Transportation and Traffic
 - Air Quality and Other Environmental Impacts
 - North Airfield Runway Safety



“YELLOW LIGHT” PROJECTS



Los Angeles World Airports

IMPLEMENTING A PROMPT COMMUNITY-BASED PLANNING PROCESS



Los Angeles World Airports

LAX Specific Plan Amendment

- Start within 60 days of signed agreement
- 6 months to complete initial scoping phase
- 24 months to complete planning and environmental analysis (good faith effort)



LAX Specific Plan Amendment

- Establish LAX Specific Plan Amendment Process Advisory Committee
 - Congressional Representation
 - City of Los Angeles
 - County of Los Angeles
 - El Segundo
 - Inglewood
 - Culver City
 - ARSAC



Proposed Project Committees

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



Los Angeles World Airports

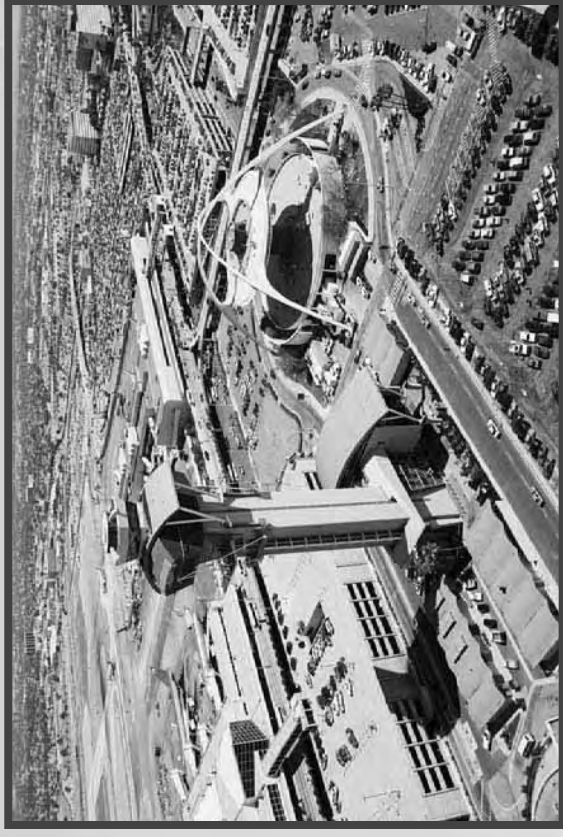
WORKING COOPERATIVELY WITH THE COMMUNITY



Los Angeles World Airports

Community Outreach

- LAWA to join working group of
 - Petitioners
 - Airport neighbors
 - Other interested parties



Los Angeles World Airports

Community Outreach

- **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



Community Advocate Position

- LAWA Funded Position
- Member of All Working Groups
- Located at the Flight Path Museum
- Definition of role and selection of the individual is the responsibility of Petitioners



Communication Tools

- Project Webpage – www.laxmasterplan.org
- 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. Community Advocate information)
- Useful Links (i.e. Individual Cities Soundproofing program, etc.)



Other Studies

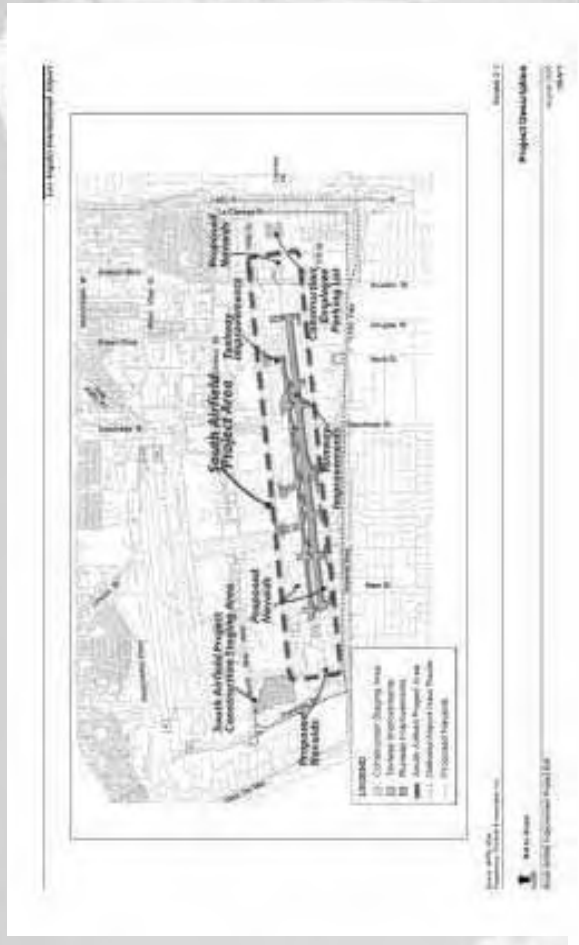
- West Employee Parking Lot
 - Prepare project specific EIR
 - Alternative locations and appropriate size
- Green Line Connection to LAX
 - Feasible ways to maximize use of public transit



Los Angeles World Airports

Other Studies

- South Airfield Mitigation
 - Construction-related emission reduction measures
 - Air Emission Source Apportionment Study
 - Noise control plan and noise monitoring hotline
 - Hydrology mitigation

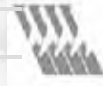
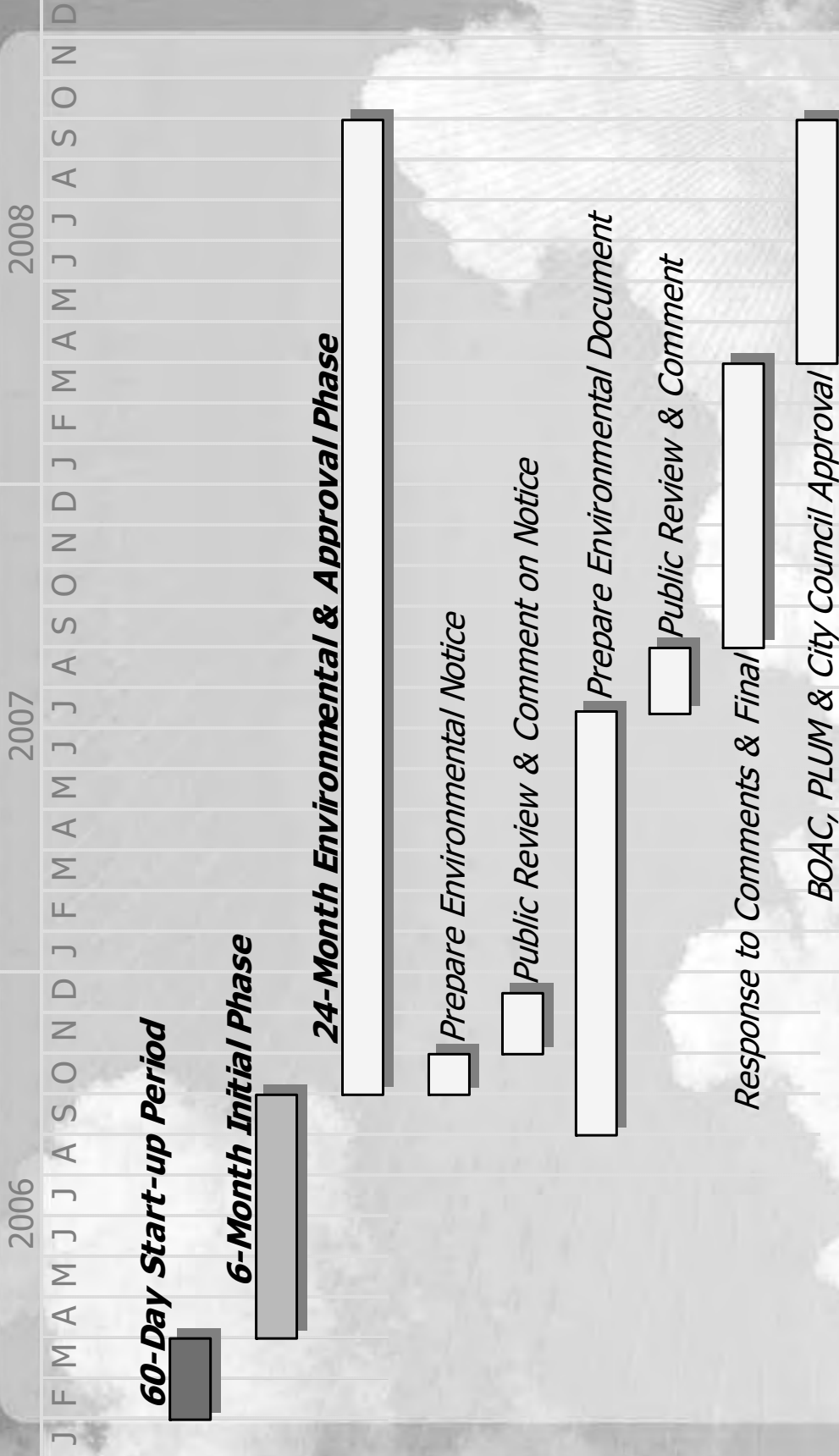


AGREEMENT REQUIRES AGGRESSIVE SCHEDULE



Los Angeles World Airports

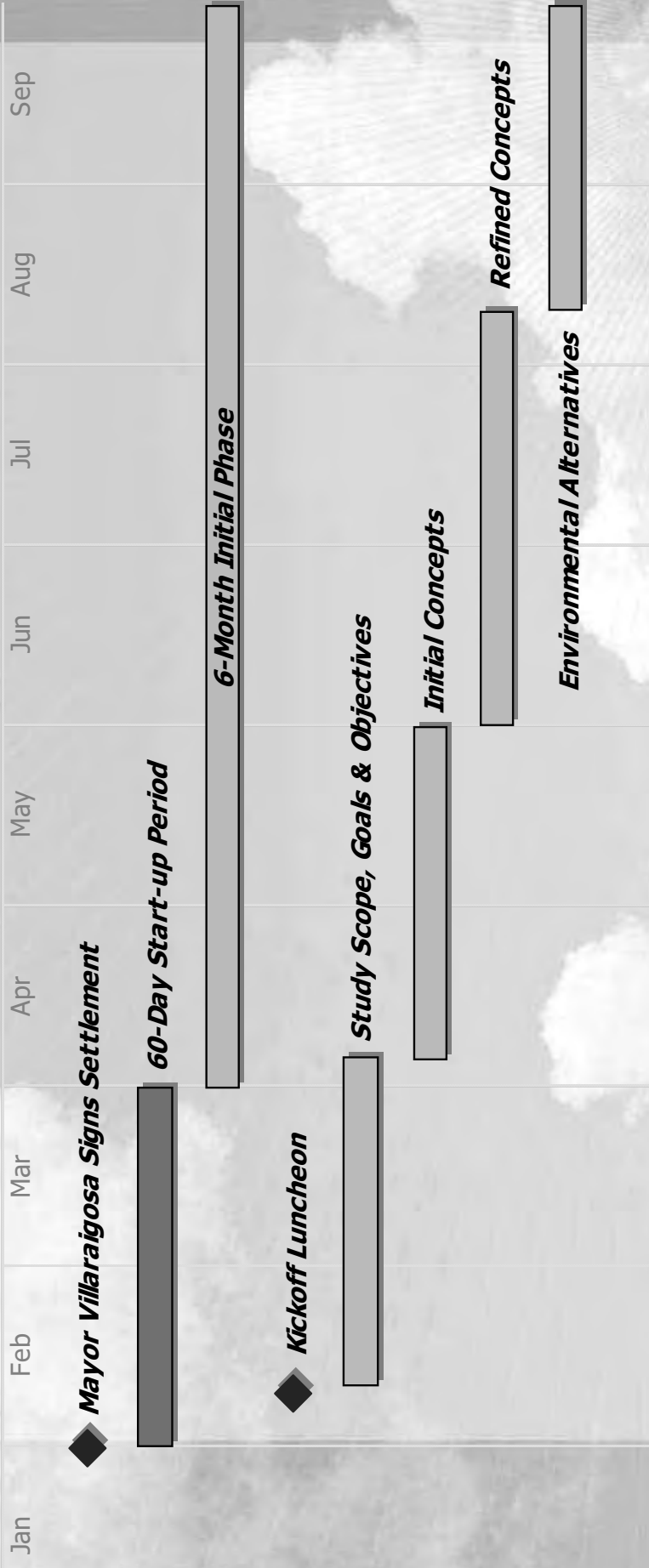
Project Schedule



Project Schedule - Initial Phase

8 month timeframe

2006



Los Angeles World Airports

WHY WE ARE HERE



Los Angeles World Airports

LAX Specific Plan Amendment

- Hear your thoughts on potential project locations for what is necessary to achieve improved:
 - Ground Transportation and Traffic
 - Air Quality
 - Other Environmental Impacts
 - Levels of Service



WHAT WE'RE DOING NEXT



Los Angeles World Airports

Map of the Los Angeles International Airport (LAX) area, showing various facilities and surrounding neighborhoods. The map is oriented with North at the top.

Facilities and Landmarks:

- North Airfield Complex
- Central Terminal Area
- South Airfield Complex
- Employee Parking
- Commuters
- Maintenance Hangars
- Air Cargo
- Long Term Parking
- Taxi
- Fuel Farm
- Remote Aircraft Gates
- Existing Golf Course
- El Segundo Blue Butterfly Habitat Preserve

Surrounding Neighborhoods:

- Manchester Square (Residential)
- Belford Area (Residential)
- Contidential City (Vacant)

Major Roads:

- I-105 (Imperial Hwy.)
- Vista Del Mar
- Pershing Dr.
- Lincoln Blvd
- Sepulveda Blvd
- La Tijera Blvd
- Arbor Vitae St
- Century Blvd

Other Features:

- Vacant
- Long Term Parking
- Taxi
- Central Terminal Area
- South Airfield Complex
- Air Cargo
- Employee Parking
- Commuters
- Maintenance Hangars
- Fuel Farm
- Remote Aircraft Gates
- Existing Golf Course
- El Segundo Blue Butterfly Habitat Preserve

Master Plan Programmed Acquisitions

Airport Undeveloped

**Airport Limited
Development**

ADJOURN TO BREAKOUT SESSION



Los Angeles World Airports

GROUP REPORTS



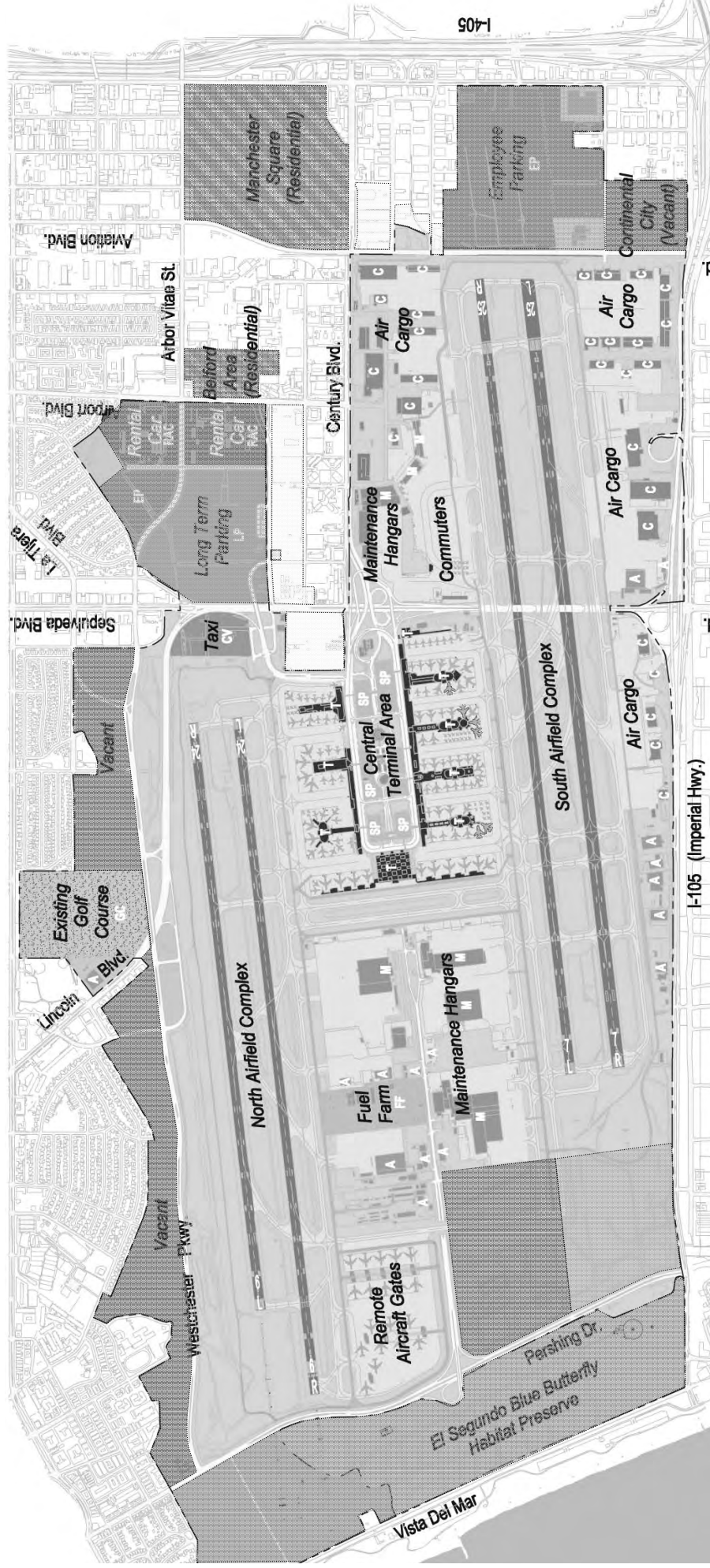
Los Angeles World Airports

NEXT STEPS



Los Angeles World Airports

LAX Specific Plan Amendment Study

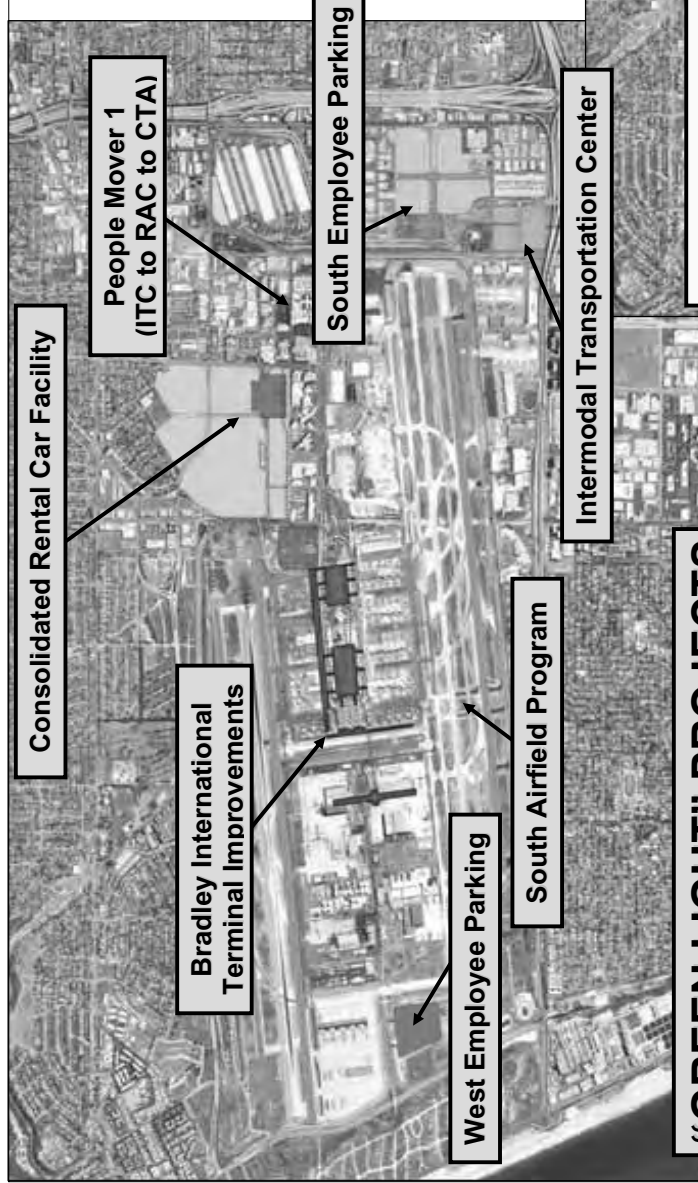


Airport Land Use Considerations

Airport Limited Development
(Approach Zones/Safety Areas)

Airport
Undeveloped

Master Plan
Programmed Acquisitions



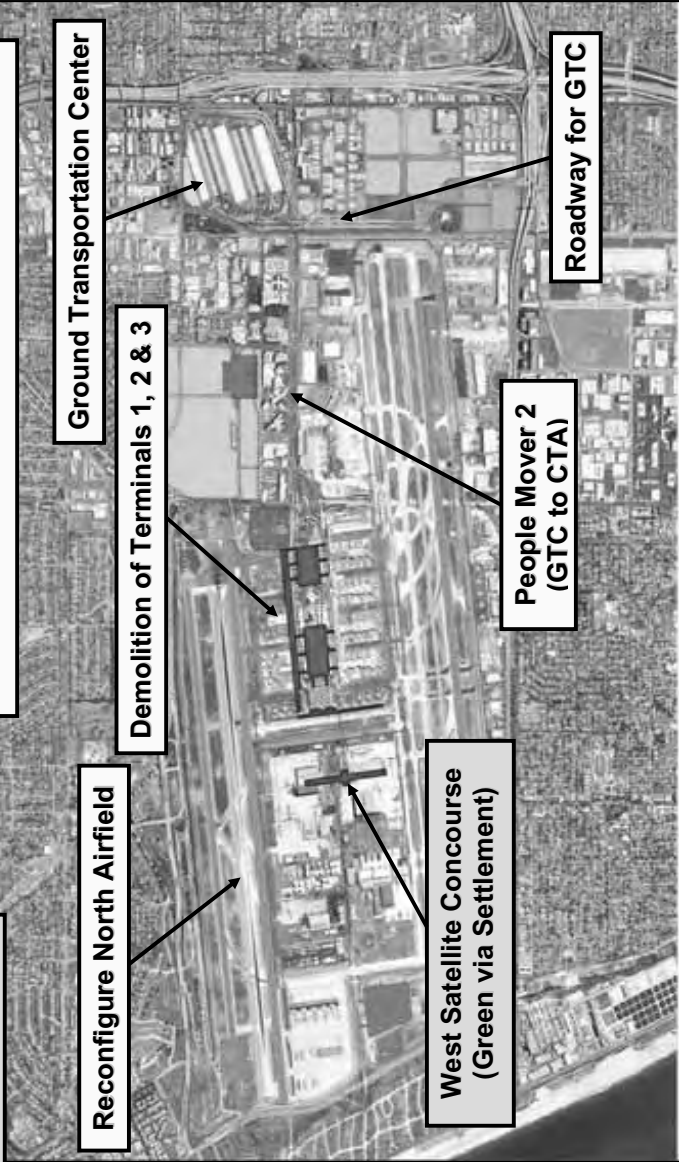
“GREEN LIGHT” PROJECTS

NOTES:

Yellow-Light Project Functions:

1. **Ground Transportation Center** – Replaces Central Terminal Area curb front for drop-off and pick-up of passengers. Also replaces a portion of private vehicle parking area and all of the commercial vehicle (e.g., taxis, shuttle vans and limos) staging areas.
2. **Roadways for GTC** – Provides direct vehicle access from I-405 and I-105 Freeways to limit use of city streets for airport traffic.
3. **People Mover 2** – Provides connection between Ground Transportation Center and Central Terminal Area.
4. **Reconfigure North Airfield** – Provides airfield safety improvement by relocating one runway south and constructing a new center taxiway between the pair of north runways (similar to South Airfield Program).
5. **Demolition of Terminals 1, 2 & 3** – Results from the reconfiguration of the North Airfield and the associated runway and taxiway construction.

“YELLOW LIGHT” PROJECTS



LAX Specific Plan Amendment Study Public Outreach Meeting Comments

March 15, 2006

Group 1

- Glad to see enthusiastic officials & participants
- Important to address environmental issues (i.e. idling jet fumes)
- Keep participants informed earlier on
- More FlyAway (Orange County, Long Beach)
- Add Amtrak stop at Ontario
- More ground transportation to other airports
- Both northern & southern access to LAX
- Fixed guide way for FlyAway
- require 10% of all freight vehicles to be alternative fuel [vehicles]
- Train Station from Inglewood to downtown (using rail – bus service not effective)
- FlyAway from new transit center in Inglewood
- Security/Safety on public transit
- Want a police presence [on public transit]
- Consolidated Hotel shuttle
- Signage – I-405 off-ramps “Use Century Blvd Exit”
 - Sign further away from airport
- Improve signage on commercial corridors make clear signage to airport on Century and on Sepulveda
- Need better signage to access Rental Car Facilities
- RAC better idea so people all go to one place with good signage...awesome idea

INFORMATION WITHIN IS DRAFT - FOR DELIBERATIVE PURPOSES ONLY

- Survey rental car customers on “How easy/concerns in getting to the rental car locations”
- Need mitigation measure to clean-up more than just Century Blvd. in Inglewood, i.e. Prairie Blvd., and Imperial Highway
- Clean graffiti off 405 Freeway in and around LAX
- If no parking in Intermodal what should be there – RAC: but may have to expand into Lot B
- Dedicated roadway for the trucks on airport property = increase in security & speed in delivery of goods & services
- Did not hear much about airport/Belford Area
- Given space or support hotels what do you recommend for this area [Airport/Belford]?
 - Trees (pine) grow tall out of
 - Business district is shrinking (downtown Westchester)
 - Multi-purpose/Model to use as a Triage, safety, etc.
 -
- Use for Westside of Airport
 - Problem with future construction traffic
 - Not a lot you can place there like buildings
 - How about aircraft repair or storage area

INFORMATION WITHIN IS DRAFT - FOR DELIBERATIVE PURPOSES ONLY

GROUP 1 15-MARCH-06

General Comments:

- 1) Glad to see ~~get~~ enthusiastic officials & participants
- 2) Important to address environmental issues
(i.e. idling jet-fumes)
- 3) Keep participants informed earlier on
- 4) More FlyAway
(Orange County, Long Beach)
- 5) Add Amtrack
stop @ ONT

GROUP 1 15.MARCH.06

- 6) More ground transp. to other airports
- 7) Both Northern & Southern access to LAX.
- 8) Fixed guideway for Fly Away
- 9) Require 10% of all freight vehicles to be alternative fuel. ②

GROUP 1 15-MARCH-06

- 10) Train Station from
Inglewood to Downtown
(Using Rail — bus
Service not effective)
- 11) Fly Away from new transit
Center in Inglewood
- 12) Security / Safety
on public transit
- 13) Want a police
presence

GROUP 1 15. MARCH. 06

- Consolidate hotel Shuttle
- Signage I405 off ramps
"Use Century Blvd Exit"
- Sign further away from airport
- Improve Signage on Commercial Corridor,
Make Clear Signage to airport on Century on Sepulveda

GROUP 1 15-MARCH-06

- Need Better Signage to access Rental Car Facilities
- RAC Better idea so people all go one place w/ good Signage... AWESOME idea
- Survey Rental Car customers on "How EASY / concerns in getting to the rental car location"
- Need mitigation Measure to Clean-up more than just Century BL in Inglewood, i.e., Prairie BL & Imperial Hwy
- Clean Graffiti off 405 Flyway in ~ AROUND LAX (5)

GROUP 1 15-MARCH-06

- IF No Parking in Intermodal
What Should be there
 - RAC : but may have to expand into Lot B
- Dedicated Roadway for the Trucks on Airport Property = Increase in Security & Speed in delivery of goods & services
- Did not hear much about Airport/Belford Area....
- **Green Space** what do you recommend for this area?
 - **Support Hotels** or
 - Trees (Pine) grow tall out of
 - **Business District** is Shrinking (Downtown) (Wester) ⑥

Cont'd: What USES For
Airport / Belford

- Multi-purpose / Model
to use as a Triage,
Safety, etc

? USE For Westside of Airport

- Problem w/ Future Constr.
Traffic

- Not a lot you can place
there like buildings.

- How about aircraft repair
or storage area

• Would this disturb the
Blue Butter Fly?

LAX Specific Plan Amendment Study Public Outreach Meeting Comments

March 15, 2006

Group 2

- Car Rental Facility should be closer to Freeway (where Intermodal Transit Center is)
- Have aircraft come in on inboard runways to avoid incursions
- Examine modern taxiway signalizations, to avoid incursions
- Tailored Arrivals
 - All electronic
 - Smooth landings
 - Less Pollution
 - Less Noise
- Rollouts at night instead of reverse thrusts
- North Airfield – Do not lengthen Runway move inward, even if it demolishes terminals to avoid moving noise over Westchester
- Hush House for maintenance
- Demolition [of terminals] 1, 2 and 3 – bad idea for security reasons
- Give back 3 holes to Westchester Golf Course
- Expand People Mover from Green Line into Airport
- Have Green Line come north and come into Airport
 - Aviation to 96th
 - 96th to Lincoln
 - North to Santa Monica
- Increase long-term parking
- Transportation up Lincoln – More FlyAways to South Bay and Santa Monica
- Intelligent Ground Transportation Traffic Signals – Coordinated
- Publicize Cell Phone Waiting Lot – and find a way to tell people which level use

INFORMATION WITHIN IS DRAFT - FOR DELIBERATIVE PURPOSES ONLY

- Consolidated shuttles within airport
- Add to program to encourage employees to use public transit
- High Speed Train from Union Station to Palmdale
- Get Palmdale Tower Staff
- FlyAway from northern Valley to Palmdale
- Move all cargo planes to Ontario (noisier, eastbound flights)
- Create a park where GTC located (Greenspace)
- Parking structure within airport (debate)
- More distributed parking lots with buses
- Implement Rand security recommendations – shatterproof glass
- Charge money to come into Central Terminal Area in a car – something additional to deal with handicapped
- Extend 105 to Pershing
- Improve off-ramp at 105 to Sepulveda
- Route traffic from 105 to Aviation and Century instead of Sepulveda
- Need to understand improvements on Century Boulevard
- \$3 million to remove streets on bluffs west of Pershing is a waste of money
- Paint center taxiway red to avoid landings there
- No intersection take-offs, no cut-ins to runway

INFORMATION WITHIN IS DRAFT - FOR DELIBERATIVE PURPOSES ONLY

Alternate Mitigations ^{15 MARCH} **GROUP 1**

- Car Rental Facility
Should be closer to
FWY — where Intermodal
transit Center is.
- Have Aircraft come
in on inboard runways
to avoid incursions
- Examine modern taxi-way
signalizations, to avoid
incursions.

15 MARCH 06 GROUP 1

Tailored Arrivals

- all electronic
- smooth landings - less pollution,
less noise.

Rollouts at night instead
of Reverse thrusts.

North Airfield - Do Not
Lengthen Runway.

Move inward, even if it
demolishes terminal
to avoid moving noise
over Westchester ②

15 MARCH 06 GROUP 2

- Hush House for Maintenance
- Demo 1 + 2 + 3 - bad idea for security reasons
- Give back 3 holes to Westchester golf Course
- Extend People Mover from Green Line into Airport

15 MARCH 06 GROUP 1

Have green line come
North and come into
Airport

- aviation to 96th

- 96th to Lincoln

- north to Santa Monica

Increase
long term parking

Transportation up Lincoln

More Fly Away
to South Bay & S. Monica
④

15 MARCH 06 GROUP 2

Intelligent Ground
Transportation Traffic Signals
- coordinated

Publicize Cell Phone
Waiting Lot
- and find a way to
tell people which level
to use.

Consolidated Shuttle
within airport

(5)

15·MARCH·06 GROUP 2

- Add to program to encourage employees to use public transit
- High Speed Train from Union Station to Palmdale
- Get Palmdale Tower Staff

15 MARCH 06 GROUP 2

- Fly Away From Northern Valley to Palmdale
- Move all cargo planes to Ontario
(noiser, eastbound flights)
- Create a Park where GTC located. (Green space)

15 MARCH 06 GROUP 2

Parking Structures w/in
Airport - (debate)

More distributed parking
lots, with buses

- Implement Rand
security recommendation
- shatterproof glass

15 MARCH 06 GROUP 2

- Charge \$\$ to come into Central terminal area in a car
 - something add 't' l to deal w/handicapped
- Extend 105 to Pershing
- Improve Off-Ramp at 105 to Sepulveda ⑨

15-MARCH-06 GROUP 2

- Route traffic from 105 to Aviation + Century instead of Sepulveda
- Need to understand improvements on Century Boulevard.
- \$3 million to remove Street on Bluffs west of Pershing is a waste of \$

15-MARCH-06

GROUP 2

Paint Center Taxiway
Red to avoid
landing there.

- No intersection take-offs
no cut-ins to runway.

LAX Specific Plan Amendment Study Public Outreach Meeting Comments

March 15, 2006

Group 3

- How many runway-related accidents have occurred at LAX?
- We do not need the G.T.C.,?/@ Manchester Square?
- Pershing Drive Concerns = Manchester/Pershing
 - Devastation to central business and row acq. W/ring road.
 - Concern that W. end dev. will adversely affect PDR traffic
 - Other support ring road and w. end dev.
 - M.A.P. is a legal-binding Agreement
- What can we do to better encourage utilization of mass transportation?
- How do other major airport cities compare to regards of their usage of mass-transportation utilization? What percentages?
- Advertise transportation options
- Off-site baggage (F.A.A. – approved) check-in sites
- North side of LAX (Westchester Parkway area) suggested to maintain a greenbelt area i.e. golf course, park(s)
- Relocation of Northern runway (25R) West slightly & North slightly- in regards to A380 separation requirements
- If North runway (25R) were moved North & to the west, perhaps a BERM could be build to help reduce noise
- AMES (NASA), RAND simulation studies on North Airfield plans
- (25R) North runway 50/50 solution i.e. 50 feet to the left and 50 feet to the right
- Green belting as a solution to noise reduction i.e. (trees as a natural noise BERM)
- North side=No Hotels, keep it green – restaurants – okay limited office, East of golf course and retail (on Manchester)
- Concern of drivers using Ralph's/Longs Drugs parking lot to wait for their clients
- Continental City = at this time- perhaps parking.

INFORMATION WITHIN IS DRAFT - FOR DELIBERATIVE PURPOSES ONLY

Group 3

→ How Many Runway-Related Accidents have occurred at LAX?

→ WE DO NOT NEED THE G.T.C. ?/ @ Manchester Square?

→ PERSHING DRIVE
Concerns = Manchester/Pershing

→ devastation to central business & ROW
acq. w/ ring road

- Concern that W. end dev.
will adversely affect PDR traffic

- Others support Ring Road & W. end dev.

- M.A.P. is a legal-binding Agreement

3/15/06

- What can we do to better encourage Utilization of mass-transportation?
- How do other Major Airport cities compare to regards of their usage of mass-transportation utilization? What percentages?
- Advertise transportation Options
- Off site baggage (F.A.A.-Approved) check in sites
- North Side of LAX (Westchester Parkway) AREA
Suggested to maintain a greenbelt area
i.e. golf course, park(s)
- RE LOCATION OF NORTHERN RUNWAY (25R) West slightly & North-slightly ~ In regards to A380 separation requirements

3/15/06

Group 3

Page
3 of 3

- If North Runway (25R) were moved North & to the west, Perhaps a BERM could be built to help reduce noise.
- AMES (NASA); RAND Simulation Studies on North Airfield plans
- (25R) North Runway 50/50 solution
i.e. 50 feet to the Left & 50 feet to the right
- GREEN BELTING AS A solution to Noise Reduction^{i.e.} (TREES as a natural noise berm)
- NORTH SIDE = NO HOTELS,
KEEP IT GREEN ~ restaurants ~ o.k.
limited office → East of golf course & retail (on Manchester)
- Concern of Drivers using Ralphs/Longs Drugs parking lot to wait for their clients
- CONTINENTAL CITY = At this time ~ perhaps, Parking

LAX Specific Plan Amendment Study Public Outreach Meeting Comments

March 15, 2006

Group 4

- Green vs. yellow projects difference not clear
- Moving North runway 100 ft. North will increase noise impacts on residents
- Concern with road noise at Lincoln/Sepulveda if roadway depressed
- Is moving North runway 100 ft. necessary for safety?
- How does above impact noise footprint on Inglewood?
- Use vacant land North of airport to build sound blocking uses/ buildings with proper height limits
- Additional noise monitors if North runway moved
- Introduce recreational uses as well as solid buildings North runways
- Above: Skateboard park, soccer, baseball, path to beach
- Put western flight museum at continental city
- Is airport causing traffic congestion? Does it depend on time of day?
- Plant large trees around airport
- Will LA residents use transit to catch planes?
- Transit service at LAX not easy to understand
- Crosswalks at Sepulveda near terminals
- What happened to the new international terminals?
- Tom Bradley is a 3rd world level zoo
- No congestion on Westchester Parkway
- Why not a convention center/hotel on West side “blue space”?

INFORMATION WITHIN IS DRAFT - FOR DELIBERATIVE PURPOSES ONLY

- West terminal should be accessible directly from West via ground transport
- What would be traffic impacts on Pershing if west blue zone developed?
- Could some traffic be better tunneled around West side?
- What is vacancy rate at Century Blvd. Hotels?
- Hotel at airport with convention facilities could reduce trips between airport and off-site hotels by out-of-tunnels
- Will existing car rentals in area be consolidated?
- How will you keep rental cars from being stolen?
- Need signage to car rental center
- Need to expedite bus service through LAX between Green Line and Santa Monica
- Need efficient connection between Lincoln transit corridor and LAX
- Could Sepulveda tunnel expedite traffic?
- Real time traffic info needed for jams
- Widen Sepulveda- Sepulveda saturated-Widening might draw in more traffic
- Grade separate transition from NB Sepulveda to WB Lincoln
- Playa Vista traffic impacts important
- What kinds of “mitigations” are allowed?
- What about doing nothing at West side of airport?

INFORMATION WITHIN IS DRAFT - FOR DELIBERATIVE PURPOSES ONLY

Group 4 15 MARCH 06

group #4 1 of 2

- Green vs. Yellow Projects difference not clear
- Moving North runway 100' north will increase noise impacts on residents.
- Concern with road noise at Lincoln/Sepulveda if roadway depressed.
- Is moving north runway 100' necessary for safety?
- How does above impact noise footprint on Inglewood?
- Use vacant land north of airport to build sound blocking uses/buildings with proper height limits.
- Additional noise monitors if north runway moved.
- Introduce recreational uses as well as solid buildings north of runways.
- Replace Above: Skateboard park, soccer, baseball, path to beach.
- Put Western Flight Museum at Continental City.
- Is airport causing traffic congestion? Does it depend on time of day?
- Plant large trees around airport.
- Will LAX residents use transit to catch planes?
- Transit service at LAX not easy to understand
- Crosswalks at Sepulveda near Terminals.
- What happened to the new international terminal?
- Tom Bradley is a 3rd world ~~the~~ level Zoo.
- No congestion on Westchester Parkway
- Why not a convention center/hotel on west side "blue space"
- West terminal ~~sew~~ should be accessible ~~pro~~ directly from West via grand transit.

- What would be traffic impacts on Pershing if West blue zone developed?
- Could some traffic be better funneled around west side?
- What is vacancy rate at Century Blvd hotels?
- Hotel at airport with convention facilities could reduce trips between airport and off-site hotels by ~~attract~~ out-of-towners.
- Will ~~car~~ existing car rentals in area be consolidated.
- How will you keep rental cars from being stolen?
- Need signage to car rental center.
- Need to expedite bus service through ~~Green Line~~ LAX between Green Line and Santa Monica.
- Need efficient connection between Lincoln transit corridor and LAX
- Could Sepulveda tunnel expedite traffic?
- Real time traffic info needed for jams.
- Widen Sepulveda. Sepulveda saturated. Widening might draw in more traffic.
- Grade separate transition from NB Sepulveda to WB Lincoln.
- Playa Vista traffic impacts important.
- What kind of "mitigations" are allowed?
- What about doing nothing at west side of airport?

LAX Specific Plan Amendment Study
Public Outreach Meeting Comments
March 18, 2006

Group 1

Traffic

- Pershing – Fwy/Block N of West Park or improve connections to Culver (local access)

Transportation

- cc bus service to LAX discontinue
- Bus service needed
- FlyAway – VA Center, So Bay

Northside AP

- Greenery + Clean-up
- Nursery – Comm Garden
- Restore 18 holes golf course/ need courses, use residential water
- Need to safe traffic
- Roller/ Ice Skating Rinks
- Neighborhood usage
- 24 R moving 100' North, NO
- 24 L move to South, Reconfigure Term. 1, 2 + 3, if necessary
- Helicopter flights

Lot C

- Not RAC – move it to Imp/Aviation, need direct freeway access
- Improve bus center

INFORMATION WITHIN IS DRAFT - FOR DELIBERATIVE PURPOSES ONLY

Traffic

- Use Century Blvd signage on freeway
- AP Blvd signage
- “Century” → “Aviation” or LAX

Continental City

- OK, Intermodal
- Move RAC
- Freeway Access
- No exit from Harbor onto Century

Traffic – Sep/Cent

- Paint Tunnel
- Look at broader area for mitigation
- Create another corridor – Aviation/La Cienega (per Olympic)

Man □

- Cultural
- Commercial consolidated parking
- Shopping Area
- More thorough traffic study

Sound Insulation

- Expand - Inglewood

INFORMATION WITHIN IS DRAFT - FOR DELIBERATIVE PURPOSES ONLY

Group #1

18 MARCH 2006

Traffic

- Pershing - Fwy / Block N of West Park
or improve connection to Culver (local access)

• Transportation

- CC bus service to LAX discontinued
- Bus Service needed
- Flyaway - VA Center

• North Side AP So Bay

- Greenery + clean up
- Nursery + garden
- Restore 18 holes Golf Course / new course
use reclaimed water
- Need to reduce traffic
- Roller / Ice Skating Rinks
- Neighborhood usage
- 24 Rte moving 100' North NO
- 24 h move to South
- Reconfigure Term 1, 2 + 3, if necessary
- Helicopter flights -

Lot C

Not RAE - move it to bus/bike
Need direct bus access

Improve bus center

Traffic - Use Century Blvd sign on Fwy
AP Blvd signage
"Century" → "Harbor" or LAX

Cent City - OK Intermodal
- Fwy move RAE
no exit from Harbor onto Century

Traffic Sep / Cent.

Paint tunnel

Look at broader area for "destination"
Create another corridor
Aviation / La Brea (per Olympic)

Main D

Cent Blvd

Commercial could be parking
Shopping Area
Have those + other study

GROUP 1 : 18 MARCH 2006

• Sound insulation
Expend. Increased

**LAX Specific Plan Amendment Study
Public Outreach Meeting Comments**

March 18, 2006

Group 2

Pershing

- No West Terminal (no back door)
- No ring road
- Protect Westchester Business District
- Accelerate FlyAways w/ specific due dates

Traffic

- Improved Rail and Mass Transit Access – Critical
- Low-floor shuttle buses
- Beautification of streets
- APM to ITC
- West Side – Nothing New!

North Side

- Youth Facilities/*Green Space
- Add 3 holes! Now!
- Centralize LAWA office space West of Sepulveda – East of fire station? Review AC Martin plans
- No new access through community streets

North Runways

- Not given “choice” of 24 L moving South vs. 24 R moving North
- NO WAY! Vs. accommodating future European larger aircraft

INFORMATION WITHIN IS DRAFT - FOR DELIBERATIVE PURPOSES ONLY

- No supporting study for runway separation on North runway complex

Manchester Square Ideas

- Conference Center
- Restaurant/Movies
- Open space
- Recreation – Skating/Golf
- RAC facility? Vs. No use that drives traffic through communities

INFORMATION WITHIN IS DRAFT - FOR DELIBERATIVE PURPOSES ONLY

LAX Specific Plan Amendment Study Public Outreach Meeting Comments

March 18, 2006

Group 3

- What would happen to current RAC facilities' properties, if they were consolidated @ a new bldg?
- G-3-2: Comment: physiology (health), a/c, trucks, cars, air quality
- Trans. Center – traffic on 105 + Sepulveda
- UAL + SWA are commuters – want easy access, park nearby?
- Convenience/ Safety for People Mover
- New road into terminals?
- West facilities – problem of traffic jams N & S roads along LAX what to do with cars?

LAX No. Side

- Build hotels
- Keep open – schools, habitat
- Highway access to area
- Natural buffer
- Traffic is too much!

N LAX Complex

- 100' R/W move inadequate for group 6 a/c
- Lincoln highway changes, some agree
- Jack wants the group 6 studies met

INFORMATION WITHIN IS DRAFT - FOR DELIBERATIVE PURPOSES ONLY

Intermodal Center

- Access point to freeways
- Rental Car Facility?
- Cargo Limits?
- Big Loads?
- Mass transit use Green Line?
- Buses – Lower floor for access

- What would happen to current RAC facilities' properties, if they were consolidated @ a new bldg.?

- Comment - physiology (HEALTH)
a/c, trucks, cars → air quality

Trans Ctr - traffic on 105 + Sepulveda +
UFL + SWA are commuters - want
park nearby? - EZ access

Convenience/safety for people moves

New road into terminals?

West facilities - problem of traffic
jams N & S roads along LAX.

What to do w case?

LAX No. Side
build hotels?

Keeps open - schools, habitat
hwy access to area

Natural buffer

Traffic is too much!
N LAX Complex

100' R/W move inadequate
for Grp 6 a/c. Lincoln Hwy

Some agree, Jack wants
the grp 6 stds met.
Changes

GROUP 3
18 MARCH 2006

Intermodal Ctr

Access point to freeways.
Rental car facility?

Cargo limits?

Big loads?

Mass transit use Green Line?

Buses - lower floor for
access.

LAX Specific Plan Amendment Study Public Outreach Meeting Comments

March 18, 2006

Group 4

Mass Transit Problem: Ground Access

- Improve mass transit at Airport
- Need to keep passengers off local roads (congestion) (Century, Sepulveda)
- Freeways (405 (+) 105) are also overly congested

Pershing Drive

- Pershing Drive – Please leave it alone (natural habitat passable)

North Side (North Airfield)

- Recreational Areas – (parks, kids, soccer) (FAA has turned down)
- Need a Buffer
- Airport should stick to Airport Operations
- Level all runways including South runway (reduce the noise). Eliminate the slope to East, all aircraft must go West
- Sell vacant parcels to City of LA

Long Term Parking, Green Areas – North-East (All rental car agencies)

- Consolidate all rental car co. (hard to find)
- Move rental car co. South East – closer to freeway (easier access (+) less resid. traffic to freeway), further North away from residences
- Use for Employee Parking

White Area – East Side, Century (+) Aviation between Manchester (+) Existing Employee Parking

- Intermodal Transportation, buy property from existing businesses

INFORMATION WITHIN IS DRAFT - FOR DELIBERATIVE PURPOSES ONLY

1

Mass Transit, how to encourage

- Mass Transit, how to encourage
- Need more FlyAways (Union Station -) (+)
- Other Airports (Union Station to Ontario)
- Develop other lots
- Train circulation through Airport, need to connect to Green Line station, need shuttle service (like Dash) to the train
- Likes, ground transportation remains in place (green light)

(Special Transportation)

- Valet service
- Senior Transportation
- Handicap Transportation
- Widen Aviation
- Move Employee parking into Airport

Off Map

- Remote check-in – 3-4 miles – Along Green Lines – Check-in luggage

Mass Transit PROBLEM: ground transport

① Improve mass transit at airport.

② Need to keep passengers off local roads (congestion).
(Century, Sepulveda)

③ Freeways (405(4)/05) are also overly congested.

Pershing Drive -
PLEASE LEAVE IT
ALONE.

(NATURAL Habitat, Passable)

North Side

(North
(Airfield))

① Recreational Areas -

(parks-kids, (~~FAA~~ FAA has
soccer turned down)

② Need A Buffer

③ Airport should Stick to
Airport operations. ③

(Blue) North side cont'd

- ④ Level ^{All} ~~the~~ RUNWAYS.
 including south Runway.
 (Reduce the noise).
- ~~④ ELIMINATE THE SLOPE TO~~
~~take off to the EAST.~~
- ⑤ CALL AIRCRAFT MUST GO WEST.
 Sell vacant parcels to
 City of LA.

Long Term Parking Green Area - North-East (All rental car Agencies)

- ① Consolidate All rental car co. (Hard to Find)
- ② Move Rental car co. South East - (Closer to Freeway)
(Easier Access) (+) less resid. traffic to freeway

Green Area - North side
Long Term Parking

2) Further North - Away
from Residences

3) Use for
Employee Parking =

(White Area-East Side)
Century (t) Aviation
Between Manchester (t)

Existing Employee Parking-

Intermodal transportation

Buy Property from ~~the~~

existing Businesses (7)

Mass Transit

How to encourage

① Need more flyaways
(Union Station -)

(+)

② Other Airports
(Union Station to Ontario)

③ Develop other lots.

~~②~~④ Train circulation
through Airport
Need to connect to
Green line Station.

Need

- ④ Shuttle service
(like DASH) to the train.
- ⑤ Likes, ground
transportation remains
in place. (green light)

Special transportation:

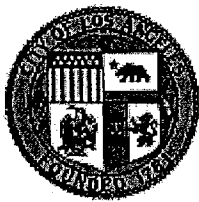
- ⑥ Valet service.
- ⑦ Senior transportation
- ⑧ Handicap transportation

9. Widen Aviation

10. Move Employee

Parking into Airport.

11.) Remote Check-in-
off map } 3-4 miles - Along Green
Lines - Check in Luggage (12)



Los Angeles World Airports

LAX Specific Plan Amendment Study

COMMENTS

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

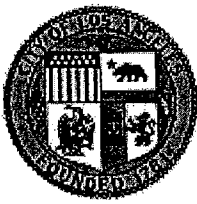
-The schools of Inglewood and Lennox are significantly
-impacted by airport operations. The schools
should continue to receive funding to mitigate
the noise impacts regardless of what projects are
implemented in the LAX Master Plan Program.

(If necessary, please use the reverse side of the paper.)

Please complete the information below and print clearly.

Name: Maria Verdozco - Smith Phone: 310-412-9094
Organization (if any): LAX Coalition for Economic, Environmental, Educational Justice
Address: 10927 GREVILLE AVE
City: LENNOX State: CA Zip: 90304-2323
Email Address (optional): MARIAVERDUZCO@YAHOO.COM

You may hand your comments to a project team member.



Los Angeles World Airports

LAX Specific Plan Amendment Study

COMMENTS

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

- That LAWA continues to commit to keeping the Stakeholder Liaison Position. The Community Advocate Position should work in conjunction with the Stakeholder Liaison. The Stakeholder Liaison interfaces with the community from LAWA's perspective and the community should have an identifiable person ^{with} whom they can voice their concerns.

(If necessary, please use the reverse side of the paper.)

Please complete the information below and print clearly.

Name: Flor Barajas-Tena Phone: _____
Organization (if any): Los Angeles Alliance for a New Economy
Address: 464 Lucas Ave Suite 202
City: Los Angeles State: CA Zip: 90017
Email Address (optional): fbtena@laane.org

You may hand your comments to a project team member.

COMMENTS FROM AN OLD TIMER

TO WHOM IT MAY CONCERN

In reviewing LAX (D) and LAX (E) I find them full of holes and VERY EXPENSIVE.

1. Leave the terminals and existing access as is. This allows people to drop off and pick up the elderly and handicapped right at their terminals. This scatter of terminals is safer than the proposed concentration.
2. Moving runways and putting a taxiway between them has not improved wing tip clearance versus 45 degree holding between existing runways. Nobody shows which way the airplanes would be going in those center taxiways. This is very unsafe.
3. The time and cost of moving a runway will effect a shortage of operational runways for a long time and with the existing air traffic will cause a real delay problem.
4. The location of the new tower solved the visibility problem that occurred on the north runway and taxiway that one time. ~~NO PROBLEMS SINCE.~~
VISIBILITY
5. With the financial shortage in Federal, State and City, leave as is except to improve the security in the existing terminals.
6. I went to the library to review the airport plan D and was shocked by the extent of the environmental study. About 6 feet of books full of GOBBLE-DE-GOOK. When there wasn't an acceptable plan to evaluate. What a waste of taxpayer funds.
7. Cargo truck traffic mixed with passenger traffic could be solved by utilizing Ontario airport where the truck traffic can come and go in all directions and not restricted to approach only in one direction.
8. To accommodate the new double deck Aerobus at the terminal, a two level ramp system must be available.
9. To solve the problem of the landing Aircraft having to cross the takeoff runway to get to the terminals, switch them to land on the inboard runway, and takeoff to the outboard runway.

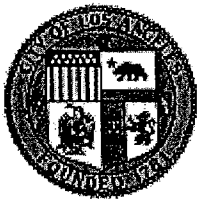
John S. Ehret

8219 Calabar Ave.

Playa Del Rey, CA 90293

Retired McDonnell Douglas '79 after 31yrs. Retired from the FAA '89, continued as a consultant with McDonnell Douglas Technical Service Co. until Boeing took over.

Private Pilot, Land and Sea for 53yrs.



Los Angeles World Airports

LAX Specific Plan Amendment Study

COMMENTS

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

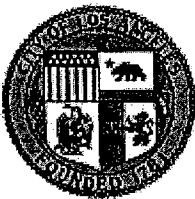
I need help with removing the oily, sticky residue, which I believe is from plane exhaust, that is on items in my backyard.

(If necessary, please use the reverse side of the paper.)

Please complete the information below and print clearly.

Name: MARY BEAL Phone: 310-671-6850
Organization (if any): 10th & 11th AVE. BLOCK CLUB
Address: 9301-10th AVE
City: INGLEWOOD State: CA Zip: 90305
Email Address (optional): MARYCAKE@SBCGLOBAL.NET

You may hand your comments to a project team member.



Los Angeles World Airports

LAX Specific Plan Amendment Study

COMMENTS

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

To reduce air pollution I propose the following:

- When After passengers are unloaded at the terminal many of these aircraft, especially later in the day are moved to maintenance facilities, hangers or ramps, for maintenance. After maintenance is performed they are moved back to the terminals. Presently the aircraft are either taxied under their own power by the engines or towed by tractors. From an air pollution basis, towing the aircraft is far better, and also saves the airlines considerable money in fuel cost.

Currently towed aircraft get the lowest priority as to who gets clearance from the tower first. This discourages towing for some airlines because of time constraints getting aircraft to the gate in time for departure.

I suggest doing things to encourage airlines to tow their aircraft to & from maintenance facilities, and to discourage taxiing. One idea is to impose a fine (maybe \$100) if they taxi.

(If necessary, please use the reverse side of the paper.)

Please complete the information below and print clearly.

Name: Randall Hartman Phone: (949) 361-1441
Organization (if any): I work for American Airlines as a aircraft maint. insp
Address: 21718 Marjorie Ave
City: Torrance State: CA Zip: 90503
Email Address (optional): _____

You may hand your comments to a project team member.

- Roe
- Put RAC near freeway
 - Modern Taxiway Signaler Downer
 - Tower ~~down~~
 - Tailored animals (Boeing)
 - Night (roll-outs instead of reverse thrust)
 - ConRae to ITC

- Manchester Sq not in 65

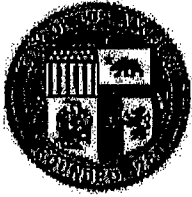
Eugene Richards

10918 Truro Ave

Kenner, OR 90304

Send info

we do not have Internet



Los Angeles World Airports

LAX Specific Plan Amendment Study

COMMENTS

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When making your comments, please be as specific as possible:

PROMOTE HIGH SPEED RAIL BETWEEN DOWNTOWN
STATIONS → SAN DIEGO
↕
LOS ANGELES
↕
BAKERSFIELD
↕
FRESNO
↙ ↘
SAN JOSE STOCKTON
↙ ↘
SAN FRANCISCO OAKLAND SACRAMENTO
EXPRESS TRAVEL TIMES WOULD BE 3 HOURS
THIS WOULD ELIMINATE MANY COMMUTER FLIGHTS & LOCAL TRAFFIC.

(If necessary, please use the reverse side of the paper.)

OVER →

Please complete the information below and print clearly.

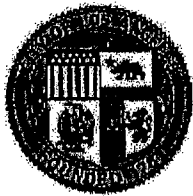
Name: DAVE SNOWDEN Phone: 310-283-2740
Organization (if any): SO. CAL. TRANSIT ADVOCATES / FRIENDS OF THE GREENLINE
Address: 519 N. GERTRUDA AVE.
City: REDONDA BEACH State: CA Zip: 90277
Email Address (optional): DVS519@EARTHLINK.NET

You may hand your comments to a project team member.

MORFET (SA?) FIELD, NEAR SAN JOSE HAS A LIGHT RAIL

○ LINE WITH OVERHEAD WIRES AT THE SOUTH END OF THE
RUNWAY. THE TRACKS & WIRES ARE IN A TRENCH & THE TOPS
OF THE TRANSMISSION POLES ARE BELOW THE RUNWAY FENCE.

PS. - I HAVE SLIDES OF THIS.



Los Angeles World Airports

LAX Specific Plan Amendment Study

COMMENTS

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

More Flyaway now.

Allow sport fields on vacant north property.

No moving runway North.

(If necessary, please use the reverse side of the paper.)

Please complete the information below and print clearly.

Name: Smith, Judy Phone: _____

Organization (if any): PANIC

Address: 16001 Shadow Wood Dr.

City: Rancho PV State: CA Zip: 90275

Email Address (optional): wha1687@earthlink.net

You may hand your comments to a project team member.



Los Angeles World Airport

LAX Specific Plan Amendment Study

COMMENTS

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

STOP USING AIRCRAFT AS INSTRUMENTS OF EVIL

- EXPANDING LAX IS MORALLY WRONG!

THEREFORE, IT IS POLITICALLY WRONG!

STOP ALL EXPANSION PLANS, IN THE
NAME OF THE FATHER (CREATOR OF
HEAVEN AND EARTH)

STOP ALL EXPANSION PLANS, IN THE
NAME OF THE SON, WHO^{WAS} SENT TO SAVE
THE WORLD FROM SIN, EVIL, AND WICKEDNESS.

- STOP ALL EXPANSION PLANS, IN THE NAME,
IN THE AUTHORITY, OF THE HOLY SPIRIT OF GOD,
WHO WILL CONVICT THE WORLD OF SIN, RIGHTEOUSNESS

(If necessary, please use the reverse side of the paper.)

Please complete the information below and print clearly.

Name: JONATHAN WALRIGHT Phone: _____

Organization (if any) UNIVERSAL KINGDOM OF CHRIST

Address: P.O. BOX 5521

City: INGLEWOOD State: CA Zip: 90310

Email Address (optional): _____

You may hand your comments to a project team member.

AND JUDGMENT.

STOP ALL EXPANSION PLANS ~~OF~~
OF LOS ANGELES INTERNATIONAL
AIRPORT. THAT IS MY PRAYER.

REPENT OF THIS EVIL IN THE
NAME OF THE CREATOR WHO
WILL JUDGE YOUR SOUL.

~~REPEATEDLY~~ ~~REPEATEDLY~~

Attachment 2
LAX Specific Plan Amendment Study
Community Meeting Materials -
April 19 and April 22, 2006

LAX MASTER PLAN SPECIFIC PLAN AMENDMENT STUDY

COMMUNITY MEETINGS ROUND 2

Los Angeles World Airports is continuing to solicit public input for developing the LAX Master Plan Specific Plan Amendment Study. LAWA was gratified to see the turnout and input given to us at our initial meetings held in March, 2006. As we continue together through the LAX Master Plan Specific Plan Amendment Study, we look forward to hearing from you once again. This coming week, LAWA will host a second set of public meetings to hear your views on how to modernize LAX while reestablishing a good relationship with our neighbors. The next set of meetings will be held on the following dates:

Wednesday, April 19, 2006 from 6:00 p.m. to 9:00 p.m.

Saturday, April 22, 2006 from 9:00 a.m. to 12:00 noon

Flight Path Learning Center
Imperial Terminal
6661 West Imperial Highway, Los Angeles
Free parking on site

At these meetings members of the public will be asked to focus on ways to address traffic and access issues. Attendance is not necessary at both meetings, as the same topics will be covered.

For more information you may call 1-800-919-3766. Information on the LAX Master Plan Amendment Study and the presentation from the Round 1 meetings are available at www.laxmasterplan.org under the LAX Master Plan Stipulated Settlement.



Los Angeles World Airports

LAX Specific Plan Amendment Study

Wednesday, April 19, 2006

Welcome . . .

Los Angeles World Airports is pleased to welcome you to the community-based planning process for the LAX Specific Plan Amendment Study. The purpose of tonight's meeting is to solicit the public's input on a series of traffic, access, and transit issues developed in conjunction with the Advisory Committee.

To assist with tonight's discussion, LAWA staff will:

- Provide a brief summary of the Stipulated Settlement for new attendees
- Present a project schedule update including topics for future meetings
- Share an overview of the first public meetings
- Provide some background, traffic data to promote an understanding of passenger travel mode patterns

There will be a presentation followed by smaller group breakout sessions. In the smaller groups, you will have the opportunity to ask questions and discuss specific ideas.

Tonight's Agenda

- **6:00 p.m. – Sign-In/Welcome**
- **6:15 p.m. – Presentation**
- **6:45 p.m. – Working Group Sessions**
- **7:45 p.m. – Working Group Summaries**
- **8:45 p.m. – Next Steps in the Process**
- **9:00 p.m. – Adjournment**

Thank you for attending.



Los Angeles World Airports

LAX Specific Plan Amendment Study

Saturday, April 22, 2006

Welcome . . .

Los Angeles World Airports is pleased to welcome you to the community-based planning process for the LAX Specific Plan Amendment Study. The purpose of today's meeting is to solicit the public's input on a series of traffic, access, and transit issues developed in conjunction with the Advisory Committee.

To assist with today's discussion, LAWA staff will:

- Provide a brief summary of the Stipulated Settlement for new attendees
- Present a project schedule update including topics for future meetings
- Share an overview of the first public meetings
- Provide some background, traffic data to promote an understanding of passenger travel mode patterns

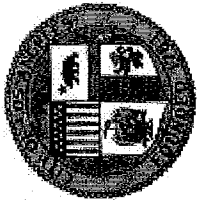
There will be a presentation followed by smaller group breakout sessions. In the smaller groups, you will have the opportunity to ask questions and discuss specific ideas.

Tonight's Agenda

- **9:00 a.m. – Sign-In/Welcome**
- **9:15 a.m. – Presentation**
- **9:45 a.m. – Working Group Sessions**
- **10:45 a.m. – Working Group Summaries**
- **11:45 a.m. – Next Steps in the Process**
- **12:00 p.m. – Adjournment**

Thank you for attending.

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities.



LAX Specific Plan Amendment Study
Community Meeting
April 19, 2006



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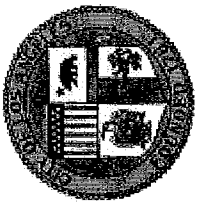
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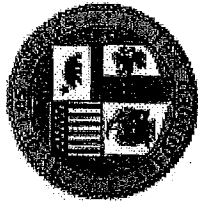
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WENDELL HARTER	"	"	"	"		



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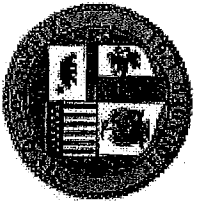
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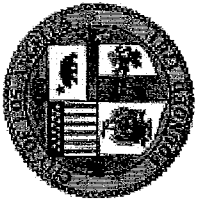
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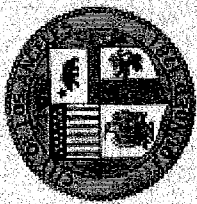
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ELECTED OFFICIALS & STAFF

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Community Meeting
April 19, 2006



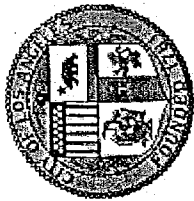
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⑤ Phil Tate	CD 11	City Hall		213-473-7011		✓
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LAX Specific Plan Amendment Study Community Meeting April 22, 2006



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LAX Specific Plan Amendment Study
Community Meeting
April 22, 2006



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LAX Specific Plan Amendment Study
Community Meeting
April 22, 2006



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LAX Specific Plan Amendment Study



April 22, 2006
Traffic and Transportation Meeting



Los Angeles World Airports

Agenda

- Introduction
- Specific Plan Amendment Study Schedule
- Summarize 1st Round of Public Meetings
- Traffic and Transit Issues Overview
- Breakout Sessions
- Community Comments
- Next Steps

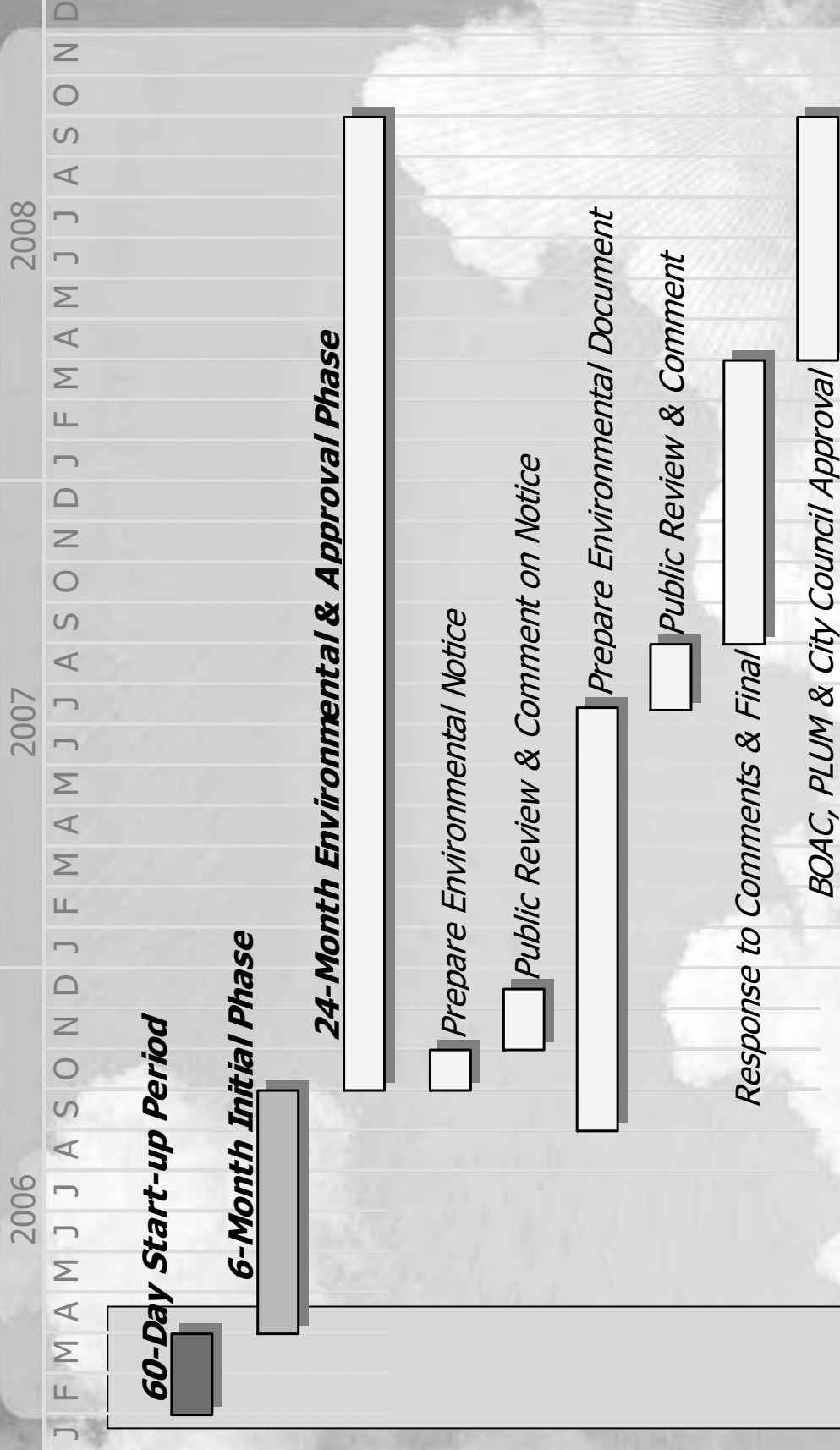


Settlement Agreement

- Provided Significant Soundproofing and other mitigation measures to surrounding communities.
- Accelerated Reduction in gates from 163 to 153.
- Ability for the airport to move forward with modernization improvements.
- Commitment to Regional Study-Strategic Planning Initiatives.
- Provision for Traffic Study



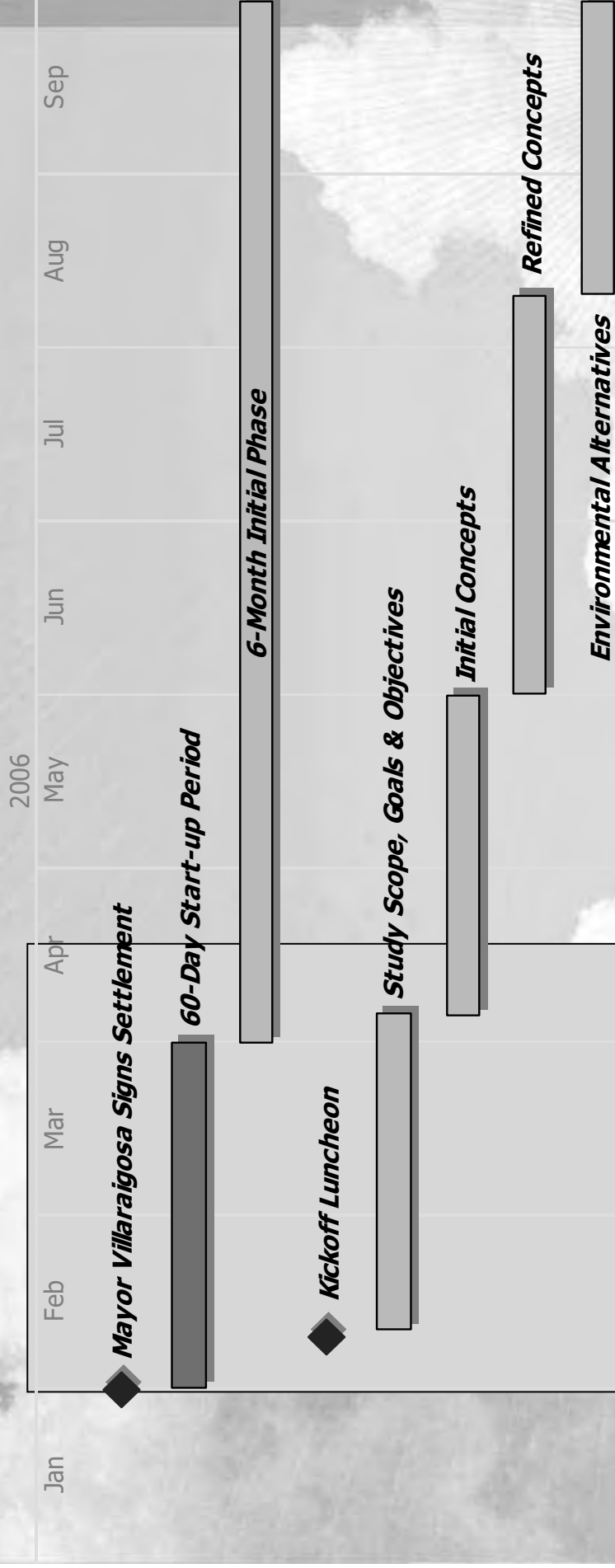
Project Schedule



Los Angeles World Airports

Project Schedule - Initial Phase

8 month timeframe



Los Angeles World Airports

March Public Meeting Summary

- Set the stage for the community based planning process.
- Reviewed details of Stipulated Settlement as they relate to projects.
- Heard from the public in small working group sessions that were reported to the whole group.



March Public Meeting Summary

cont'd

- Ground Transportation and Noise are greatest long-term concerns.
- Following the public feedback LAWA reaffirmed the planned locations for the Green Light Projects.
- For settlement information see www.laxmasterplan.org



Los Angeles World Airports

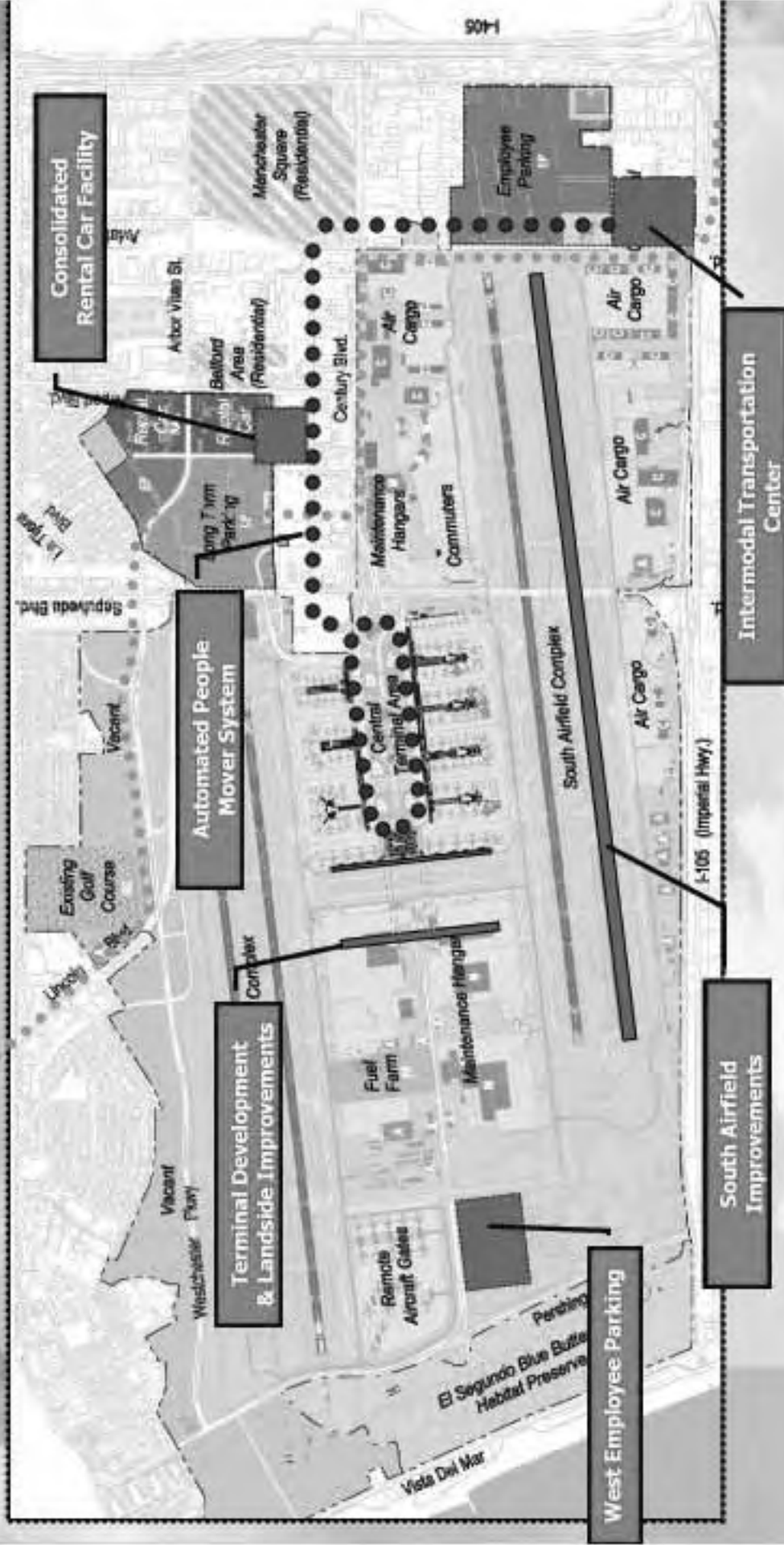
Settlement Approved Projects

The following list of projects are approved under the settlement agreement:

- Consolidated Rental Car Facility
- Intermodal Transportation Facility
- Automated People Mover System (ITC-RAC-CTA)
- South Airfield Project
- Midfield Satellite Concourse



Settlement Approved Projects



Los Angeles World Airports

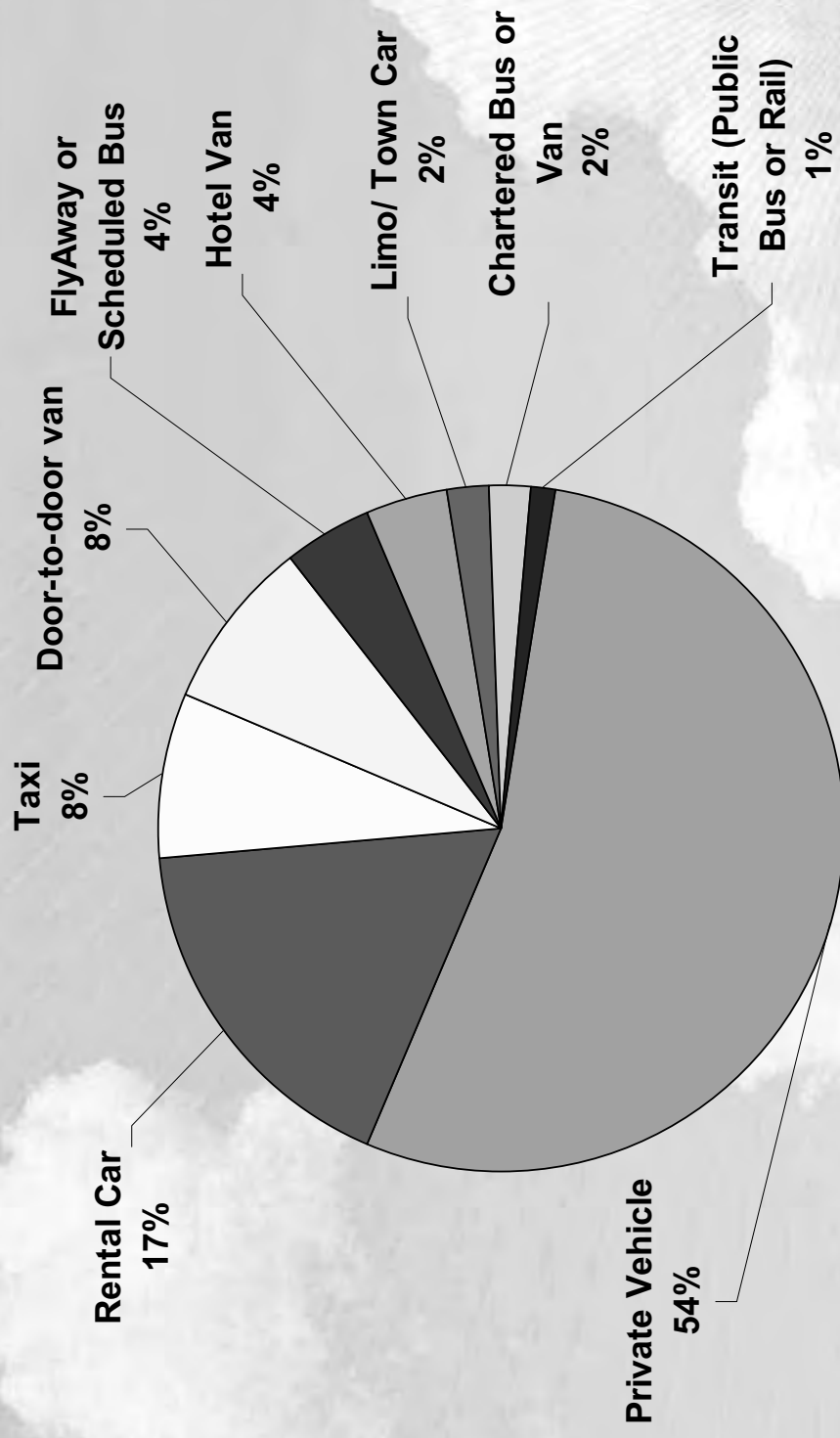
Specific Plan Amendment Study

Background Traffic Information



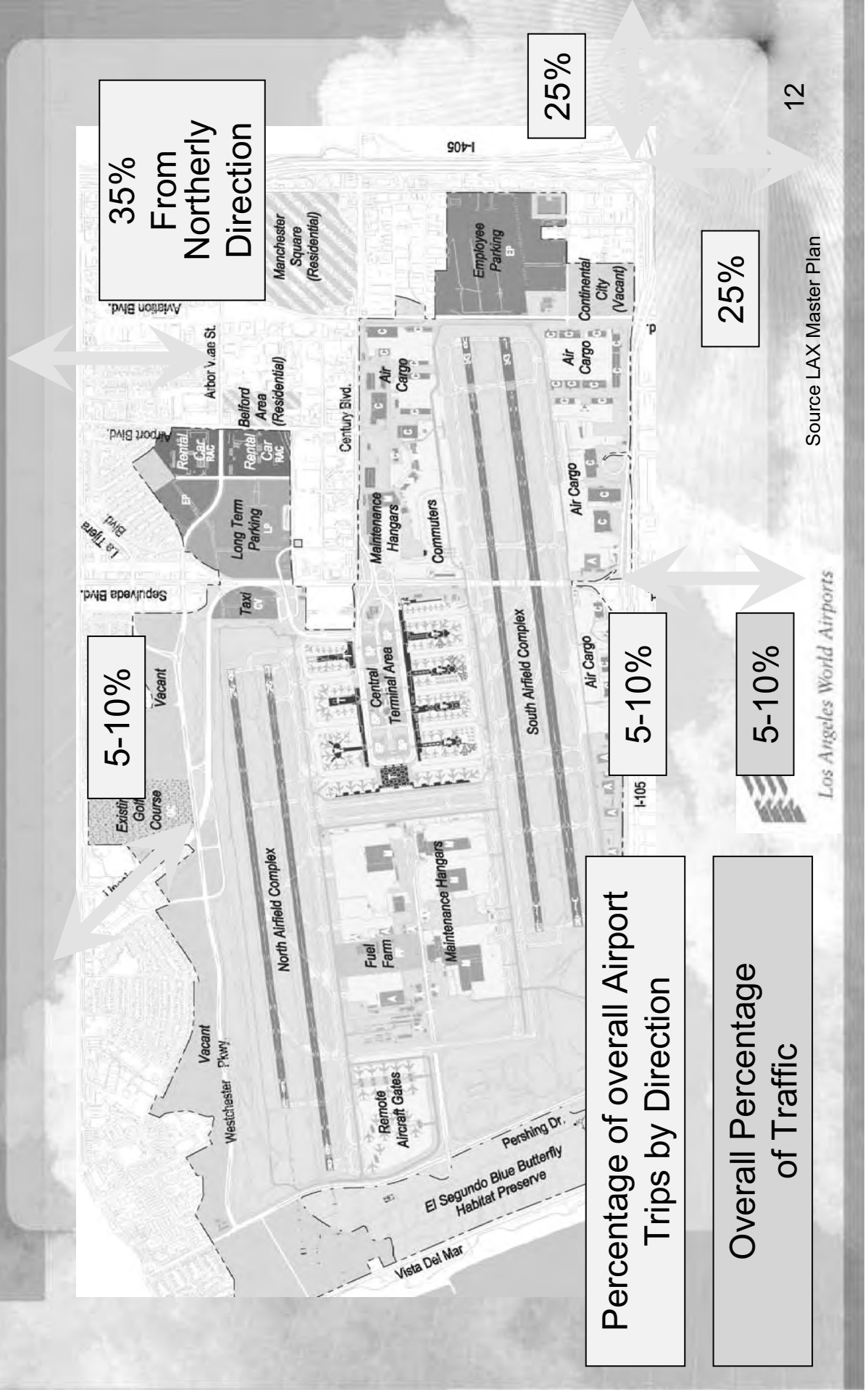
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Passenger Travel Modes



Los Angeles World Airports

Approximate Trip Origins



Specific Plan Amendment Study

Traffic Issues to be
addressed



Los Angeles World Airports

Lack of Direct Freeway Access



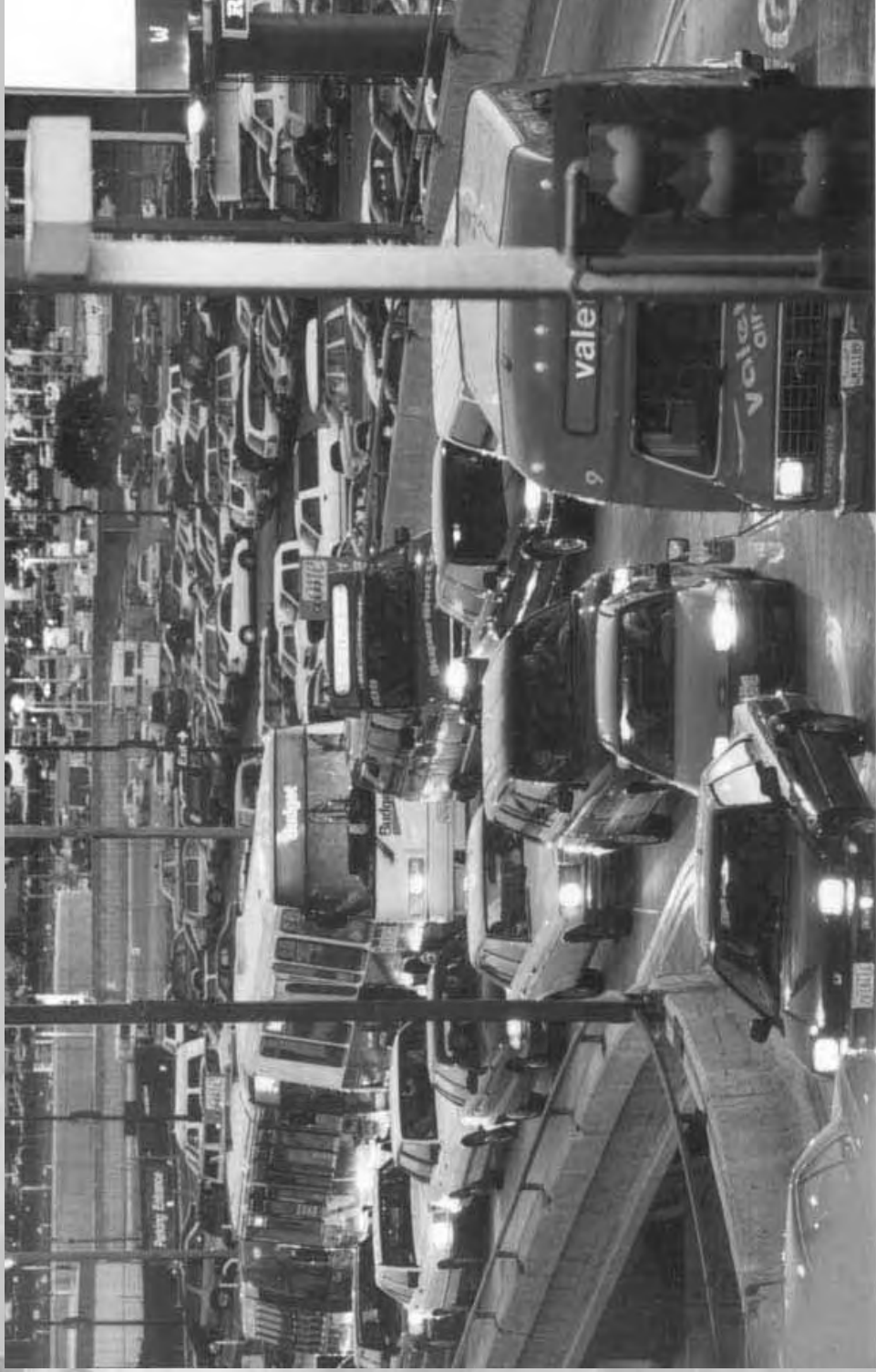
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Congestion On Entry Access Roads



Los Angeles World Airports

Few Points of Access into CTA



Los Angeles World Airports

Lack of Direct Transit Connection



Los Angeles World Airports

Security Impacts on CTA Access



Los Angeles World Airports

Air quality problems caused by traffic congestion.



Los Angeles World Airports

Lack of Capacity on Airport Roads



Los Angeles World Airports

Curbfront Congestion



Los Angeles World Airports

Specific Plan Amendment Study

Breakout Sessions



Los Angeles World Airports

Specific Plan Amendment Study

Community Comments



Los Angeles World Airports

Specific Plan Amendment Study

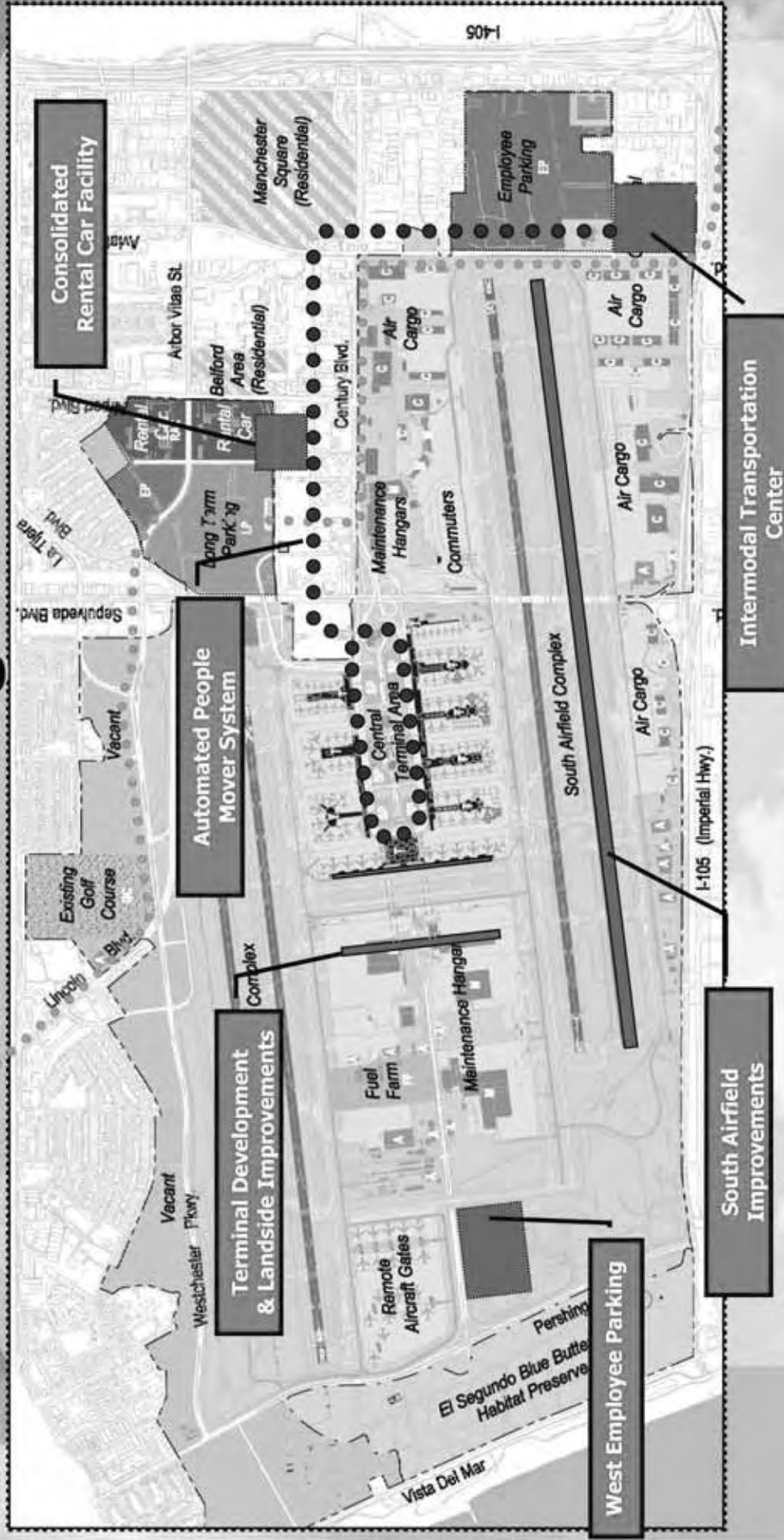
Next Steps



Los Angeles World Airports



Approved Projects under the Settlement Agreement



Los Angeles World Airports

LAX Specific Plan Amendment Study
Public Outreach Meeting
Breakout Session Questions
April 19 and 22, 2006

Issues to be resolved:

1. Lack of direct freeway access
2. Congestion on entry access roads
3. Few points of access into Central Terminal Area (CTA)
4. Lack of direct transit connection
5. Security impacts on CTA access
6. Air quality problems caused by traffic congestion
7. Lack of capacity on airport roads
8. Curb front congestion

DRAFT – FOR DELIBERATIVE PURPOSES

LAX Specific Plan Amendment Study
Public Outreach Meeting Comments
April 19, 2006
Group 1

- Direct access to Century Blvd
- Direct access from 405 S to Century (improve existing access); better off and on ramps at Manchester Square
- 105 tunnel to 96th St. Bridge
- ITC with FWY access – current location, nice, easy to use; with passenger drop-off...business class/1st class
- Create Transit Bus – business class/1st class
- Use of remote lots
- Hollywood Park FlyAway/Bus – give 1 lane
- Create Prairie exit from 105 to Hollywood Park – remote lot
- Incentives for public transportation
- Improved traffic diversion within CTA (from terminal 1 – 7)
- Expand and enhance FlyAways & Incentives
 - Baggage check-in
 - Drop off at secured check-in at Airport
 - Accelerated system for check-in
- Amenities – make it silly to not take Public Transit (make it attractive!)
- Synchronize lights on Aviation
- Make Aviation & La Cienega one-way during peak hours
- Limiting traffic on Aviation and La Cienega during peak hours
- FlyAways – find out where traffic is derived, then expand
 - Santa Monica
 - Beverly Hills
 - Incentives: Baggage check-in, security, check-in
 - FlyAway check-in terminal should be architecturally challenging
 - Get FlyAways started 1st, amenities to come
 - Closer FlyAways!
- Dedicated lane for FlyAways on Century Blvd
- Diversify entry to CTA – not just Century Blvd
- Passenger transportation access to Westside of Airport
- Separating Bus traffic from Passenger traffic
- Handicapped accessible/universal access (on People Movers/porter services/FlyAways...)
- Utilize congestion to encourage people to use other modes of transportation
 - Charging people / non-incentives in addition to incentives
 - Reliable access for high occupancy vehicles
- Law Enforcement impediments need to be improved
 - Make space on each side of airport for law enforcement
- Move Southwest to Terminal 3. They have the most traffic at Terminal 1 – bottleneck
- Businesses on Century – change labor shifts to curb rush hour traffic
- Parking - cost, security, convenience concerns
- Drop rates at lots
- Eliminate lots close to airport
- Cleaner traffic
- Mass transit beyond airport
- Green Line to Marina del Rey, Santa Monica, North Westside
- Use Park 1 drop to improve access from century
- Improved utilization of roads within CTA
- Direct access to South Terminals

DRAFT – FOR DELIBERATIVE PURPOSES

4/19/06

Group 1

LACK OF DIRECT FWY ACCESS

- DIRECT ACCESS TO CENTURY BLVD
- DIRECT ACCESS FROM 405 S. TO CENTURY
(IMPROVE EXISTING ACCESS) * BETTER OFF & ON RAMP @ HKN. SQ.
- 105 TUNNEL TO 96TH ST. BRIDGE
- ITC WITH FWY ACCESS - CURRENT LOCATION, NICE, EASY TO USE
W/ PASSENGER DROP OFF... BUSINESS CLASS / 1ST CLASS...
- CREATE TRANSIT BUS - BUS. CLASS / 1ST CLASS
- USE OF REMOTE LOTS
- HOLLYWOOD PARK FLYWAY / BUS - GIVE 1 LANE
- ↑ CREATE PEARIE EXIT FROM 105 TO
HOLLYWOOD PK - REMOTE LOT
- ~~EX~~ INCENTIVES FOR PUBLIC TRANSPORTATION
- IMPROVED TRAFFIC DIVERSION W/IN CTA (FROM TERMINAL 1 -> 7)

4/19/06

EXPAND + ENHANCE FLYAWAYS & INCENTIVES

- BAGGAGE CHECKIN
- DROP OFF AT SECURED CHECKIN @ AIRPORT
- ECCENTRICATED SYSTEM FOR CHECK-IN
- AMENITIES - MAKE IT SILLY TO NOT TAKE PUBLIC TRANSIT (MAKE IT ATTRACTIVE!)
- SYNCHRONIZE LIGHTS ON AVIATION
- MAKE AVIATION + LA CIENEGA 1 WAY DURING PEAK HOURS
- LIMITING TRAFFIC ON AVIATION AND LA CIENEGA DURING PEAK HOURS

FLYAWAYS - FIND OUT WHERE TRAFFIC IS DERIVED THEN EXPAND...

- SANTA MONICA

- BEV. HILLS

- INCENTIVES
 - BAGGAGE CHECK-IN
 - SECURITY
 - CHECK-IN...

FLYAWAY CHECK-IN TERMINAL SHOULD BE ARCHITECTURALLY CHALLENGING.

GET FLYAWAYS STARTED 1ST, AMEN. TO COME...

CLOSER FLYAWAYS!

- DEDICATED LANE FOR FLYWAYS ON CENTURY BLVD.
- DIVERSITY ENTRY TO CTA - NOT JUST CENTURY
- PASSENGER TRANSPORTATION ACCESS TO WEST SIDE OF AIRPORT

CURB FRONT CONGESTION

- SEPARATING BUS ~~TRAFFIC~~ TRAFFIC FROM PASSENGER TRAFFIC
- HANDICAPPED ACCESSIBLE / UNIVERSAL ACCESS, (ON PEOPLE MOVERS / PORTER SERVICES / FLYWAYS...)
- UTILIZE CONGESTION TO ENCOURAGE PEOPLE TO USE OTHER MODES OF TRANSPORTATION
 - CHARGING PEOPLE / DISINCENTIVES IN ADDITION TO INCENTIVES
 - RELIABLE ACCESS FOR HIGH ^{occup.} ~~access~~ VEHICLES
- LAW ENFORCEMENT IMPEDIMENTS NEED TO BE IMPROVED.
 - MAKE SPACE ON EACH SIDE OF AIRPORT FOR LAW ENFORCEMENT

4/16/06

Group 1

- MOVE SOUTHWEST TO TERM. 3. THEY HAVE THE MOST TRAFFIC @ TERM 1 - BOTTLENECK.
- BUSINESSES ON CENT - CHANGE LABOR SHIFTS TO CURB RUSH HOUR TRAFFIC.

PK6

- COST, SEC., CONVENIENCE CONCERNS...
- DROP RATES AT LOTS
- ELIMINATE LOTS CLOSE TO AIRPORT

• CLEANER TRAFFIC

• MASS TRANSIT BEYOND AIRPORT

• GREEN LINE TO MARINA DEL REY, SANTA MONICA, N. WEST SIDE...

• USE PARK 1 PROP. TO IMPROVE ACCESS FROM CENTURY.

• IMPROVED UTILIZATION OF ROADS W/ IN CTA

• DIRECT ACCESS TO SOUTH TERMINALS

LAX Specific Plan Amendment Study
Public Outreach Meeting Comments
April 19, 2006
Group 2

- Cargo traffic – coming and going in all directions
- Improve North / South arterials
- Keep traffic out of the communities
- Mass transit to offset need for freeway access
- Getting aerial access; using other airports to provide aerial access
- Busway providing direct access
- FlyAway from Downtown to other Airports
- Green Line extension into airport and in towards Santa Monica
- Combination of People Mover and remote parking lot
- Free parking
- Combine hotel shuttle buses
- Drop-offs should be separated from terminal area
- Dedicated lane from rental car facility to the freeway (405)
- Drop-offs and pick-ups at People Mover central point
- Get more advertising for cell phone parking lot
- Dispersing traffic/redundancy
- Shifting rental car facility to Intermodal Transportation Center (combining)
- Consolidate offsite private parking shuttles
- Make buses (line 117) more luggage-friendly
- Do not open up access on Emerson Ave.
- Aqualine
- Dedicated lane off 105 right into Intermodal Transportation Center
- Off-site check-in, so security flows faster
- Hotel check-in
- Security check-in at FlyAway stations
- Remote check-in dissipates congestion
 - Redundancy reduces treat
- Direct access from I-105
- Access from Century and Aviation
 - Not from La Tijera
- Get rid of Freeway access signs
- Rapid Bus lines – limited stops
- Concerned about increased congestion on Century Blvd. (Inglewood residential neighborhoods)
 - When eliminating access from Sepulveda and La Tijera
- Incentive for people to use exit with direct access to ITC from 105 (like free parking)
- North and South access points (2 points of access)
- Move rapidly to get more FlyAway stations
- More traffic directed to Palmdale
- Park & Ride stations in the immediate area
- Partnering with Flex Car
- Separate drop-off for people without luggage
 - Away from the CTA
- Slow-lane access for bikes, electric carts
 - Grade separated; bike path on Pershing
- Ferry from South Bay to Santa Monica

DRAFT – FOR DELIBERATIVE PURPOSES

- Cargo traffic 4/19 — Group 2
- ↳ coming & going in all directions
- Improve north/south arterials
- keep traffic out of the communities
 - mass transit to offset need for freeway access
 - getting aerial access
 - ↳ using other airports to provide aerial access.
 - busway providing direct access
 - flyaway from downtown to other airports
 - greenline extension into airport & in towards Santa Monica
 - combo of peoplemover & remote parking lot
 - free parking

Congestion on entry access: 4/19 Group 2

- Combine hotel shuttle buses
- drop-offs should be separated from terminal area
- dedicated lane from rental car facility to the freeway (405)
- drop offs & pick-ups at people mover central point
- get more advertising for cell phone parking lot
- dispersing traffic/redundancy
- shifting rental car facility to Intermodal transportation CTR. (combining)
- Consolidate offsite private parking shuttles
- make buses (117) more luggage-friendly

- 4/19 Group 2
- do not Open up access on Emerson Ave.
 - Aqualine
 - dedicated ^{lane} ~~off ramp~~ ^{off 105} Right into Intermodal Transportation Center

Security issues:

- off-site check-in, so security flows faster
- hotel check-in
- security check in at flyaway stations
- Remote check-in dissipates congestion
 - ↳ Redundancy reduces threat
- ^{direct} access from ~~La Tijera~~ I-105
- access from Century & Aviation
 - ↳ not from La Tijera
 - ↳ get rid of Freeway access signs

4/19 Group 2

- Rapid bus lines - limited stops
- concerned about increased congestion on Century Blvd. (Inglewood residential neighborhoods)
(when eliminating access from Sepulveda & La Tijera)
- incentive for people to use ~~exit~~ exit
w/ direct access to ITC from I05 (like free parking)
- North & South access points (2 points of access)
- move rapidly to get more flyaway stations
- more traffic directed to Palmdale
- Park & Ride stations in the immediate area
- partnering w/ Flex Car
- Separate drop-off for people w/o luggage
L away from CTA
- slow-lane access for bikes, electric carts
L grade separated; bike path on Pershing
- Ferry from South Bay to Santa Monica

LAX Specific Plan Amendment Study
Public Outreach Meeting Comments
April 19, 2006
Group 3

- Off-ramp from freeway direct to Airport
 - One ramp and one sign
 - Double deck Century Blvd – A Traffic
 - 405 Freeway N/S
 - 111th Street – to end of Airport; Southbound – North of Sepulveda
 - 105 Freeway
 - Extreme right lane Airport only; free flow for rest
 - Widen / add lane in tunnel
- Construction related traffic
- Green Line – employees
- 17% Car Rental traffic – flow to Car Rental Locations
- Put RAC in different place – by employee parking lot
- La Tijera – Traffic
 - 74th – 78th Street – need to fix dips; whole lane needs fixing
- Sepulveda streetscape
 - Parking on Sepulveda – traffic flow is reduced
 - 3 lanes – 24 hours a day – no parking allowed
- Railroad Tracks
 - Aviation / Imperial – Railroad
 - Tracks – drop in grade
- Improve signage
- No police escorts for elected officials
- If you increase more points of access – increase problems of security
- Signage to parking/airlines is a problem
- Employee use of Green Line
 - Direct access to airport
 - Go through airport to North
- FlyAway – need more
 - South Bay
 - Santa Monica
 - Baggage check-in important
- LAX Transit Center – Lot C
 - Horrible, no/poor amenities
 - Poor signage
 - Drivers need training – MTA coordination
 - Maps/bathrooms/refreshments
 - Make it nice – but not too nice
- Don't forget Ontario
 - Need transit connection
 - Quality
- Good transit / rail connections to LAX
- Better signage
 - Silver paint – poor/difficult to read
- Boston – signage in the
 - Beginning – all airlines/terminal numbers
 - On Century Blvd.
- Service LAX cars/police cars – should park someplace
-

DRAFT – FOR DELIBERATIVE PURPOSES

LAX Specific Plan Amendment Study
Public Outreach Meeting Comments
April 19, 2006
Group 3

- Cargo Trucks – relief traffic
 - Dedicated truck lane – aviation
 - By Railroad tracks
 - Cargo terminals North / South
 - 104th/111th/Aviation/La Cienega
 - Imperial East / West
- Sepulveda Tunnel
 - Improve lighting
 - Clean terminal
- Airlines – Electronic tickets – I.D. terminal
 - No. # and access map to parking
- Segregate cabs from vehicles
- Publicize cell phone lot – for pick up
- No signage / poor return signage
- Terminal – Alaska: preserve mosaic
- Reduce shuttle buses
 - Hotel/motel consolidate shuttle
 - Rental car consolidation bus/shuttle
 - Reduce number of buses

4/19/06

FREEWAY ^{group 3}

I. LACK OF DIRECT ACCESS

● OFF RAMP FROM FREEWAY

DIRECT TO AIRPORT -

- ONE RAMP + ONE SIGN.

- Double Deck CENTURY BLVD - A Traffic

- ~~105~~ 405 Freeway N/S

- 111th Street - ~~A~~ TO END OF AIRPORT
Southbound - N. of Sepulveda.

- 105 Freeway -

- extreme RT LANE AIRPORT ONLY
FREE FLOW FOR REST

- WIDEN / ADD LANE ~~IN~~ IN TUNNEL

○ CONSTRUCTION RELATED TRAFFIC

○ GREEN LINE - EMPLOYEES

4/19/06

II

CONGESTION ON ENTRY ACCESS ROADS

group
3

- 17% CAR RENTAL TRAFFIC
 - Flow to CAR RENTAL LOCATIONS
 - PUT BAC. IN DIFFERENT PLACE - By Employee Pkg. LOT
- LA Tijera - TRAFFIC
 - 74-78 street - NEED TO FIX DIPS.
 - WHOLE LANE NEEDS FIXING
- SEPULVEDA STREET SCAPE
 - 1. PARKING ON SEPULVEDA - TRAFFIC FLOW IS REDUCED
 - 2. 3 LANES - 24 hour / day - NO PARKING ALLOWED
- RAILROAD TRACKS
 - AVALATON / IMPERIAL - RAILROAD
 - TRACKS - DROP IN GRADE
- IMPROVE SIGNAGE
- NO POLICE ESCORTS FOR ELECTED OFFICIALS

4/19/06

III

Group 3

FEW POINTS OF ACCESS INTO CTA

- IF YOU INCREASE MORE
POINTS OF ACCESS - INCREASE
PROBLEMS OF SECURITY
- SIGNAGE TO PARKING / AIRLINES
PROBLEM

4/19/06

IV

LACK OF DIRECT TRANSIT CONNECTION

group 3.

- EMPLOYEE USE OF GREEN LINE
 - Direct Access to Airport
 - GO THROUGH AIRPORT TO NORTH
- FLYAWAY - NEED MORE
 - SOUTH BAY -
 - SANTA MONICA
 - BAGGAGE CHECKIN - IMPORTANT
- LAX TRANSIT CENTER - LOT C.
 - HORRIBLE, NO/POOR AMENITIES
 - POOR SIGNAGE
 - DRIVERS NEED TRAINING - MTA (GOOD)
 - MAPS / Bathrooms / Refreshments
 - MAKE IT NICE - BUT NOT TOO NICE
- DON'T FORGET ONTARIO
 - NEED TRANSIT CONNECTION
 - QUALITY
- GOOD TRANSIT / RAIL CONNECTIONS TO LAX

4/19/06

group 3

6 CURB FRONT CONGESTION

- BETTER SIGNAGE
 - SILVER PAINT - POOR/DIFFICULT TO READ
- BOSTON - SIGNAGE IN THE
 - BEGINNING - ALL AIRLINES (TER #N)
 - 6th CENTURY BLD
- SERVICE TAXI CARS / POLICE CARS - SHOULD PARK SOMEPLACE
- CARGO TRUCKS - RELIEF TRAFFIC
 - DEDICATED ~~TRUCK~~ TRUCK LANE - AVIATION
 - BY RR. TRACKS - ~~BELLEVUE~~
 - CARGO TERMINALS N/S.
 - 104th ~~ST~~ / AVIATION / LA CIENEGA
 - 111th
 - IMPERIAL E/W.
- SEPULVEDA TUNNEL
 - IMPROVE LIGHTENING - CLEAN TERMINALS
- AIRLINES - ELECTRONIC TICKETS - ID. TERMINAL
 - No. # + ACCESS MAP, TO PARKING

4/19/06

(6) Cont. Carb Drop OFF Group 3
- SEGREGATE CABS FROM VEHICLES

• ~~DO NOT~~ ~~CELL LOT~~

• PUBLIZE CELLPHONE LOT - FOR PICKUP.

• NO SIGNAGE / POOR RETURN SIGNAGE

TERMINAL - ALASKA
PRESERVE MOSAIC.

4/19/06

(6) AIR QUALITY PROBLEMS

pp. 3

- Reduce Shuttle Buses.
- Hotel/Motel Consolidate Shuttle
- Rental Car Consolidation BUS
SHUTTEE / REDUCE NO. OF BUSES

LAX Specific Plan Amendment Study
Public Outreach Meeting Comments
April 19, 2006
Group 4

- Current data of traffic/cargo origin/destination (peak hours)
- Saturation of the FWY system
- Housing infill impact on – traffic
- Lack of Public Transit
- Direct access east of aviation off 105
- Access from West
- From 405 – direct, dedicated lanes to airport
- Dedicated roadway using 96th St. corridor
- Century as a dedicated road into airport
- Synchronize signals along century and other major streets
- Upgrade all signals to latest technology from as far as 10 FWY
- Opening tunnel under North runways
- Decentralize parking/drop-off/pick-up areas
- Improve signage in and to Lot and cell phone lot
- Consolidate bus and shuttles
- Opening tunnel under north runways
- Adding a dedicated entrance from the west
- No neighborhood access
- Concerns re. ring road-like access from Westchester community
- More FlyAways from Orange County, Westwood, Long Beach, SF valley, SG valley, Santa Clarita, Inglewood, Ontario
- Stagger initial pick-up location
- Extend the Green Line into LAX & North
- Activate BNSF tracks from South Bay through Inglewood to Downtown; connect to LAX
- Move rent-a-car facility near to ITC
- Consolidating buses & shuttles
- Move security further from the airport
- Add more areas for auto security processing
- Decentralize locations for drop-off/pick-up
 - Limit access to passengers only
 - Signage at security points directing traffic to decentralize locations
- Passes for employees that take FlyAways
- Giving passes to taxis for local trips?

DRAFT – FOR DELIBERATIVE PURPOSES

REPS - INGLEWOOD, EL SEGUNDO, WESTCHESTER - GROUP 4

4/19/00

LACK OF DIRECT FWY ACCESS

1. DIRECT ACCESS EAST OF AVIATION OFF 105
2. ACCESS FROM WEST
3. FROM 405 - DIRECT ^{DEDICATED} LANES TO AIRPORT
4. DEDICATED ROADWAY USING 96TH ST CORRIDOR
5. CENTURY AS A DEDICATED ROAD INTO AIRPORT

CONGESTION ON ENTRY ACCESS ROADS

1. SYNCHRONIZE SIGNALS ALONG CENTURY ; OTHER MAJOR STREETS.
2. UPGRADE ALL SIGNALS TO LATEST TECHNOLOGY FROM AS FAR AS 10 FWY.
3. OPENING TUNNEL UNDER NORTH RUNWAYS
4. DECENTRALIZE PARKING / DROP-OFF / PICKUP AREAS
5. IMPROVE SIGNAGE ^{IN} ~~TO~~ TO LOTC ; CELL PHONE LOT.
6. CONSOLIDATE BUS + SHUTTLES

FEW PTS. OF ACCESS INTO CTA

1. OPENING TUNNEL UNDER NORTH RUNWAYS.
2. ADDING AN ^{DEDICATED} ENTRANCE FROM THE WEST.
(CONCERNS RE. RING RD - LIKE ACCESS) NO NEIGHBORHOOD
FROM WESTCHESTER COMMUNITY 3 ACCESS

~~3. D~~

LACK OF DIRECT TRANSIT CONNECTIONS

1. MORE FLY AWAYS - FROM ORANGE CO., WESTWOOD, LONG BCH, SF VALLEY, SG VALLEY, SANTA CLARITA, INGLEWOOD, ONT
2. STAGGER INITIAL PICK-UP LOCATION
3. EXTEND THE GREEN LINE INTO LAX / NORTH
4. ACTIVATE BNSF TRACKS FROM So. Bay THROUGH INGLEWOOD TO DOWNTOWN. CONNECT TO LAX.
5. MOVE RENT-A-CAR FACILITY NEAR TO ITC.

- Lack of direct freeway Access
- Congestion on entry access Rds.
- Few Pts. of access into CTA
- Lack of direct transit connections
- Security Impacts on CTA access
- Air Quality Problems caused by traffic Congestion
- Lack of Capacity on Airport Rds.
- Curbside Congestion
- CURRENT DATA OF TRAFFIC/CARGO ORIGIN/DESTINATION
- PEAK HRS.
- SATURATION OF THE FLOW SYSTEM
- HOUSING INFILL IMPACT ON TRAFFIC
- LACK OF PUB. TRANSIT TRANSIT

LAX Specific Plan Amendment Study
Public Outreach Meeting Comments
April 22, 2006
Group 1

- Get people out of their cars
- Red line expansion
- Railroad tracks Aviation
- Rail from Del Amo Mall
- Airport—remove parking structure and make it Central Transit Center with Automated People Mover
- La Cienega – improve north/south corridor
- Green Line extension to north
- Santa Fe Line should be utilized
- Harbor subdivision rail line
 - Problem is no luggage capacity
 - Amtrak or Metro to take over line
 - Connect to San Pedro
- Long Beach/Union Station
- Utilize Expo line
- Union Pacific Rail not utilized
- San Pedro sub
- Wilmington /South Gate/Bell
- Use existing rails that are underutilized
 - Connect to airport
 - Connect to communities
- Luggage
 - Check-in remotely
 - FlyAways should have remote check-in
- Cargo traffic – segregate from passenger
- Manchester Square
- Westchester Elementary School—closing of
- New large aircraft
- Utilize Palmdale for cargo
- Incentives for mass transit
 - Frequency
 - Low cost equipment (San Diego example)
 - Increase fees for parking
 - Reliability (travel time)
 - Connection
 - Better access at stations
 - Fully operational elevators/escalators
- Sea Tac doesn't allow passenger crossing through traffic
 - Improves security
 - Reduces congestion
- Dedicated lane to Terminal 1 - bypass other terminals
- Separate private vehicles from taxis & buses
 - Dedicated lane/3rd level
- Efficient People Mover
 - Allow for enough parking
 - Efficient drop off
- Central transit center
 - Take People Mover to your terminal
 - Ease to final destination – signage/brochures, multi-lingual

DRAFT - FOR DELIBERATIVE PURPOSES

LAX Specific Plan Amendment Study
Public Outreach Meeting Comments
April 22, 2006
Group 1

- Radio info for air traffic
 - Multi-lingual
- Reliable/fast elevators to sky bridges
- Segregate pedestrians/vehicles
- Wider moving sidewalks
 - Energy saving equipment
- Double deck Century Blvd.
 - Impacts hotel aesthetics
- Use 98th /96th Street
- 105 Fwy – limited lanes
- Improve aviation and La Cienega as a reliever
- Synchronize lights
- Century Blvd – dedicated lanes to airport
- Toll roads – mixed feelings
- Cargo only 104th street
 - Continue beyond Post Office
 - (Offsite) cargo satellite warehouses
- Sepulveda – no airport traffic
- Aviation/century – airport access
- Direct Fwy access on Airport property (elevated)
 - Arbor Vitae off-ramp
 - Preserve Century
- Fees/tolls for LAX users that have alternative Airport access
- Mass transit to Ontario from El Toro
- Good public transit will be used
- Century Blvd
 - Distinct signage, landscaping
 - “gateway”
 - visual landmark
- More advertisements for Union Station FlyAway
- “LA City Voters” influence on North vs. South Airfield improvements
- Light Rail to Valley

I. Lack of direct freeway access

II. Congestion on entry access roads

III. Few points of access into CTA

IV. Lack of direct transit connection

V. Security impacts on CTA access

VI. Air Quality problems caused
by congestion

VII Lack of capacity on
airport roads

VIII Curbfront congestion

General

Group I 4/22/06

Get people out of their cars

- Red line expansion

- Railroad tracks Aviation

- Rail from Del Amo Mall

Airport

- Remove parking structure

- + make it central transit center with automated people mover

Group I 4/22/06

- La Cienega
Improve North/South
corridor
- Green line extension to
North
- Santa Fe line should be
utilized
Harbor Subdivision Rail Line
 - problem is no luggage
capacity
 - Amtrak or Metro
to take over line
 - Connect to San Pedro

Group I 4/22/06

- Long Beach / Union Station
- Utilize Expo line
- Union Pacific Rail not utilized

San Pedro sub

Wilmington / South Gate / Bell

- * Use existing rails that are underutilized
 - connect to airport
 - connect to communities

Luggage

- check-in remotely

P. 4 of 11 - FlyAways should have
- remote check-in

General Comments

Group I 4/22/06

- Cargo traffic
- segregate from passenger
- Manchester Square
- West Chester Elementary School
- closing of
- New large aircraft +
- Utilize Palmdale for
Cargo

Incentives for mass transit ^{group I 4/23/16}

- Frequency
- Low cost equipment (San Diego ^{example})
- Increase fees for parking
- Reliability (travel time)
- Connection
 - better access at stations
 - fully operational elevators
escalators

CurbFront Congestion

group F 4/22/06

- SeaTac doesn't allow passenger crossing through traffic
 - improved security
 - reduces congestion
 - Dedicated lane to Terminal 1
 - bypass other terminals
 - Separate private vehicles from taxis & buses
 - dedicated lane/3rd level
 - Efficient people mover
 - allow for enough parking
 - efficient drop off
 - Central transit center
 - take people mover to your terminal
 - ease to final destination
- Signage/brochures
multi-lingual

- Radio Info for air traffic
 - multi lingual
- Reliable / fast elevators
 - to sky bridges
 - segregate pedestrians / vehicles
- Wider moving sidewalks
 - energy saving equipment

Freeway Access

Group I 4/22/06

- Double deck Century Blvd.
 - impacts hotel aesthetics
- Use 98th / 96th Street
- 105 Fwy
 - limited lanes
- Improve Aviation & La Cienega as a reliever
- Synchronize lights
- Century Blvd.
 - dedicated lanes to airport

P. 9 of 11

- Toll roads - mixed feelings
- Cargo only 104th St
(off-site) cargo ^{continue} beyond Post Office
satellite warehouses

Group I 4/22/06

- Sepulveda - No airport traffic
- Aviation/Century - airport access
- Direct fwy access on airport property (Elevated)
 - Arbor/Vitae off ramp
 - preserve Century
- Fees/tolls for LAX users that have alternative airport access
- Mass transit to Ontario
 - from El Toro

Closing Thoughts: group I 4/22/06

- Good public transit will be used
- Century Blvd
 - distinct signage, landscaping
 - "Gateway"
 - Visual Landmark
- More advertisements for Union Station FlyAway
- "LA City Voters" influence on North vs. South Airfield improvements
- Light Rail to Valley

LAX Specific Plan Amendment Study
Public Outreach Meeting Comments
April 22, 2006
Group 2

- Need to reduce single-occupancy vehicles
- Minimize impacts on local community
- Off 405, La Tijera to Airport Blvd – remove intersections – free-flow
- La Cienega – widening, more lanes, open access
- 105 to ITC
- Double deck century to connect to ITC
- Continuous flow of traffic in CTA
- Secondary streets for hotels
- Dedicated lanes on Century to Airport
- Lennox interchange to Lot B
- Separation – Airport traffic from general traffic
- Decentralized access pts.
- Maximize use of ITC – People Mover
- Consolidate shuttles (good idea)
- Baggage check-in at Shuttles/FlyAway to encourage use
- Incentive use of shuttles by integrating security
- Use APM to pick up at hotels on Century
- Connecting APM to hotels and rental car
- Make RAC user-friendly
- Extend 105 or use imperial
- Park on Westside with APM to CTA (not favored by El Segundo because of pollution)
- Access Westside through Westchester Pkwy
- Extend Green Line through airport
- Alternatively support for Green Line connection to APM
- Baggage check-in at green line
- Improve Green Line – more user friendly; better connection to other lines
- Improved frequency & luggage capability
- Low floor buses/transit
- New FlyAways should have better Fwy access
- Cheaper parking at FlyAways
- Check-in at FlyAways
- More amenities at FlyAways
- Add flyaway to west LA
- New FlyAway locations:
 - South bay
 - West LA
- Check-in passengers at flyaway
- Rental car facilities at flyaway
 - Communicate to travelers
- New Lawa policy – valet service encourages single occupancy vehicles
- No valet parking
- Publicize cell phone lot
- Add amenities
- Add computers with flight info
- Earlier signage with complete list of terminal locations – Century
- Use tolls for looping in CTA
- Remove signals in CTA – create bridges for pedestrians

DRAFT - FOR DELIBERATIVE PURPOSES

LAX Specific Plan Amendment Study
Public Outreach Meeting Comments
April 22, 2006
Group 2

- Convenience
- Covered or not
- Cost frequency of service to airport
- Type of vehicle – low floor buses
- Length of trip
- Fewer connections
- Add bus stop at Sepulveda and Century – rapid buses
- Drop off at Park One
- Transit to APM access to the North
 - ITC on North and South sides
- ITC with amenities in LAX Northside
 - Tie in East-West / North-South bus lines
- Remove stop lights within the CTA, create alternative ways for peds to cross into parking lot
- Move cell phone lot to LAX Northside (Westchester prefers locating at La Tijera and Airport Blvd)
- Direct (405) Fwy access into Parking Lot B
- Hotel shuttles should connect to transit (rail, Green Line)

LACK OF CAPACITY ON AIRPORT ROADS

1. CONSOLIDATING BUSES & SHUTTLES

SECURITY IMPACTS ON CTA

1. MOVE SECURITY FURTHER FROM THE AIRPORT
2. ADD ^{MORE} AREAS FOR AUTO SECURITY PROCESSING

GENERAL

1. DECENTRALIZE LOCATIONS FOR DROP OFF/PICKUP
 - LIMIT ACCESS TO PASSENGERS ONLY
 - SIGNAGE AT SECURITY PTS. DIRECTING TRAFFIC TO DECENTRALIZE LOCATIONS
2. PASSES FOR EMPLOYEES THAT TAKE FLY AWAYS
3. GIVING PASSES TO TAXIS FOR LOCAL TRIPS?

② El Segundo Westchester Culver City Inglewood

Group 2
4/27/16
Saturday

- Lack of direct freeway access
- Congestion on entry access Rds.
- Few pts. of access into CTA
- Lack of direct transit connection
- Security impacts on CTA access
- Air quality problems caused by Traffic
- Lack of capacity on airport Rds.
- Curbside congestion
- Need to reduce single-occup vehicles
- Minimize impacts on local community

Lack of direct fwy access ^{Group 2} _{12/10}

^{off 405} La Tijera to Airport blvd - remove intersections
free-flow

~~off~~ La Cienega - widening, more lanes, open access

105 to ITC

Double-deck Century to connect to ITC

Continuous flow of traffic in CTA

Secondary streets for hotels

*dedicated lanes on Century to airport

Lennox Interchange → Lot B

Congestion on entry access roads

group 2
4-22-16

- separating airport traffic from general traffic
- decentralized access pts.
- Maximize use of ITC
- people mover
- Consolidate shuttles (GOOD IDEA)
- baggage check-in at shuttles / Fly-Away to encourage use
- incentivize use of shuttles by integrating security
- use APM to pick up at hotels on Century

- Connecting APM to hotels and ^{group 2} rental ⁴⁻¹²⁻⁰⁶ car
 - Make RAC user-friendly
-

Few pts. of access into CTA

- ^{Extend 105 or use Imperial} park on West side w/ APM to CTA
(not favored by El Segundo $\frac{1}{2}$ because of pollution)
- access West side through ^{Westchester} PKWY
- Lack of direct access to public transit
- extend Green Line through airport
- alternatively support for green Line connection to APM
- baggage check in at green Line

- improve Green Line ^{more user friendly}
 - better connection to other lines
- ~~new~~ improved frequency & luggage capability
- low floor buses/transit
- ^{new} flyaways should have better fwy access
- cheaper parking at flyaways
- check-in at flyaways
- more amenities at flyaways
- add flyaway to west LA

group 2
4.22.06

- New flyaway locations:
 - South bay
 - West LA

group 2
4-22-06

• Check-in passengers at flyaway

- Rental car facilities at flyaway
 - communicate to travelers

New LANA Policy -

- Valet service encourages single occupancy vehicles

Curb side congestion

- no valet parking

- publicize cell phone lot
 - add amenities

- ^{earlier} add computers w/ flight info
- Signage with complete list of terminal locations

- century

- use tolls for looping in CTA

Remove signals in CTA
- Create bridges for pedestrians
6 & 8

What influences parking decision

- Convenience
- Covered or not
- Cost
- frequency of service to airport
- type of vehicle - low floor buses
- length of trip

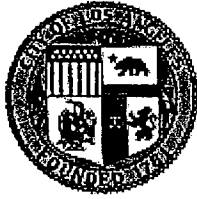
Group #2
4.22.06

- fewer connections
- ^{Add} Bus stop at Sepulveda + Century
 - Rapid buses
- drop off at ~~Lot~~ + Park one
- ~~Charge per loop in CTA~~
 - ~~to reduce curbside congestion~~
- transit to APM access to the North
 - ITC on North and South sides

group #2 4-22-06

- ITC w/amenities in LAX northside
- tie in East-West/North-South bus lines
- remove stop lights ~~at end of 105~~ ^{within the}
~~at CTA~~, create alternative ways
for peds to cross into parking lot
- move cell phone lot to LAX Northside
(Westchester prefers locating at La Tijera
& Airport Bl.)
- direct ⁽⁴⁰⁵⁾ fwy access into parking
lot B
- hotel shuttles should connect to
transit (rail, green line)

888



Los Angeles World Airports

LAX Specific Plan Amendment Study

COMMENTS

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

→ Building / Architecture Conservation

In Terminal 3, Alaska Airlines, the passenger corridor is lined with ~~beautiful~~ beautiful mosaic tiles in block colors that dissolve into each other. It is a fantastic example of public works of its era. The workmanship would be very difficult to match today. It needs to be preserved & maintained.

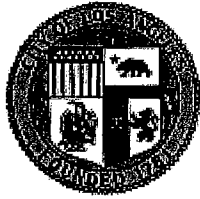
Westchester residents carry more than their fair share in living with LAX noise-traffic-pollution. LAX is a money maker for Los Angeles. More resources should be allocated to Westchester basic services-particularly road conditions - since we have to put up with so much for the benefit of the airport and city.

(If necessary, please use the reverse side of the paper.)

Please complete the information below and print clearly to ensure that your comments are included.

Name: MATTHEW HETZ Phone: 310.645.8518
Organization (if any): Friends for the Green Line
Address: 6211 W. 78th ST
City: Los Angeles State: CA Zip: 90045
Email Address (optional): Heimer333@aol.com

You may drop your comments in the comment box or hand them to a project team member.



Los Angeles World Airports

LAX Specific Plan Amendment Study

COMMENTS

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

- COMMERCIAL ROAD AROUND AIRPORTS
- SYNCHRONIZE TRAFFIC LIGHTS ON AVALON - IMPERIAL
WILD COAST & 117TH ST.
- CARGO PLANES LATE NIGHT
- LOCAL LABOR SHOULD BE HIRED FIRST
- AVALON ONE WAY MORNING & EVENING RUSH HOUR
- LACIENCA
- PASSENGER TERMINALS ON IMPERIAL AV.
- SEPARATE OUT BOUND & IN BOUND TERMINAL

(If necessary, please use the reverse side of the paper.)

Please complete the information below and print clearly to ensure that your comments are included.

Name: JOHN PORTIULA Phone: 310-536-9143
Organization (if any): DEL-AIRE NEIGHBORHOOD ASSOC
Address: 5248 W 119TH ST
City: DEL-AIRE State: CA Zip: 90501
Email Address (optional): _____

You may drop your comments in the comment box or hand them to a project team member.



Los Angeles World Airports

LAX Specific Plan Amendment Study

COMMENTS

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

I AND MY CONSTITUENTS ARE VERY CONCERNED ABOUT THE NOISE ISSUES — RUNWAY 25 LEFT IN PARTICULAR THE CARGO JETS TAKE OFF LATE NIGHT AND ON WINDLESS NIGHTS RUMBLES OUR HOMES BADLY. ~~WE~~ OUR GOAL IS TO GET PERMANENT SOUND MONITORING EQUIP IN OUR AREA IN ORDER TO ESTABLISH WHAT IS OBVIOUS TO US — THAT THE 65 DBL CONTOUR NEEDS TO MOVE TO INCLUDE DEL AIRE

BOUNDARYS = N — IMPERIAL HWY
S — EL SEGUNDO BL
E — 405 FWY
W — AVIATION

(If necessary, please use the reverse side of the paper.)

Please complete the information below and print clearly to ensure that your comments are included.

Name: JOHN KOPPELMAN Phone: 310-643-6800
Organization (if any): DEL AIRE NEIGHBORHOOD ASSOC
Address: 5508 W. 118TH PL.
City: DEL AIRE State: CA Zip: 90304
Email Address (optional): JOHNKOPPELMAN@AOL.COM

You may drop your comments in the comment box or hand them to a project team member.

Attachment 3
LAX Specific Plan Amendment Study
Community Meeting Materials -
May 17 and May 20, 2006

**LAX Specific Plan Amendment Study
Public Outreach Meetings
May 17 and 20, 2006**

Attention Airport Neighbors

Los Angeles World Airports (LAWA) is pleased to host a third set of public outreach meetings as part of the LAX Specific Plan Amendment Study. LAWA received a great deal of constructive ideas from the public meetings held in March and April. The May meetings will provide LAWA an opportunity to respond to some of the questions raised during the previous outreach meetings and present information on:

- Aircraft operations and flight patterns
- Noise contour
- Noise mitigation efforts
- Residential Soundproofing Program

When: *Wednesday, May 17, 2006 from 6:00 p.m. to 9:00 p.m.*

Saturday, May 20, 2006 from 9:00 a.m. to 12:00 p.m.

For public convenience, two meetings have been scheduled. Attendance is not necessary at both meetings as the same material will be presented.

Where: Flight Path Learning Center, Imperial Terminal, 6661 West Imperial Highway, Los Angeles, CA 90045
Free parking is available on site.

For more information on the outreach meetings and the LAX Specific Plan Amendment Study, please contact Los Angeles World Airports at (800) 919-3766 or visit our website at www.laxmasterplan.org.



Los Angeles World Airports

LAX Specific Plan Amendment Study

Wednesday, May 17, 2006

Welcome . . .

Los Angeles World Airports (LAWA) is pleased to welcome you to the community-based planning process for the LAX Specific Plan Amendment Study. The purpose of today's meeting is to provide LAWA an opportunity to respond to some of the questions raised during the public meetings held in March and April.

To assist with today's discussion, LAWA staff will present information on:

- ☐ Aircraft operations and flight patterns
- ☐ Noise contours
- ☐ Noise mitigation efforts
- ☐ Part 161 Study
- ☐ Residential Soundproofing Program

Following each presentation, the public will have an opportunity to ask questions and provide comments.

Agenda

- ☐ **6:00 p.m. Sign-In/Welcome**
- ☐ **6:15 p.m. Presentations with Questions and Answer Sessions**
- ☐ **8:45 p.m. Next Steps in the Process**
- ☐ **9:00 p.m. Adjournment**

Thank you for attending.

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities.



LAX Specific Plan Amendment Study
Community Meeting
May 17, 2006
GENERAL PUBLIC



Los Angeles World Airports

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NAME	ORGANIZATION	ADDRESS/CITY/STATE	ZIP CODE	PHONE	FAX	E-MAIL
Hakim Mendoz		9127 S. 3rd Ave.	90305	(323) 418-7791		amendezh@yahoo.com
Susana Franco Rogan	L.A. County Dept. Regional Planning	320 W. Temple St L.A. 90012	90012	213 310 - 974-6425		sfroan@roganplanning.com
Nora Lee Quins	The Real Estate Connection	8056 Victoria Ave.	90045	810 216 7861		nora@realconnection.com
Sonia Ramirez		411 1/2 Ventura Inglewood	90301	310 904-9755		
Gordon Mago	None	4535 Wilshire (St. St) Hawthorne, Calif.	90250 -6927	(310) 675 -8674		



LAX Specific Plan Amendment Study
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May 17, 2006
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JAMES HARRIS		8475 Suermont	90047	7509097		
Diane Sombrau		3640 W. 111th Pl	90303	310 671-4440		
Danna Core		8219 Reading Ave	90043	310 641-2503		danna@stjosephchc.org



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JOHN RUKLEN		7839 HENEFER AVE	90045	310-645-9820		TRUHENE@AOL.COM
Roberto CASTRO	O.P.C.	5700 W. 96th ST	90045	310-645-8200		RCastro@opconline.com
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Geo Gerard		3550 Col/Mcbr Inglewood	90302	310-674-1842		
CEAR BRITO		8634 W. 107th Street 90303 Inglewood CA	90303	(310) 672-1322		
Amelia Peirasso		846 W Hardt St Inglewood CA 90301	90301	(310) 674-5087		



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Don BARSUMIAN		8816 S WILTON AVE LA 90047	90047	323 751-1219		
ALVIN ARMER		5811 W. 77th AVE LA CA. 90045	90045	310 641-3418		
John Browman		641 W. 103 St LA CA. 90047	90044	323 7558971		
Brian Gibson		407 Exton #4 Inglewood CA	90302			
Joanne Paleo Richard Paleo		424 Oregon St. 419 Concord St	90245	(310) 322-8958		
Samuel Tendler	City of Inglewood			310 412-5289		
Christine Dixon	CD-8	8475 S. Vermont Ave LA CA. 90044	90044	213 485-7614		



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<i>Linda Ortao</i> <i>The Union</i> <i>Sam E. Clifton</i>	<i>E. Lazar & Associates</i>	<i>1535 W. 96th St. LA. CA.</i>	<i>90047</i>			
<i>Richard Hill</i>	<i>6714 Ave Blanc Way</i>	<i>9609 GARDEN AVE INGLEWOOD</i>	<i>90305</i>	<i>323 757 5112</i>		<i>MASTERKEY@COMCAST.NET</i>
<i>D. V. Matrise</i>	<i>6448 R. Sandhurst</i>	<i>6448 W 103rd St</i>	<i>90044</i>	<i>310-825-7842</i>		<i>OMATRISE@UCLA.EDU</i>
<i>Lynnda Schram</i>		<i>75410 W 91st St</i>	<i>90045</i>			
<i>Aria Avak</i>		<i>731 W. PINE AVE</i>	<i>90245</i>	<i>322-0988</i>		
<i>Pam Ford</i>	<i>resident</i>	<i>7534 W 91st St</i>	<i>90045</i>	<i>337-7191</i>		<i>Pamela Ford@aol.comcast.net</i>
<i>Catherine</i> <i>Resident</i>	<i>resident</i>	<i>8515 Falmouth Ave #320, P.O. Box 9100</i>	<i>90293</i>	<i>824-9575</i>		<i>keypeggram@aol.com</i>

Remove Kenneth J from this contact. email has website to seo Reg page AC



LAX Specific Plan Amendment Study
Community Meeting
May 17, 2006
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BENWIE THOMAS		8812 S. HARRIS L.A. 90047	90047	323 971 5098	(323) 750 6801	
NORA MCKENZIE		2717 Thoreau St Inglewood, CA	90303	303 755-4761		
Gretchen Hardison	City of LA	200 N. Spanglers #2008 LA, CA	90012	213 978-0852		gretchen.hardison@lacity.org
Armando Lara			90301	(310) 674-5097		
Steven Bernal	City of LA					



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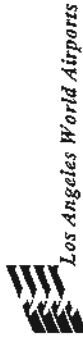
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NAME	ORGANIZATION	ADDRESS/CITY/STATE	ZIP CODE	PHONE	FAX	E-MAIL
Isom Mearns	Mearns & Mearns	8710 HAAS AVE	90047	758-5533		
Evelyn Hallman		1133 W 77th St	90044	323 759-0204		
Berny NoHo	CD8	8475 S. Vermont Ave	90044	215 485-7616		
MaryAnn Graham		8203 K. Sepulveda Ave	90045	(310) 1780-2496		
Roger Jones		11906 Cedar Ave.	90250	(310) 686-6297		

LAX SPECIFIC PLAN AMENDMENT STUDY
Public Outreach Meeting
May 17, 2006



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LAST NAME	FIRST NAME	AFFILIATION	JOB TITLE	ADDRESS	City	Zip	Phone	Fax	E-mail	Initial
Acherman	Anton			6055 W. 75th Pl.	Los Angeles	90045-	(310) 645-8528			
Adams	Charles	Carter & Burgess Inc. City of Inglewood		600 Wilshire Blvd., 1000	Los Angeles	90017-	(213) 237-1349	(818) 784-2655	charles.adams@c-b.com	
Adkins	Mona	Aircraft Noise Mitigation Program	Senior Office Assistant	PO Box 6500	Inglewood	90312-	(310) 412-5289	(310) 330-5787	madkins@cityofinglewood.org	
Ake	Rowena	Westchester Rotary Club		8409 Lincoln Boulevard	Los Angeles	90045	(310) 670-0156			
Alpern	Ken	Friends of the Green Line	Co-Chair	3222 Military Ave.	Los Angeles	90034-	(310) 231-7522		sealnbear@aol.com	
Alt	Jason			5757 W. Century Blvd., Suite 102	Los Angeles	90045-	(612) 327-4448		jalt@wdsoo.com	
Alvarez	Linda	CBS-2 & KCAL-9	Reporter	6121 Sunset Blvd.	Los Angeles	90028-	(323) 460-3000			
Andraos	Wagih	STV		1055 W. 7th Street	Los Angeles		(213) 236-2544		andraos@stvinc.com	W.S.A.
Attias	Ruth	Loyola Village El Segundo Residents Association		7928 Altavan Avenue	Westchester	90045-2521	(310) 670-0751			
Avak	Ara			731 West Pine Avenue	El Segundo	90245	(310) 322-0988			
Ayala	Pedro			7166 W. Manchester Blvd.	Los Angeles	90045-	(213) 485-1062		payala@dot.lacity.org	
Bahadori	Sasa	City of Los Angeles, Mayor's Office		200 N. Spring Street, Rm. 303	Los Angeles	90012-	(213) 473-8020	(213) 978-0719	sasa.bahadori@lacity.org	
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Bauer	Sandra	Environmental Services, Inc.	Principal	220 Commerce, Suite 200	Irvine	92602-	(714) 508-2522	(714) 508-2113	sandra@bposinc.com	
Beahum	William & Greer			90 Dappigray Ln.	Rolling Hills Est.	90274-	(310) 326-6828			
Beal	Mary	10th and 11th Ave. Block Club		9301 10th Avenue	Inglewood	90305-	(310) 671-6850		marycake@sbcglobal.net	

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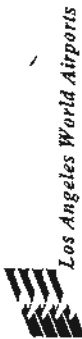


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LAST NAME	FIRST NAME	AFFILIATION	JOB TITLE	ADDRESS	City	Zip	Phone	Fax	E-mail	Initial
Bickhart	Jim	City of Los Angeles	Associate Director, Transportation	200 N. Spring Street, Rm. 303	Los Angeles	90012-	(213) 978-0641	(213) 978-0719	jim.bickhart@lacity.org	
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Burns	Thurman & Ethelene	W. 85th Street Block Club		1838 West 85th Street	Los Angeles	90047	(323) 750-9473			
Capone	William	Los Angeles Air Cargo Association		PO Box 91706	Los Angeles	90009-1706	(310) 417-5205			
Carpio	Cecil			407 Exton Ave. #4	Inglewood	90302-	(310) 671-2315		avcom@sbcglobal.net	
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Casey	Paul	Santa Monica Big Blue Bus		1660 7th Street	Santa Monica	90401-	(310) 458-1975		paul.casey@simgov.net	
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Daniels	Lemuel	Smith Barney Citigroup	First Vice President Investments	633 W. 5th St	Los Angeles	90071-	(213) 891-3369	(213) 891-3275	lemuel.l.daniels@smithbarney.com	
Dawson	Ruth			8117 Chase Avenue	Westchester	90045	(310) 641-6773			
de la Vega	Jaime	City of Los Angeles	Deputy Mayor, Transportation	200 N. Spring Street, Rm. 303	Los Angeles	90012-	(213) 978-2360	(213) 978-0719	jaimedelavega@lacity.org	



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May 17, 2006

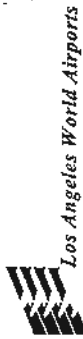


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LAST NAME	FIRST NAME	AFFILIATION	JOB TITLE	ADDRESS	City	Zip	Phone	Fax	E-mail	Initial
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Drollinger	Howard			8929 S Sepulveda Blvd Ste 130	Los Angeles	90045-3616	(310) 641-9029			
Ehlers	Doug			5527 W. 77th Street	Los Angeles	90045-	(310) 649-6034			
Esterly	Glenn	Blue Pacific News		4351 Sepulveda Blvd.	Culver City	90230-	(310) 770-1709	(310) 391-9068		
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Frengs	Kathryn	Bill Rosendahl, 11th District	Deputy	7166 Manchester Bl.	Los Angeles	90045-	(310) 568-8772		kathryn.frengs@lacity.org	
Friedman	Alison	Congresswoman Jane Harman	District Director	2321 Rosecrans, Suite 3270	El Segundo	90245-	(310) 643-3636		alison.friedman@mail.house.gov	
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Gomez	Jerry	Travels Aid Society LAX	Airport Volunteer	P.O. Box 1531	Fullerton	92836-	(714) 237-0382		ilaxusa@yahoo.com	



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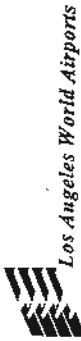


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LAST NAME	FIRST NAME	AFFILIATION	JOB TITLE	ADDRESS	City	Zip	Phone	Fax	E-mail	Initial
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Griswold	Erik			1307 9th Street, # 4	Santa Monica	90401-	(310) 260-9932	(310) 899-6275	erik.griswold@gmail.com	
Guleger	Tony			1730 Ruxton Ln. F	Redondo Beach	90278	310-213-8669			
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Janneh	Musiapha	Star Alliance	LAX Project Manager	PO Box 91094	Los Angeles	90009-	(310) 486-1981	(310) 578-2577		
Johnson	Mamie			1236 W. 79th Street	Los Angeles	90044-	(323) 778-0952			
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Kenton	Jack			835 Dune Street	El Segundo	90305-	(310) 322-8098			
Kimura	Carly	Enterprise Renta-Car		8734 Bellanca	Los Angeles	90045-	(310) 648-6400			



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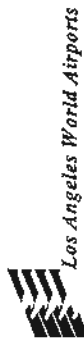


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LAST NAME	FIRST NAME	AFFILIATION	JOB TITLE	ADDRESS	City	Zip	Phone	Fax	E-mail	Initial
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Martin	Jeannette			945 PEPPER ST APT 314	EL SEGUNDO	90245-2396				
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McDowell	Kelly	City of El Segundo	Mayor	350 Main Street	El Segundo	90245	(310) 640-8966	(310) 640-1826	kmcowell@elsegundo.org	
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Moxley	Tom	Iron Workers Local 433		17495 Hurley Street	City of Industry	91744-	(626) 964-2500	(626) 964-1754	tom@ironworkers433.org	
Musella	Barbara	Westchester Streetscape	President	6383 W. 80th St.	Los Angeles	90045	310-649-0374			
Napolitano	Steven	County of Los Angeles, Torrance Field Office	Deputy	825 Maple Avenue, Rm. 150	Torrance	90503-	(310) 222-3015	(310) 320-4058	snapolitano@lacobos.org	
Norlund	Pat			660 W. Imperial Avenue #3	El Segundo	90245	310-322-6798			
Norton	Vern			10612 6th Avenue	Inglewood	90303				
Olson	Dennis	LAX-AAAC	Managing Director	8939 S. Sepulveda Blvd., Ste 102	Los Angeles	90045-	(206) 409-5407	(866) 338-6717	olson1de@aol.com	
Otten	Tia			7504 Trusk Ave.	Playa del Rey	90293-	(310) 823-5018		totten@raytheon.com	



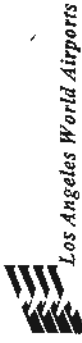
LAX SPECIFIC PLAN AMENDMENT STUDY
Public Outreach Meeting
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LAST NAME	FIRST NAME	AFFILIATION	JOB TITLE	ADDRESS	City	Zip	Phone	Fax	E-mail	Initial
Parra	Antonio			11406 Cedar Ave.	Hawthorne	90250-	310-341-5115			
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Penuelas	Ernesto	Iron Workers Local 433		11922 Graving Ave.	Whittier	90604-	(562) 694-1601		ernpen@gmail.com	
Pfeifer	Nancy			430-D Sierra Street	El Segundo	90245	(310) 322-3528			
Price	William			9821 3rd Avenue	Inglewood	90305-	(323) 779-3252			
Provost	Diana	Inglewood Tenant Association		609 Kew St., Apt. #2	Inglewood	90302-	(310) 677-7294			
Ramirez	Jerry	LA Chief Administrative Office	Senior Analyst	500 W. Temple St., Rm 7 50	Los Angeles	90012-	(213) 974-4282			
Ramirez	Sonia L.			411 112 Arbor Vitae	Inglewood	90301-	(310) 995-2054	(310) 342-2596		
Reynoso	Himelda			346 Hardy St. #2	Inglewood	90301-				
Rodine	Robert L.	The Polaris Group	Principal Consultant	14649 Tustin St.	Sherman Oaks	91403-	(818) 789-7319		polaristr@sbcglobal.net	
Rose	Harry Len			8160 Redlands St. # 102	Playa del Rey	90293-	(213) 341-1652	(626) 443-0611	hrose@mindspring.com	
Rosen	Stan			8004 Kentwood Avenue	Los Angeles	90045	310-216-1077			
Roys	Thomasine			7577 McConnell Avenue	Los Angeles	90045	(310) 645-8748			TR
Rubenstein	Neil S			4733 Maytime Lane	Culver City	90230-5068	(310) 836-4237			
Rulinds	Eugene			10918 Truro	Lennox	90304-	(310) 671-8505			
Saenz	Edgar	Congresswoman Maxine Waters	Special Assistant	6033 W. Century Blvd., Suite 807	Los Angeles	90045-	(310) 753-1668	(310) 757-9506	edgar.saenz@mail.house.gov	

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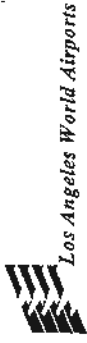


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LAST NAME	FIRST NAME	AFFILIATION	JOB TITLE	ADDRESS	City	Zip	Phone	Fax	E-mail	Initial
Saner	Mi			7152 Trask Ave.	Playa del Rey	90293-	(310) 823-1555			
Schafer	Emma	Schafer Communications		4201 Summertime Lane	Culver City	90230-	(213) 892-6329			
Schneider	Dennis	Solution to Airport Congestion		7929 Breen Ave.	Los Angeles	90045-	(310) 641-4199	(310) 338-1550	dennyschneider@welfare.com	DHS
Shute	Clemente	Shute, Mihaly & Weinberger LLP	Counsel	396 Hayes Street	San Francisco	94102-	(415) 552-7272		shute@smwlaw.com	MS
Smith	GLENN			7612 W 91ST ST	LOS ANGELES	90045-343-	(310) 410-0145			
Smithal	Robert E.	Carmen		10405 S. 7th Ave	Ingelwood	90303-			smithal@aol.com	
Snowden	Dave			519 N. Gertruda	Redondo Beach	90277-	(310) 283-2740			
Soewers	Randy	AC Martin		444 S. Flower Street, Suite 1200	Los Angeles	90071-	(213) 614-6101		randall.soewers@acmartin.com	
Stern	Natalie	Path Ventures		340 N. Madison Ave.	Los Angeles	90004-	(323) 644-2225	(323) 644-2288		
Sugimoto	Cindy			2111 Marshall Field Ln B	Redondo Beach	90278	310-846-1764			
Swanson	Michael	Cenitela Freeman Health System		555 E. Hardy St.	Inglewood	90301	310-330-8437	310-419-8397		
Tate	Phillip	City of Los Angeles, CD 11	Legislative Deputy	200 N. Spring Street, Rm. 415	Los Angeles	90012-	(213) 473-7011	(213) 473-6926	philip.tate@lacity.org	
Thompson	Kim			17345 Tenson Place	Los Angeles	91344-	(818) 360-4346		kimthompson@social.com	
Tubert	Patricia	Los Angeles World Airports	Deputy Executive Director	1 World Way	Los Angeles	90045	(310) 646-7142	(310) 646-7148	ptuber@lawa.org	
Underwood	Brenda			9742 Hindry Place	Los Angeles	90045-5114	(310) 281-7857			
Velasco	Valeria	LAWA	VP, Board of Commissioners	One World Way	Los Angeles	90045-	(310) 821-7891	(310) 821-5602	velasco@aol.com	



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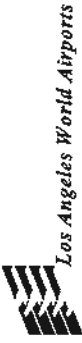


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LAST NAME	FIRST NAME	AFFILIATION	JOB TITLE	ADDRESS	City	Zip	Phone	Fax	E-mail	Initial
Voss	David	Chamber of Commerce	President	370 Fowling St.	Playa del Rey	90293	(310) 306-0515	(310) 306-5368	dave@vossassociates.com	
Walker	Daniel			7416 West 82nd Street	Los Angeles	90045			milowalker@comcast.net	
Willis	Anita	City of Inglewood	City Attorney	One Manchester Blvd.	Inglewood	90301-	(310) 412-5372	(310) 412-8865	awillis@cityofinglewood.org	
Wolff	Osa	Shute, Mihaly & Weinberger		396 Hayes St.	San Francisco	94102-	(415) 552-7272	(415) 552-5816	wolff@smwlaw.com	
Zane	Dennis			2943 Delaware Ave.	Santa Monica	90407-	(310) 582-0037		dennyzane@aol.com	
Zimmerman	Martin	County of LA, Chief Administrative Office		500 W. Temple St., Rm 723	Los Angeles	90012-	(213) 974-1326	(213) 620-1381	mzimmerman@cao.co.la.ca.us	



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LAST NAME	FIRST NAME	AFFILIATION	JOB TITLE	ADDRESS	City	Zip	Phone	Fax	E-mail	Initial
Bickhart	Jim	City of Los Angeles	Associate Director, Transportation	200 N. Spring Street, Rm. 303	Los Angeles	90012-	(213) 978-0641	(213) 978-0719	jim.bickhart@lacity.org	
Bonin	Mike	City Council District 11	Chief of Staff	200 N. Spring Street, Rm. 415	Los Angeles	90012	(213) 473-7011	(213) 473-6926	mike.bonin@lacity.org	
Brady	John	City of Los Angeles, Office of the Mayor	Neighborhood & Community Services	7166 Manchester Blvd.	Manchester	90045-			john.s.brady@lacity.org	
Breunig	Jeanne			6320 W. 84th Place	LA	90045-	(310) 413-1052		breunigjeanne@comcast.net	
Brown	Cleveland			9333 S. Van Ness Ave.	Inglewood	90305-	(323) 779-4402			
Brown	Darryl	City of Inglewood	Chief of Staff to the Mayor	One Manchester Boulevard, P.O. Box 65	Inglewood	90301-	(310) 412-5300	(310) 330-5761	dbrown@cityofinglewood.org	
Burns	Thurman & Ethelene	W. 85th Street Block Club		1838 West 85th Street	Los Angeles	90047	(323) 750-9473			
Capone	William	Los Angeles Air Cargo Association		PO Box 91706	Los Angeles	90009-1704	(310) 417-5205			
Carpio	Cecil			407 Exton Ave. #4	Inglewood	90302-	(310) 671-2315		avoom@sbloglobal.net	cc
Carrel	Marc	Office of Jane Harman		2321 E. Rosecrans Ave.	El Segundo	90245-	(310) 643-3636	(310) 643-6445	marc.carrel@mail.house.gov	
Casey	Paul	Santa Monica Big Blue Bus		1660 7th Street	Santa Monica	90401-	(310) 458-1975		paul.casey@smgov.net	
Corlin	Annie	Apartment Association of Greater LA	Director	3726 S. Sepulveda Bl. # D-2111	Los Angeles	90045-	(310) 308-4511	(310) 216-1199	acorlin@aol.com	
Cunningham	Joe			6043 W. 76th Street	Los Angeles	90043-	(310) 749-7483			
Daniels	Lemuel	Smith Barney Citigroup	First Vice President Investments	633 W. 5th St.	Los Angeles	90071-	(213) 891-3369	(213) 891-3275	lemuel.l.daniels@smithbarney.com	
Dawson	Ruth			8117 Chase Avenue	Westchester	90045	(310) 641-6773			
de la Vega	Jaime	City of Los Angeles	Deputy Mayor, Transportation	200 N. Spring Street, Rm. 303	Los Angeles	90012-	(213) 978-2360	(213) 978-0719	jaime.delavega@lacity.org	

LAX SPECIFIC PLAN ENDMENT STUDY
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LAST NAME	FIRST NAME	AFFILIATION	JOB TITLE	ADDRESS	City	Zip	Phone	Fax	E-mail	Initial
DiVirgilio	Michael			660 2nd Street	Los Angeles	90012	310-940-1162			MD
Dorn	Roosevelt	City of Inglewood	Mayor	One Manchester Blvd., 5th Floor	Inglewood	90301	310-412-5300	310-330-5733	mayordorn@cityofinglewood.org	
Doyle	Ines			624 Lomita St	El Segundo	90245-3104	(310) 322-4600			
Drollinger	Robert			P.O. Box 48034	Los Angeles	90048-0034	(323) 874-2077			
Drollinger	Howard			8929 S Sepulveda Blvd Ste 130	Los Angeles	90045-3616	(310) 841-9029			
Ehlers	Doug			5527 W. 77th Street	Los Angeles	90046-	(310) 649-6034			
Esterly	Glenn	Blue Pacific News		4351 Sepulveda Blvd.	Culver City	90230-	(310) 770-1709	(310) 391-9088		
Faughnan	Thomas	County of Los Angeles	Principal Deputy County Counsel	500 W. Temple St., Rm 648	Los Angeles	90012-	(213) 974-1810	(213) 617-7182	tfaughnan@counsel.co.la.ca.us	
Fay	Roberta			8108 Regis Way	Los Angeles	90045-	(310) 641-9029			
Flintoft	Tom	Rose and Kindel		900 Wilshire Blvd. # 1030	Los Angeles	90017-	(213) 280-8538		tfintoft@rosekindel.com	
Francis	GRANT & JUDY			6716 W. 87TH ST.	LOS ANGELES	90045	310-216-9365			
Frengs	Kathryn	Bill Rosendahl, 11th District	Deputy	7166 Manchester Bl.	Los Angeles	90045-	(310) 568-8772		kathryn.frengs@lacity.org	
Friedman	Alison	Congresswoman Jane Harman	District Director	2321 Rosecrans, Suite 3270	El Segundo	90245-	(310) 643-3636		alison.friedman@mail.house.gov	
Gee-Wilson	Susan			4322 Via Marina # D	Marina del Rey	90292-	(310) 822-3793			
Gendell	Helga	The Argonaut Travelers Aid Society	Reporter	5355 McConnell Ave.	Los Angeles	90066-	(310) 822-1629	(310) 822-7960		
Gomez	Jerry	LAX	Airport Volunteer	P.O. Box 1531	Fullerton	92836-	(714) 237-0382		laxusa@yahoo.com	

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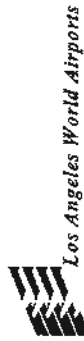


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LAST NAME	FIRST NAME	AFFILIATION	JOB TITLE	ADDRESS	CITY	Zip	Phone	Fax	E-mail	Initial
Gordon	Mego			4535 W. 141 Street	Hawthorne	90250-6921	(310) 675-8674			
Griswold	Erik			1307 9th Street, # 4	Santa Monica	90401-	(310) 260-9932	(310) 899-6275	erik.griswold@gmail.com	
Guleger	Tony			1730 Ruxton Ln. F	Redondo Beach	90278	310-213-8669			
Harris	Hezekiah	CMTS Inc.		5995 S. Sepulveda, # 206	Culver City	90230-	(310) 390-9558	(310) 390-9847	hharris@cmtsinc.com	
Hartman	Randall	Transportation Works Union Local 564		21718 Marlon Avenue	Torrance	90503	(949) 361-1441		erthguy2@earthlink.net	
Herbst	David	El Segundo Chamber of Commerce		6605 Figueroa, # 1400	Los Angeles	90017-	(213) 458-5560	(213) 486-6501	dherbst@mwww.com	
Herbst	David	MWW Group	President/General Manager	660 South Figueroa Street, Suite 1400	Los Angeles	90017-	(213) 486-5560	(213) 486-6501	dherbst@mwww.com	
Huth	Grace			8732 El Manor Avenue	Los Angeles	90045	310-649-4273			
Isom	Ruth			1135 W. 95th Street	Los Angeles	90044-	(323) 779-4637			R.I.
Janneh	Mustapha	Star Alliance	LAX Project Manager	PO Box 91094	Los Angeles	90009-	(310) 488-1981	(310) 578-2577		
Johnson	Mamie			1236 W. 79th Street	Los Angeles	90044-	(323) 778-0952			
Jones	Darryl & Ruth			9331 S. 10th Ave.	Inglewood	90305-	(310) 871-0820			
Kanter	Karen			7929 W. 81st Street	Playa del Rey	90293-	(310) 822-9045			
Keady	Jack			7718 W. 83rd Street	Playa del Rey	90293-	(310) 302-0090		jkeady@aol.com	
Kenton	Jack			835 Dune Street	El Segundo	90305-	(310) 322-8098		F.Kenton@juni.com	
Kimura	Carly	Enterprise Rent-a-Car		8734 Bellanca	Los Angeles	90045-	(310) 649-5400			



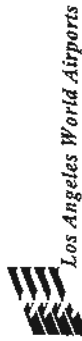
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LAST NAME	FIRST NAME	AFFILIATION	JOB TITLE	ADDRESS	City	Zip	Phone	Fax	E-mail	Initial
Lara	Armando			346 Hardy St. #2	Inglewood	90301-				
Lichman	Barbara	Chevalier, Allen & Lichman LLP	Attorney at Law	695 Town Center, Suite 700	Costa Mesa	92626-	(714) 384-6520	(714) 384-6521	blichman@calairlaw.com	
Macintosh	Alex			1418 East Walnut Avenue	El Segundo	90245	(310) 640-9568			
Martin	Jeannette			945 PEPPER ST APT 314	EL SEGUNDO	90245-2396				
Marzo	Kelly	Enterprise Rent-A-Car	Area Manager	8734 Bellanca	Los Angeles	90045-	(310) 649-5400	(310) 348-4870	Kelly.marzo@erac.com	
McCarthy	David	City of Culver City	Deputy City Attorney	9770 Culver Boulevard	Culver City	90232-	(310) 253-5660	(310) 253-5664	david.mccarthy@culvercity.org	
McDowell	Kelly	City of El Segundo	Mayor	350 Main Street	El Segundo	90245	(310) 640-8966	(310) 640-1826	kmcdowell@eisegundo.org	
Mochlman	Denise			4127 Via Marina, #102	Marina del Rey	90292-	(310) 306-7384			
Montalvo	Alex			5707 Herald Way, Suite 18	Los Angeles	90028-	(323) 957-2940		alexmontalvo90028@yahoo.com	
Moxley	Tom	Iron Workers Local 433		17495 Hurley Street	City of Industry	91744-	(626) 964-2500	(626) 964-1754	tom@ironworkers433.org	
Musella	Barbara	Westchester Streetscape	President	6383 W. 80th St.	Los Angeles	90045	310-649-0374			BM
Napolitano	Steven	County of Los Angeles, Torrance Field Office	Deputy	825 Maple Avenue, Rm. 150	Torrance	90503-	(310) 222-3015	(310) 320-4058	snapolitano@labcas.org	
Norlund	Pat			660 W. Imperial Avenue #3	El Segundo	90245	310-322-8798			
Norton	Vern			10612 8th Avenue	Inglewood	90303				
Olson	Dennis	LAX-AAAC	Managing Director	8939 S. Sepulveda Blvd., Ste 102	Los Angeles	90045-	(206) 409-5407	(866) 338-6717	olson1de@aol.com	
Otten	Tia			7504 Trusk Ave.	Playa del Rey	90293-	(310) 823-5018		totten@raytheon.com	

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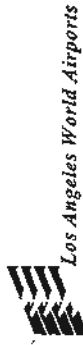


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LAST NAME	FIRST NAME	AFFILIATION	JOB TITLE	ADDRESS	City	Zip	Phone	Fax	E-mail	Initial
Parra	Antonio			11406 Cedar Ave.	Hawthorne	90250-	310-341-5115			
Pechs	Maria	McDonald's		21300 Victory Blvd., Suite 300	Woodland Hills	91364-	(818) 594-7530			
Penuelas	Ernesto	Iron Workers Local 433		11922 Graying Ave.	Whittier	90604-	(562) 694-1601		ernpen@gmail.com	
Pfeifer	Nancy			430-D Sierra Street	El Segundo	90245	(310) 322-3528			
Price	William			9821 3rd Avenue	Inglewood	90305-	(323) 779-3252			
Provost	Diana	Inglewood Tenant Association		609 Kew St., Apt. #2	Inglewood	90302-	(310) 677-7294			
Ramirez	Jerry	LA Chief Administrative Office	Senior Analyst	500 W. Temple St., Rm7 50	Los Angeles	90012-	(213) 974-4282			
Ramirez	Sonia L.			411 1/2 Arbor Vitae	Inglewood	90301-	(310) 995-2054	(310) 342-2596		
Reynoso	Himelda			346 Hardy St. #2	Inglewood	90301-				
Rodine	Robert L.	The Polaris Group	Principal Consultant	14649 Tusin St.	Sherman Oaks	91403-	(818) 789-7319		polarsr@sbcglobal.net	
Rose	Harry Len			8160 Redlands St. # 102	Playa del Rey	90293-	(213) 341-1652	(626) 443-0611	hrose@mindspring.com	
Rosen	Stan			8004 Kentwood Avenue	Los Angeles	90045	310-216-1077			
Roys	Thomasina			7577 McConnell Avenue	Los Angeles	90045	(310) 645-8748			
Rubenstein	Neil S			4733 Maytime Lane	Culver City	90230-5086	(310) 838-4237			
Rulinds	Eugene			10918 Truro	Lennox	90304-	(310) 671-8505			
Saenz	Edgar	Congresswoman Maxine Waters	Special Assistant	6033 W. Century Blvd., Suite 807	Los Angeles	90045-	(310) 753-1668	(310) 757-9506	edgar.saenz@mail.house.gov	



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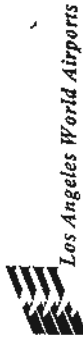


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Saner	Mi			7152 Trask Ave.	Playa del Rey	90293-	(310) 823-1555			
Schafer	Emma	Schafer Communications Solution to Airport Congestion		4201 Summertime Lane	Cuvier City	90230-	(213) 892-6329			
Schneider	Denny			7929 Breen Ave.	Los Angeles	90045-	(310) 641-4199	(310) 338-1550	dennyschneider@welfarefree.com	
Shute	Clemente	Shute, Mihaly & Weinberger LLP	Counsel	396 Hayes Street	San Francisco	94102-	(415) 552-7272		shute@smvlaw.com	
Smith	GLENN			7612 W 91ST ST	LOS ANGELES	90045-3434	(310) 410-0145			
Smithal	Robert E.	Carmen		10405 S. 7th Ave	Inglewood	90303-			smithal@aol.com	
Snowden	Dave			519 N. Gertruda	Redondo Beach	90277-	(310) 283-2740			
Soewers	Randy	AC Martin		444 S. Flower Street, Suite 1200	Los Angeles	90071-	(213) 614-6101		randall.soewers@acmartin.com	
Stern	Natalie	Path Ventures		340 N. Madison Ave.	Los Angeles	90004-	(323) 644-2225	(323) 644-2288		
Sugimoto	Cindy			2111 Marshall Field Ln B	Redondo Beach		90278-310-846-1784			
Swanson	Michael	Catinela Freeman Health System City of Los Angeles, CD 11		555 E. Hardy St.	Inglewood	90301	310-330-8437	310-419-8387	michael.swanson@centinelahealth.com	
Tate	Phillip		Legislative Deputy	200 N. Spring Street, Rm. 415	Los Angeles	90012-	(213) 473-7011	(213) 473-6926	philip.tate@lacity.org	
Thompson	Kim			17345 Tenson Place	Los Angeles	91344-	(818) 360-4345		kimthompson@socal.com	
Tubert	Patricia	Los Angeles World Airports	Deputy Executive Director	1 World Way	Los Angeles	90045	(310) 646-7142	(310) 646-7148	ptubert@lawa.org	
Underwood	Brenda			9742 Hindry Place	Los Angeles	90045-5114	(310) 281-7857			
Velasco	Valeria	LAWA	VP, Board of Commissioners	One World Way	Los Angeles	90045-	(310) 821-7891	(310) 821-5602	welasco@aol.com	



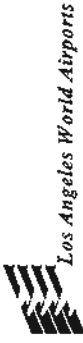
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LAST NAME	FIRST NAME	AFFILIATION	JOB TITLE	ADDRESS	City	Zip	Phone	Fax	E-mail	Initial
Voss	David	Chamber of Commerce	President	370 Fowling St.	Playa del Rey	90293	(310) 306-0515	(310) 306-5368	dave@vossassociates.com	
Walker	Daniel			7416 West 82nd Street	Los Angeles	90045			milowalker@comcast.net	
Willis	Anita	City of Inglewood	City Attorney	One Manchester Blvd.	Inglewood	90301-	(310) 412-5372	(310) 412-8865	awillis@cityofinglewood.org	
Wolff	Osa	Shute, Minahly & Weinberger		396 Hayes St.	San Francisco	94102-	(415) 552-7272	(415) 552-5816	wolff@smwlaw.com	
Zane	Dennis			2943 Delaware Ave.	Santa Monica	90407-	(310) 582-0037		dennyzane@aol.com	
Zimmerman	Martin	County of LA, Chief Administrative Officer		500 W. Temple St., Rm 723	Los Angeles	90012-	(213) 974-1326	(213) 620-1381	mzimmerman@cao.co.la.ca.us	

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LAST NAME	FIRST NAME	AFFILIATION	JOB TITLE	ADDRESS	City	Zip	Phone	Fax	E-mail	Initial
Acherman	Anton			6055 W. 75th Pl.	Los Angeles	90045-	(310) 845-8528			
Adams	Charles	Carter & Burgess Inc. City of Inglewood		600 Wilshire Blvd., 1000	Los Angeles	90017-	(213) 237-1349	(818) 784-2666	charles.adams@ic-b.com (213) 237-1354	CHA
Adkins	Mona	Aircraft Noise Mitigation Program	Senior Office Assistant	PO Box 6500	Inglewood	90312-	(310) 412-5289	(310) 330-5787	medkins@cityofinglewood.org	
Ake	Rowena	Westchester Rotary Club		8409 Lincoln Boulevard	Los Angeles	90045	(310) 670-0156			
Alpern	Ken	Friends of the Green Line	Co-Chair	3222 Military Ave.	Los Angeles	90034-	(310) 231-7522		sealnbear@aol.com	
Alt	Jason			5757 W. Century Blvd., Suite 102	Los Angeles	90045-	(612) 327-4448		jalt@wdsco.com	
Alvarez	Linda	CBS-2 & KCAL-9	Reporter	6121 Sunset Blvd.	Los Angeles	90028-	(323) 460-3000			
Andraos	Wagih	STV		1055 W. 7th Street	Los Angeles		(213) 236-2544		andraow@stvinc.com	
Attias	Ruth	Loyola Village El Segundo Residents Association		7928 Altavan Avenue	Westchester	90045-252	(310) 670-0751			
Avak	Ara			731 West Pine Avenue	El Segundo	90245	(310) 322-0988			
Ayala	Pedro			7166 W. Manchester Blvd.	Los Angeles	90045-	(213) 485-1062		payala@dot.lacity.org	
Bahadori	Sasa	City of Los Angeles, Mayor's Office		200 N. Spring Street, Rm. 303	Los Angeles	90012-	(213) 473-8020	(213) 978-0719	sasa.bahadori@lacity.org	
Barajas-Tena	Flor	LAANE		464 Lucas Ave., Suite 202	Los Angeles	90017-2074	(213) 977-9400	(213) 977-9666	fbtena@laane.org	
Bauer	Sandra	Environmental Services, Inc.	Principal	220 Commerce, Suite 200	Irvine	92602-	(714) 508-2522	(714) 508-2113	sandra@bbsinc.com	
Boathum	William & Greer			90 Dapplegray Ln.	Rolling Hills Est	90274-	(310) 326-6829			
Beal	Mary	10th and 11th Ave. Block Club		9301 10th Avenue	Inglewood	90305-	(310) 671-6850		marycake@sbcglobal.net	



LAX Specific Pla. Amendment Study
Community Meeting
May 20, 2006



Los Angeles World Airports

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NAME	ORGANIZATION	ADDRESS/CITY/STATE	ZIP CODE	PHONE	FAX	E-MAIL
Ruby Smith		8700 S. WILSON PL LA CA	90047	323 752-5902		
Pat Norland		600 W. Imperial #3 El Segundo	90245	310 522-6798		
Victoria Hernandez		2000 99TH ST LA-CA	90003	323 820-9534		
Jorge St. Jacques		9431 La. Robert Blvd	90047	323 418-7996		
Anthony Wolkoff		P.O. Box 552 INGLEWOOD, CA	90031			
Andy & Nadia Langseth	County of Los Angeles					
Alan Hogenauer	LMU	1 LMU Drive LA	90045	310-338-3798		
John M...		8065 Nardian Way LA 90045		Request for map & info Proposed Land Use.		



LAX Specific Pla. Amendment Study
Community Meeting
May 20, 2006



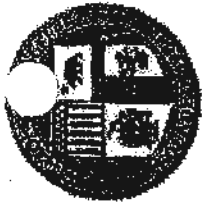
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NAME	ORGANIZATION	ADDRESS/CITY/STATE	ZIP CODE	PHONE	FAX	E-MAIL
PATRICIA BETTERNOE		8943 KERRY AVE	90048	641-1173		
EILEEN CRAWLEY		8943 KITTITAPK	90045	641-1173		
OLA DEWILL		1518 W. 96 th ST	90047	323 7779388		
DEAN COOKE		409 N. 7 th AVE				
LOWENA COLE		REVEREND BEACH LA 8409 LINCOLN WESTCHES	90277	702-0391		
ELEANOR ANDERSON		8700 S. WILTON BL LA CA	90045	502-9991		
Reginald Bay		200 W. 99TH ST.	90047	(323)- 752-5702		
			90003	323) 820-9534		



LAX Specific Plan Amendment Study
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NAME	ORGANIZATION	ADDRESS/CITY/STATE	ZIP CODE	PHONE	FAX	E-MAIL
S Leon		1923 Tuberman St	90007			
F WHEELER		11110 ARDATH AVE	90303	323 779-5480		
H Thompson		11 PEPPER CT, Inglewood	90302	310 673-9640		APTCT70@AOL.COM
ORTIS DOWD		1518 W 96 th ST.	90047	323 820-9495		
Pamela McLean		1529 W. 96TH ST	90047	323 755-3310		
Daniel Ortiz		Interpreter				
Linda Orozco		Interpreter				
Wanda Johnson						
RICHARD MATHIAS		5936 W. 78TH ST	90046	310 645-1070		Yahoo.com richmathias20
SUSAN GEE-WILSON		4322 VIA MARINA, N.D. M.D.R.	90292	310-822-3793		EM499@EARTHLINK.NET

LAX SPECIFIC PLAN AMENDMENT STUDY
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PLEASE VERIFY YOUR CONTACT INFORMATION AND INITIAL

LAST NAME	FIRST NAME	ADDRESS	CITY	ZIP	PHONE	FAX	EMAIL	INITIAL
Acherman	Anton	6055 W. 75th Pl.	Los Angeles	90045-	(310) 645-8528			
Adams	Charles	600 Wilshire Blvd., 1000	Los Angeles	90017-	(213) 237-1349	(818) 784-2655	charles.adams@c-b.com	
Adkins	Mona	PO Box 6500	Inglewood	90312-	(310) 412-5289	(310) 330-5787	madkins@cityofinglewood.org	
Ake	Rowena	8409 Lincoln Boulevard	Los Angeles	90045	(310) 670-0156			✓
Alpern	Ken	3222 Military Ave.	Los Angeles	90034-	(310) 231-7522		seainbear@aol.com	
Alt	Jason	5757 W. Century Blvd., Suite 102	Los Angeles	90045-	(612) 327-4448		jalt@wdsco.com	
Alvarez	Linda	6121 Sunset Blvd.	Los Angeles	90028-	(323) 460-3000			
Andraos	Wagih	1055 W. 7th Street	Los Angeles		(213) 236-2544		andraow@stvinc.com	
Attias	Ruth	7928 Altavan Avenue	Westchester	90045-252	(310) 670-0751			
Avak	Ara	731 West Pine Avenue	El Segundo	90245	(310) 322-0988			

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LAST NAME	FIRST NAME	ADDRESS	CITY	ZIP	PHONE	FAX	EMAIL	INITIAL
Ayala	Pedro	7166 W. Manchester Blvd.	Los Angeles	90045-	(213) 485-1062		payala@dot.lacity.org	
Bahadori	Sasa	200 N. Spring Street, Rm. 303	Los Angeles	90012-	(213) 473-8020	(213) 978-0719	sasa.bahadori@lacity.org	
Barbara	Martinoff	One World Way	Los Angeles	90045-	(310) 646-7312	(310) 646-9181	bmartinoff@law.a.org	
Bauer	Sandra	220 Commerce, Suite 200	Irvine	92602-	(714) 508-2522	(714) 508-2113	sandra@bpesinc.com	
Beahum	William & Greer	90 Dapplegray Ln.	Rolling Hills Est	90274-	(310) 326-6829			
Beal	Mary	9301 10th Avenue	Inglewood	90305-	(310) 671-6850		marycake@sbcglobal.net	
Bennett	Joan	11834 Ramona Ave.	Hawthorne	90250	310-675-7773			
Bickhart	Jim	200 N. Spring Street, Rm. 303	Los Angeles	90012-	(213) 978-0641	(213) 978-0719	jim.bickhart@lacity.org	
Bonin	Mike	200 N. Spring Street, Rm. 415	Los Angeles	90012	(213) 473-7011	(213) 473-6926	mike.bonin@lacity.org	
Bowman	John	407 Exton Ave. #4	Inglewood	90302-	(310) 671-2315			

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LAST NAME	FIRST NAME	ADDRESS	CITY	ZIP	PHONE	FAX	EMAIL	INITIAL
Brady	John	7166 Manchester Blvd.	Manchester	90045-			john.s.brady@lacity.org	
Breunig	Jeanne	6320 W. 84th Place	LA	90045-	(310) 413-1052		breunigjeanne@comcast.net	
Brown	Cleveland	9333 S. Van Ness Ave.	Inglewood	90305-	(323) 779-4402			
Brown	Darryl	One Manchester Boulevard, P.O. Box 650	Inglewood	90301-	(310) 412-5300	(310) 330-5761	dbrown@cityofinglewood.org	
Brown	Julia	626 Wilshire Boulevard, Suite 1000	Los Angeles	90017-	(213) 438-1755	(213) 438-1764	jbrown@consensusp.com	
Burns	Thurman & Ethelene	1838 West 85th Street	Los Angeles	90047	(323) 750-9473			
Capone	William	PO Box 91706	Los Angeles	90009-1704	(310) 417-5205			
Carpio	Cecil	407 Exton Ave. #4	Inglewood	90302-	(310) 671-2315		avcom@sbcglobal.net	
Carrel	Marc	2321 E. Rosecrans Ave.	El Segundo	90245-	(310) 643-3636	(310) 643-6445	marc.carrel@mail.house.gov	
Casey	Paul	1660 7th Street	Santa Monica	90401-	(310) 458-1975		paul.casey@smgov.net	

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LAST NAME	FIRST NAME	ADDRESS	CITY	ZIP	PHONE	FAX	EMAIL	INITIAL
Corfin	Amie	8726 S. Sepulveda Bl. # D-2111	Los Angeles	90045-	(310) 308-4511	(310) 216-1199	acorfin@aol.com	
Cunningham	Joe	6043 W. 76th Street	Los Angeles	90043-	(310) 749-7483			
Daniels	Lemuel	633 W. 5th St.	Los Angeles	90071-	(213) 891-3369	(213) 891-3275	lemuel.l.daniels@smithbarney.com	
Dawson	Ruth	8117 Chase Avenue	Westchester	90045	(310) 641-6773			
de la Vega	Jaime	200 N. Spring Street, Rm. 303	Los Angeles	90012-	(213) 978-2360	(213) 978-0719	jaime.delavega@lacity.org	
De Loza Gutierrez	Lilian	626 Wilshire Blvd., Suite 1000	Los Angeles	90017-	(213) 438-1755	(213) 438-1764	ldeLoza@concensusp.com	
DiVirgilio	Michael	660 2nd Street	Los Angeles	90012	310-940-1162		mdivirgilio@mwww.com	
Dom	Roosevelt	One Manchester Blvd., 5th Floor	Inglewood	90301	310412-5300	3103305733	mayordom@CityofInglewood.org	
Doyle	Ines	624 Lomita St	El Segundo	90245-3104	(310) 322-4600			
Drollinger	Robert	PO Box 48034	Los Angeles	90048-0034	(323) 874-2077			

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LAST NAME	FIRST NAME	ADDRESS	CITY	ZIP	PHONE	FAX	EMAIL	INITIAL
Drollinger	Howard	8929 S Sepulveda Blvd Ste 130	Los Angeles	90045-3614	(310) 641-9029			
Ehlers	Doug	5527 W. 77th Street	Los Angeles	90045-	(310) 649-6034			
Ehret	John	8219 Calabar Ave.	Playa Del Rey	90293	(310) 823-9417			
Esterly	Glenn	4351 Sepulveda Blvd.	Culver City	90230-	(310) 770-1709	(310) 391-9068		
Faughnan	Thomas	500 W. Temple St., Rm 648	Los Angeles	90012-	(213) 974-1810	(213) 617-7182	tfauthnan@counsel.co.la.ca.us	
Fay	Roberta	8108 Regis Way	Los Angeles	90045-	(310) 641-9029			
Flintoft	Tom	900 Wilshire Blvd. # 1030	Los Angeles	90017-	(213) 280-8538		tfintoft@rosekindel.com	
FRANCIS	GRANT & JUDY	6716 W. 87TH ST.	LOS ANGELES	90045	310-216-9365			
Frengs	Kathryn	7166 Manchester Bl.	Los Angeles	90045-	(310) 566-8772		kathryn.frengs@lacity.org	
Friedman	Alison	2321 Rosecrans, Suite 3270	El Segundo	90245-	(310) 643-3636		alison.friedman@mail.house.gov	

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LAST NAME	FIRST NAME	ADDRESS	CITY	ZIP	PHONE	FAX	EMAIL	INITIAL
Hackney	Janet	One World Way	Los Angeles	90045-	(310) 417-2343	(310) 645-4028	jhackney@lawa.org	
Harris	Hezekiah	5995 S. Sepulveda, # 206	Culver City	90230-	(310) 390-9558	(310) 390-9847	hharris@cmsinc.com	
Hartman	Randall	21718 Marjon Avenue	Torrance	90503	(949) 361-1441		erhguy2@earthlink.net	
Herbst	David	6605 Figueroa, # 1400	Los Angeles	90017-	(213) 456-6560	(213) 486-6501	dherbst@mwww.com	
Herbst	David	660 South Figueroa Street, Suite 1400	Los Angeles	90017-	(213) 486-6560	(213) 486-6501	dherbst@mwww.com	
Huth	Grace	8732 El Manor Avenue	Los Angeles	90045	310-649-4273			
Ijams	Robin	18581 Teller Ave., Suite 200	Irvine	92612-	(949) 752-5452	(949) 752-1307	ijamsre@cdm.com	
Isom	Ruth	1135 W. 95th Street	Los Angeles	90044-	(323) 779-4637			
Janneh	Mustapha	PO Box 91094	Los Angeles	90009-	(310) 486-1981	(310) 578-2577	mustapha.janneh@staralliance.com	
Johnson	Mamie	1236 W. 79th Street	Los Angeles	90044-	(323) 778-0952			

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Musella	Barbara	6383 W. 80th St.	Los Angeles	90045	310-649-0374		rbmusella@earthlink.net	
Napolitano	Steven	825 Maple Avenue, Rm. 150	Torrance	90503-	(310) 222-3015	(310) 320-4058	snapolitano@iacbos.org	
Norlund	Pat	660 W. Imperial Avenue #3	El Segundo	90245	310-322-6798			
Norton	Vern	10612 6th Avenue	Inglewood	90303				
Olson	Dennis	6939 S. Sepulveda Blvd., Ste 102	Los Angeles	90045-	(206) 409-5407	(866) 338-6717	olson1de@aol.com	
Otten	Tia	7504 Trusk Ave.	Playa del Rey	90293-	(310) 823-5018		totten@raytheon.com	
Parra	Antonio	11406 Cedar Ave.	Hawthorne	90250-	310-341-5115			
Pechs	Maria	21300 Victory Blvd., Suite 300	Woodland Hills	91364-	(818) 594-7530			
Penuelas	Ernesto	11922 Grayling Ave.	Whittier	90604-	(562) 694-1601		ernpen@gmail.com	
Peterson	Linda	7053 Vista del Mar Lane	Playa del Rey	90293-	(310) 822-0435		gene.white@comcast.net	

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Pfeifer	Nancy	430-D Sierra Street	El Segundo	90245	(310) 322-3528			
Price	William	9821 3rd Avenue	Inglewood	90305-	(323) 779-3252			
Provost	Diana	609 Kew St., Apt. #2	Inglewood	90302-	(310) 677-7294		cita107@aol.com	
Quintanilla	Evelyn	One World Way Suite 218	Los Angeles	90045-	(310) 646-7690	(310) 646-9181	equintanilla@lawa.org	
Ramirez	Jerry	500 W. Temple St., Rm7 50	Los Angeles	90012-	(213) 974-4282			
Ramirez	Sonia L.	411 1/2 Arbor Vitae	Inglewood	90301-	(310) 995-2054	(310) 342-2596		
Reynoso	Himelda	346 Hardy St. #2	Inglewood	90301-				
Ritchie	Jim	1 World Way	Los Angeles	90045	(310) 417-2342	(310) 845-4026	jritchie@lawa.org	
Rodine	Robert L.	14649 Tustin St.	Sherman Oaks	91403-	(818) 789-7319		polarisrlr@sbcglobal.net	
Rose	Harry Len	8160 Redlands St. # 102	Playa del Rey	90293-	(213) 341-1652	(626) 443-0611	hrose@mindspring.com	

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Rosen	Stan	8004 Kentwood Avenue	Los Angeles	90045	310-216-1077		srosen6@aol.com	
Roys	Thomasina	7577 McConnell Avenue	Los Angeles	90045	(310) 645-8748			
Rubenstein	Neil S	4733 Maytime Lane	Culver City	90230-5063	(310) 836-4237			
Rubin	Martin	2822 Barry Ave.	Los Angeles	90064-	(310) 479-2529		martinrubin@earthlink.net	
Ruckwood	Mike	5820 Arbor Vitae	Los Angeles	90271-	(310) 833-0070			
Rulinds	Eugene	10918 Truro	Lennox	90304-	(310) 671-8505			
Saenz	Edgar	6033 W. Century Blvd., Suite 807	Los Angeles	90045-	(310) 753-1668	(310) 757-9506	edgar.saenz@mail.house.gov	
Saner	Mi	7152 Trask Ave.	Playa del Rey	90293-	(310) 823-1555			
Schafer	Emma	4201 Summertime Lane	Culver City	90230-	(213) 892-6329		schafercom@aol.com	
Schneider	Nan	7929 Breen Ave.	Los Angeles	90045-	(310) 641-4199	(310) 338-1550	nan@welivefree.com	

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Wellik	Lisa	1 World Way	Los Angeles	90045-	(310) 646-1836		lwellik@lawa.org	
Wells	Richard	1 World Way, Room 208	Los Angeles	90045	(310) 646-7116	(310) 646-0657	rwells@lawa.org	
Willis	Anita	One Manchester Blvd.	Inglewood	90301-	(310) 412-5372	(310) 412-8865	awillis@cityofinglewood.org	
Wolff	Osa	396 Hayes St.	San Francisco	94102-	(415) 552-7272	(415) 552-5816	wolff@smwlaw.com	
Zane	Dennis	2943 Delaware Ave.	Santa Monica	90407-	(310) 570-5870		dennyzane@aol.com	
Zimmerman	Martin	500 W. Temple St., Rm 723	Los Angeles	90012-	(213) 974-1326	(213) 620-1381	mzimmerman@cao.co.la.ca.us	

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LASTNAME	FIRST NAME	ADDRESS	CITY	ZIP	PHONE	FAX	EMAIL	INITIAL
Acherman	Anton	6055 W. 75th Pl.	Los Angeles	90045-	(310) 645-8528			
Adams	Charles	600 Wilshire Blvd., 1000	Los Angeles	90017-	(213) 237-1349	(818) 784-2655	charles.adams@c-b.com	
Adkins	Mona	PO Box 6500	Inglewood	90312-	(310) 412-5289	(310) 330-5787	madkins@cityofinglewood.org	
Ake	Rowena	8409 Lincoln Boulevard	Los Angeles	90045	(310) 670-0156			
Alpern	Ken	3222 Military Ave.	Los Angeles	90034-	(310) 231-7522		sealnbear@aol.com	
Alt	Jason	5757 W. Century Blvd., Suite 102	Los Angeles	90045-	(612) 327-4448		jalt@wdsco.com	
Alvarez	Linda	6121 Sunset Blvd.	Los Angeles	90028-	(323) 460-3000			
Andraos	Wagih	1055 W. 7th Street	Los Angeles		(213) 236-2544		andraow@stvinc.com	
Attias	Ruth	7928 Altavan Avenue	Westchester	90045-2521	(310) 670-0751			
Avak	Ara	731 West Pine Avenue	El Segundo	90245	(310) 322-0988			

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Ayala	Pedro	7166 W. Manchester Blvd.	Los Angeles	90045-	(213) 485-1062		payala@dot.lacity.org	
Bahadori	Sasa	200 N. Spring Street, Rm. 303	Los Angeles	90012-	(213) 473-8020	(213) 978-0719	sasa.bahadori@lacity.org	
Barbara	Martinoff	One World Way	Los Angeles	90045-	(310) 646-7312	(310) 646-9181	bmartinoff@lawa.org	
Bauer	Sandra	220 Commerce, Suite 200	Irvine	92602-	(714) 508-2522	(714) 508-2113	sandra@bpesinc.com	
Beahum	William & Greer	90 Dapplegray Ln.	Rolling Hills Est	90274-	(310) 326-6829			
Beal	Mary	9301 10th Avenue	Inglewood	90305-	(310) 671-6850		marycake@sbcglobal.net	
Bennett	Joan	11834 Ramona Ave.	Hawthorne	90250	310-675-7773			
Bickhart	Jim	200 N. Spring Street, Rm. 303	Los Angeles	90012-	(213) 978-0641	(213) 978-0719	jim.bickhart@lacity.org	
Bonin	Mike	200 N. Spring Street, Rm. 415	Los Angeles	90012	(213) 473-7011	(213) 473-6926	mike.bonin@lacity.org	
Bowman	John	407 Exton Ave. #4	Inglewood	90302-	(310) 671-2315			

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Brady	John	7166 Manchester Blvd.	Manchester	90045-			john.s.brady@lacity.org	
Breunig	Jeanne	6320 W. 84th Place	LA	90045-	(310) 413-1052		breunigjeanne@comcast.net	
Brown	Cleveland	9333 S. Van Ness Ave.	Inglewood	90305-	(323) 779-4402			
Brown	Darryl	One Manchester Boulevard, P.O. Box 650	Inglewood	90301-	(310) 412-5300	(310) 330-5761	dbrown@cityofinglewood.org	
Brown	Julia	626 Wilshire Boulevard, Suite 1000	Los Angeles	90017-	(213) 438-1755	(213) 438-1764	jbrown@consensusp.com	
Burns	Thurman & Ethelene	1836 West 85th Street	Los Angeles	90047	(323) 750-9473			
Capone	William	PO Box 91706	Los Angeles	90009-1706	(310) 417-5205			
Carpio	Cecil	407 Exton Ave. #4	Inglewood	90302-	(310) 671-2315		avcom@sbcglobal.net	cc
Carrel	Marc	2321 E. Rosecrans Ave.	El Segundo	90245-	(310) 643-3636	(310) 643-6445	marc.carrel@mail.house.gov	
Casey	Paul	1660 7th Street	Santa Monica	90401-	(310) 458-1975		paul.casey@smgov.net	

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Corlin	Amie	8726 S. Sepulveda Bl. # D-2111	Los Angeles	90045-	(310) 308-4511	(310) 216-1199	acorlin@aol.com	
Cunningham	Joe	6043 W. 76th Street	Los Angeles	90043-	(310) 749-7483			
Daniels	Lemuel	633 W. 5th St.	Los Angeles	90071-	(213) 891-3369	(213) 891-3275	lemuel.l.daniels@smithbarney.com	
Dawson	Ruth	8117 Chase Avenue	Westchester	90045	(310) 641-6773			
de la Vega	Jaime	200 N. Spring Street, Rm. 303	Los Angeles	90012-	(213) 978-2360	(213) 978-0719	jaime.delavega@lacity.org	
De Loza Gutierrez	Lilian	626 Wilshire Blvd., Suite 1000	Los Angeles	90017-	(213) 438-1755	(213) 438-1764	ldeloza@concentusp.com	
DiVirgilio	Michael	660 2nd Street	Los Angeles	90012	310-940-1162		mdivirgilio@mww.com	
Dorn	Roosevelt	One Manchester Blvd., 5th Floor	Inglewood	90301	310412.5300	3103305733	mayordom@CityofInglewood.org	
Doyle	Ines	624 Lomita St	El Segundo	90245-3104	(310) 322-4600			
Drollinger	Robert	PO Box 48034	Los Angeles	90048-0034	(323) 874-2077			

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Drollinger	Howard	8929 S Sepulveda Blvd Ste 130	Los Angeles	90045-3616	(310) 641-9029			
Ehlers	Doug	5527 W. 77th Street	Los Angeles	90045-	(310) 649-6034			
Ehret	John	8219 Calabar Ave.	Playa Del Rey	90293	(310) 823-9417			
Esterly	Glenn	4351 Sepulveda Blvd.	Culver City	90230-	(310) 770-1709	(310) 391-9068		
Faughnan	Thomas	500 W. Temple St., Rm 648	Los Angeles	90012-	(213) 974-1810	(213) 617-7182	tfaughnan@counsel.co.la.ca.us	
Fay	Roberta	8108 Regis Way	Los Angeles	90045-	(310) 641-9029			
Flintoft	Tom	900 Wilshire Blvd. # 1030	Los Angeles	90017-	(213) 280-8538		tflintoft@rosekindel.com	
FRANCIS	GRANT & JUDY	6716 W. 87TH ST.	LOS ANGELES	90045	310-216-9365			
Frengs	Kathryn	7166 Manchester Bl.	Los Angeles	90045-	(310) 568-8772		kathryn.frengs@lacity.org	
Friedman	Alison	2321 Rosecrans, Suite 3270	El Segundo	90245-	(310) 643-3636		alison.friedman@mail.house.gov	

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Gee-Wilson	Susan	4322 Via Marina # D	Marina del Rey	90292-	(310) 822-3793		emw99@earthlink.net	
Gendell	Helga	5355 McConnell Ave.	Los Angeles	90066-	(310) 822-1629	(310) 822-7960		
Gertler	Julie	626 Wilshire Blvd., Suite 1000	Los Angeles	90017-	(213) 438-1755	(213) 438-1764	jgertler@consensusp.com	
Gertler	Joshua	626 Wilshire Boulevard, Suite 1000	Los Angeles	90017-	(213) 438-1755	(213) 438-1764	jgertler@consensusp.com	
Glasgow	Herb	1 World Way, Rm. 211	Los Angeles	90045	(310) 646-7690	(310) 646-8191	hglasgow@lawa.org	
Gomez	Jerry	P.O. Box 1531	Fullerton	92836-	(714) 237-0382		jgaxusa@yahoo.com	
Gordon	Mego	4535 W. 141 Street	Hawthorne	90250-692	(310) 675-8674			
Griswold	Erk	1307 9th Street, # 4	Santa Monica	90401-	(310) 260-9932	(310) 899-6275	erik.griswold@gmail.com	
Guleger	Tony	1730 Ruxton Ln. F	Redondo Beach	90278	310-213-8669			
Gutierrez	Jose	200 N. Spring St. RM#2005 Mail Stop 17	Los Angeles	90012	(213) 978-0851		jose.gutierrez@lacity.org	

LAX SPECIFIC PLAN AMENDMENT STUDY
Public Outreach Meeting
Saturday, May 20, 2006

PLEASE VERIFY YOUR CONTACT INFORMATION AND INITIAL

LAST NAME	FIRST NAME	ADDRESS	CITY	ZIP	PHONE	FAX	EMAIL	INITIAL
Hackney	Janet	One World Way	Los Angeles	90045-	(310) 417-2343	(310) 645-4026	jhackney@lawa.org	
Harris	Hezekiah	5995 S. Sepulveda, # 206	Culver City	90230-	(310) 390-9558	(310) 390-9847	hharris@cmtsinc.com	
Hartman	Randall	21718 Marjon Avenue	Torrance	90503	(949) 361-1441		erthguy2@earthlink.net	
Herbst	David	6605 Figueroa, # 1400	Los Angeles	90017-	(213) 456-6560	(213) 486-6501	dherbst@mww.com	
Herbst	David	660 South Figueroa Street, Suite 1400	Los Angeles	90017-	(213) 486-6560	(213) 486-6501	dherbst@mww.com	
Huth	Grace	8732 El Manor Avenue	Los Angeles	90045	310-649-4273			
Ijams	Robin	19581 Teller Ave., Suite 200	Irvine	92612-	(949) 752-5452	(949) 752-1307	ijamsre@cdm.com	
Isom	Ruth	1135 W. 95th Street	Los Angeles	90044-	(323) 779-4637			
Janneh	Mustapha	PO Box 91094	Los Angeles	90009-	(310) 486-1961	(310) 578-2577	mustapha.janneh@staralliance.com	
Johnson	Mamie	1236 W. 79th Street	Los Angeles	90044-	(323) 778-0952			

LAX SPECIFIC PLAN AMENDMENT STUDY
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LAST NAME	FIRST NAME	ADDRESS	CITY	ZIP	PHONE	FAX	EMAIL	INITIAL
Johnson	Nick	6524 Deerbrook Rd.	Oak Park	91377-	(818) 606-3569	(818) 707-1545	njohnson@lawa.org	
Jones	Darryl & Ruth	9331 S. 10th Ave.	Inglewood	90305-	(310) 871-0820			
Kanter	Karen	7929 W. 81st Street	Playa del Rey	90293-	(310) 822-9045			
Keady	Jack	7718 W. 83rd Street	Playa del Rey	90293-	(310) 302-0090		jjkeady@aol.com	
Kennard	Lydia	1 World Way	Los Angeles	90045	(310) 846-6250	(310) 646-0523	lkennard@lawa.org	
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Kimura	Carly	8734 Bellanca	Los Angeles	90045-	(310) 649-5400			
Lara	Armando	346 Hardy St #2	Inglewood	90301-				
Lichman	Barbara	695 Town Center, Suite 700	Costa Mesa	92626-	(714) 384-6520	(714) 384-6521	blichman@calairlaw.com	
Macintosh	Alex	1418 East Walnut Avenue	El Segundo	90245	(310) 840-9568			

LAX SPECIFIC PLAN AMENDMENT STUDY
Public Outreach Meeting
Saturday, May 20, 2006

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LAST NAME	FIRST NAME	ADDRESS	CITY	ZIP	PHONE	FAX	EMAIL	INITIAL
MARTIN	JEANNETTE	945 PEPPER ST APT 314	EL SEGUNDO	90245-2396				
Martinoff	Barbara	1 World Way	Los Angeles	90045	(310) 646-7312	(310) 646-9181	bmartinoff@lawa.org	
Marzo	Kelly	8734 Bellanca	Los Angeles	90045-	(310) 649-5400	(310) 348-4970	Kelly.marzo@erac.com	
McCarthy	David	970 Culver Boulevard	Culver City	90232-	(310) 253-5660	(310) 253-5664	david.mccarthy@culvercity.org	
McDowell	Kelly	350 Main Street	El Segundo	90245	(310) 640-8966	(310) 640-1826	kmcdowell@elsegundo.org	
McHargue	Paula	One World Way	Los Angeles	90045-	(310) 646-9181	(310) 646-9181	pmchargue@lawa.org	
Mengistu	Samson	1 World Way	Los Angeles	90045	(310) 215-7662	(310) 215-7665	smengistu@lawa.org	
Mochiman	Denise	4127 Via Marina #102	Marina del Rey	90292-	(310) 306-7384			
Montalvo	Alex	5107 Herald Way, Suite 18	Los Angeles	90028-	(323) 957-2940		alexmontalvo90028@yahoo.com	
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LAX SPECIFIC PLAN AMENDMENT STUDY
Public Outreach Meeting
Saturday, May 20, 2006

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LAST NAME	FIRST NAME	ADDRESS	CITY	ZIP	PHONE	FAX	EMAIL	INITIAL
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Norlund	Pat	660 W. Imperial Avenue #3	El Segundo	90245	310-322-6798			
Norton	Vern	10612 6th Avenue	Inglewood	90303				
Olson	Dennis	8939 S. Sepulveda Blvd., Ste 102	Los Angeles	90045-	(206) 409-5407	(866) 338-6717	olson1de@aol.com	
Otten	Tia	7504 Trusk Ave.	Playa del Rey	90293-	(310) 823-5018		totten@raytheon.com	
Parra	Antonio	11406 Cedar Ave.	Hawthorne	90250-	310-341-5115			
Pechs	Maria	21300 Victory Blvd., Suite 300	Woodland Hills	91364-	(818) 594-7530			
Penuelas	Ernesto	11922 Grayling Ave.	Whittier	90604-	(562) 694-1601		empen@gmail.com	
Peterson	Linda	7053 Vista del Mar Lane	Playa del Rey	90293-	(310) 822-0435		gene.white@comcast.net	

LAX SPECIFIC PLAN AMENDMENT STUDY
Public Outreach Meeting
Saturday, May 20, 2006

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LASTNAME	FIRST NAME	ADDRESS	CITY	ZIP	PHONE	FAX	EMAIL	INITIAL
Pfeifer	Nancy	430-D Sierra Street	El Segundo	90245	(310) 322-3528			
Price	William	9821 3rd Avenue	Inglewood	90305-	(323) 779-3252			
Provost	Diana	609 Kew St., Apt. #2	Inglewood	90302-	(310) 677-7294		cita107@aol.com	
Quintanilla	Evelyn	One World Way Suite 218	Los Angeles	90045-	(310) 646-7690	(310) 646-9181	equintanilla@lawa.org	
Ramirez	Jerry	500 W. Temple St., Rm7 50	Los Angeles	90012-	(213) 974-4282			
Ramirez	Sonia L.	411 1/2 Arbor Vitae	Inglewood	90301-	(310) 995-2054	(310) 342-2596		
Reynoso	Himelda	346 Hardy St. #2	Inglewood	90301-				
Ritchie	Jim	1 World Way	Los Angeles	90045	(310) 417-2342	(310) 645-4026	jritchie@lawa.org	
Rodine	Robert L.	14649 Tustin St.	Sherman Oaks	91403-	(818) 789-7319		polarisrl@sbcglobal.net	
Rose	Harry Len	8160 Redlands St. # 102	Playa del Rey	90293-	(213) 341-1652	(626) 443-0611	hrose@mindspring.com	

LAX SPECIFIC PLAN AMENDMENT STUDY
Public Outreach Meeting
Saturday, May 20, 2006

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LAST NAME	FIRST NAME	ADDRESS	CITY	ZIP	PHONE	FAX	EMAIL	INITIAL
Rosen	Stan	8004 Kentwood Avenue	Los Angeles	90045	310-216-1077		srosen6@aol.com	
Roy	Thomasina	7577 McConnell Avenue	Los Angeles	90045	(310) 645-8748			
Rubenstein	Neil S	4733 Maytime Lane	Culver City	90230-5061	(310) 836-4237			
Rubin	Martin	2822 Barry Ave.	Los Angeles	90064-	(310) 479-2529		martinrubin@earthlink.net	
Ruckwood	Mike	5820 Arbor Vitae	Los Angeles	90271-	(310) 833-0070			
Rulinds	Eugene	10918 Truro	Lennox	90304-	(310) 671-8505			
Saenz	Edgar	6033 W. Century Blvd., Suite 807	Los Angeles	90045-	(310) 753-1668	(310) 757-9506	edgar.saenz@mail.house.gov	
Saner	Mi	7152 Trask Ave.	Playa del Rey	90293-	(310) 823-1555			
Schafer	Emma	4201 Summertime Lane	Culver City	90230-	(213) 892-6329		schafercom@aol.com	
Schneider	Nan	7929 Breen Ave.	Los Angeles	90045-	(310) 641-4199	(310) 338-1550	nan@welivefree.com	

LAX SPECIFIC PLAN AMENDMENT STUDY
Public Outreach Meeting
Saturday, May 20, 2006

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LAST NAME	FIRST NAME	ADDRESS	CITY	ZIP	PHONE	FAX	EMAIL	INITIAL
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Skidmore	Tony	1858 1 Teller Avenue, Suite 200	Irvine	92612-	(949) 752-5452	(949) 752-1307	skidmoreaj@cdm.com	
SMITH	GLENN	7612 W 91ST ST	LOS ANGELES	90045-343	(310) 410-0145			
Smithéal	Robert E.	10405 S. 7th Ave	Ingelwood	90303-			smithéal@aol.com	
Snowden	Dave	519 N. Gertruda	Redondo Beach	90277-	(310) 283-2740			
Soewers	Randy	444 S. Flower Street, Suite 1200	Los Angeles	90071-	(213) 614-6101		randall.soewers@acmartin.com	
Stern	Natalie	340 N. Madison Ave.	Los Angeles	90004-	(323) 644-2225	(323) 644-2288	natalies@pathventures.org	
Sugimoto	Cindy	2111 Mashall Field Ln B	Redondo Beach	90278	310-846-1764		sugimoto@leelliott.com	
Swanson	Michael	555 E. Hardy St.	Inglewood	90301	310-330-8437	310-419-8397		

LAX SPECIFIC PLAN AMENDMENT STUDY
Public Outreach Meeting
Saturday, May 20, 2006

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LAST NAME	FIRST NAME	ADDRESS	CITY	ZIP	PHONE	FAX	EMAIL	INITIAL
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Tena-Barajas	Flor	464 Lucas Ave., Suite 202	Los Angeles	90017	(213) 977-9400	(213) 977-9666	fbtena@laane.org	
Thompson	Kim	17345 Tenson Place	Los Angeles	91344	(818) 360-4346		kimthompson@socal.com	
Tubert	Patricia	1 World Way	Los Angeles	90045	(310) 646-7142	(310) 646-7148	ptubert@lawa.org	
Underwood	Brenda	9742 Hindry Place	Los Angeles	90045-5111	(310) 281-7857			
Velasco	Valeria	1 World Way	Los Angeles	90045				
Voss	David	370 Fowling St.	Playa del Rey	90293	(310) 306-0515	(310) 306-5368	dave@vossassociates.com	
Walker	Daniel	7416 West 82nd Street	Los Angeles	90045			miowalker@comcast.net	
Walright	Jonathan	P.O. Box 5521	Inglewood	90310				
Waterhouse	William	One World Way	Los Angeles	90045	(310) 646-3260		wwaterhouse@lawa.org	

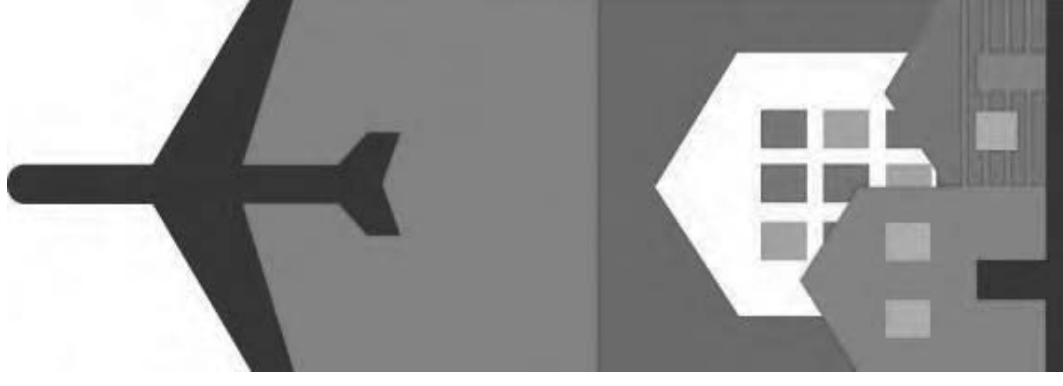
LAX SPECIFIC PLAN AMENDMENT STUDY
Public Outreach Meeting
Saturday, May 20, 2006

PLEASE VERIFY YOUR CONTACT INFORMATION AND INITIAL

LAST NAME	FIRST NAME	ADDRESS	CITY	ZIP	PHONE	FAX	EMAIL	INITIAL
Wellik	Lisa	1 World Way	Los Angeles	90045-	(310) 846-1836		lwelk@lawa.org	
Wells	Richard	1 World Way, Room 208	Los Angeles	90045	(310) 846-7116	(310) 646-0657	rwells@lawa.org	
Willis	Anita	One Manchester Blvd.	Inglewood	90301-	(310) 412-5372	(310) 412-8865	awillis@cityofinglewood.org	
Wolff	Osa	396 Hayes St.	San Francisco	94102-	(415) 552-7272	(415) 552-5816	wolff@smwlaw.com	
Zane	Dennis	2943 Delaware Ave.	Santa Monica	90407-	(310) 570-5870		dennyzane@aol.com	
Zimmerman	Martin	500 W. Temple St., Rm 723	Los Angeles	90012-	(213) 974-1326	(213) 820-1381	mzimmerman@cao.co.la.ca.us	

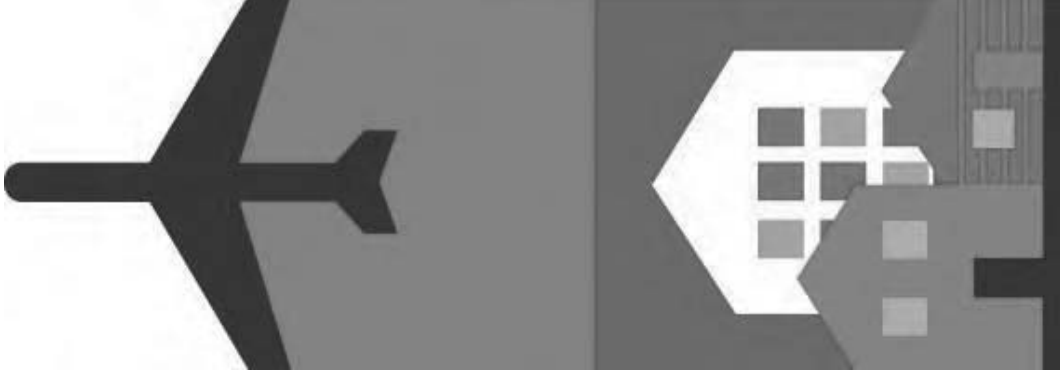
LAWA'S Soundproofing Programs

May 2006



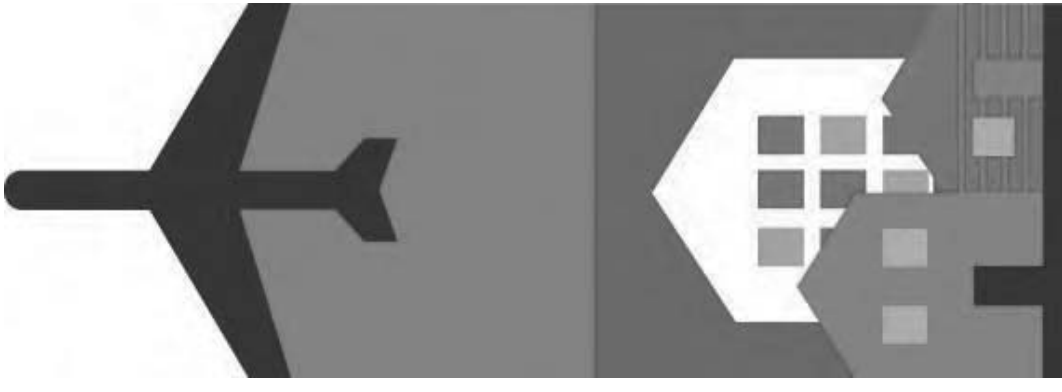
Introduction

- **Title 21 California Airport Noise Standards established “incompatible land uses.”**
- **Noise Compatibility Programs provide funding for cities of Los Angeles, El Segundo, Inglewood, and Los Angeles County**
 - **Passenger Facility Charges (PFC)**
 - **AIP grants**
- **Noise mitigation strategies:**
 - **Soundproofing**
 - **Residential acquisition (City of LA)**
 - **Land Use Mitigation Program (LUMP)**



Who is Eligible?

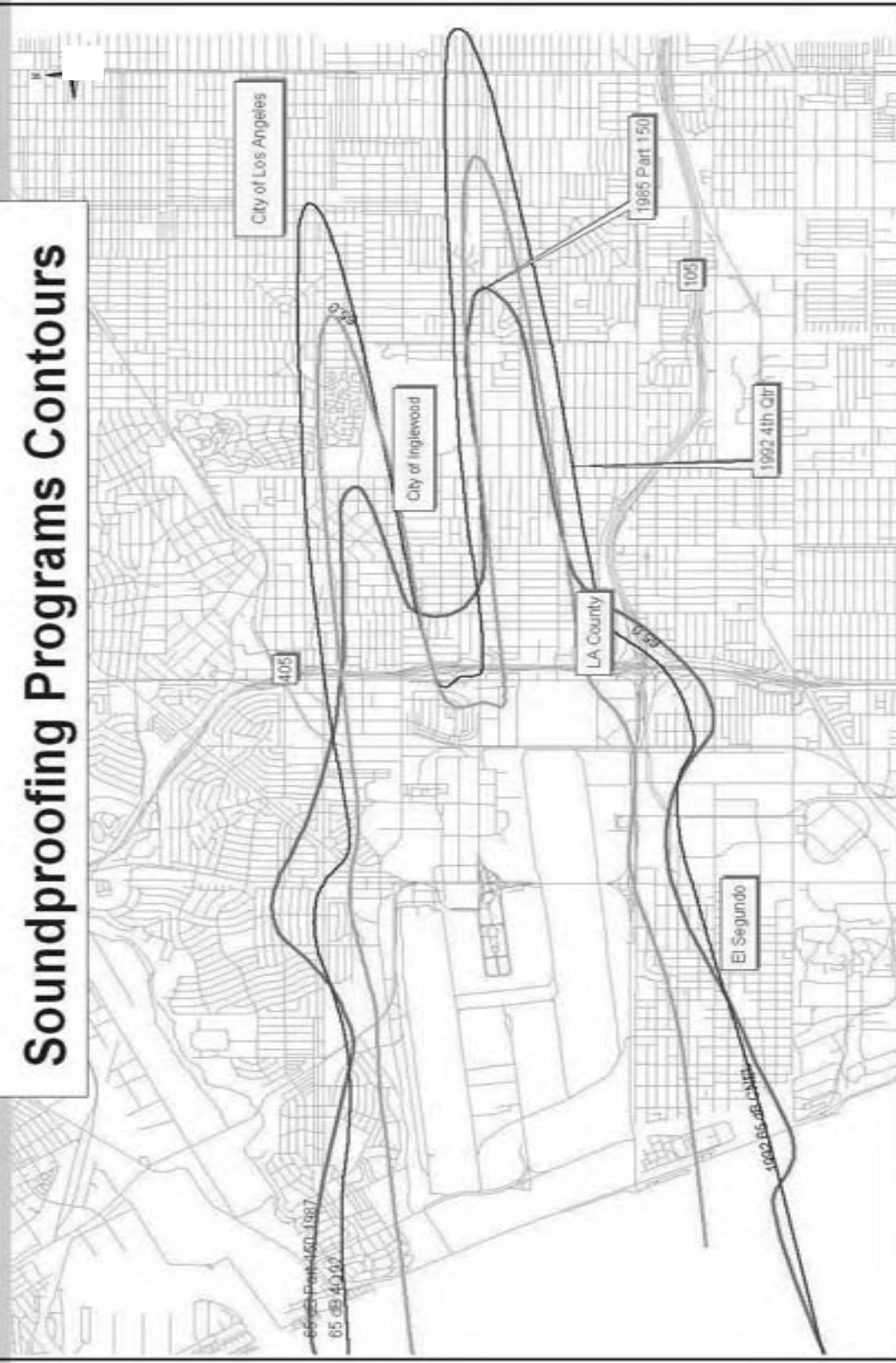
- Residences within the noise contour map of the 4th quarter 1992 CNEL
- Residences in City of Inglewood, El Segundo, and the LA County that are within the 4th quarter 1992 CNEL contour map OR the Part 150 contour map (FAA Funding contour)
- There are over 30,000 eligible dwelling units around LAX.



LAX-APPROVED NOISE EXPOSURE MAP



Soundproofing Programs Contours



Projected Contour

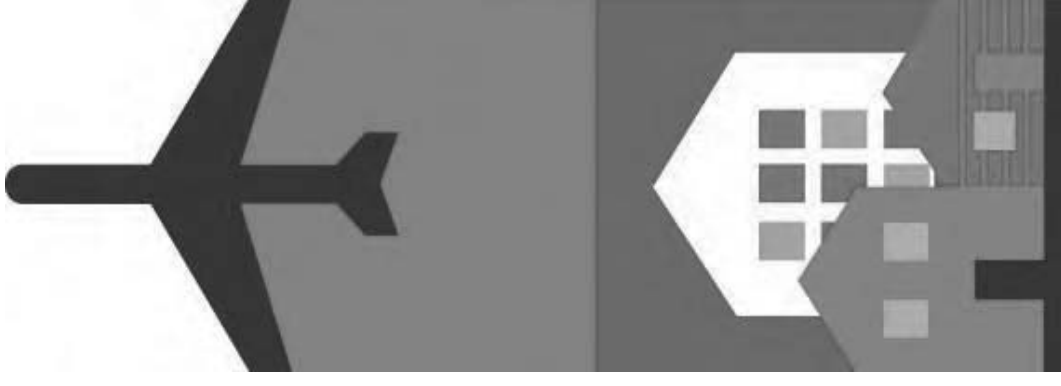
Alternate D

Part150_1987

65 dB CNEL - 4th Qtr 1992

Land Use Mitigation Program (LUMP)

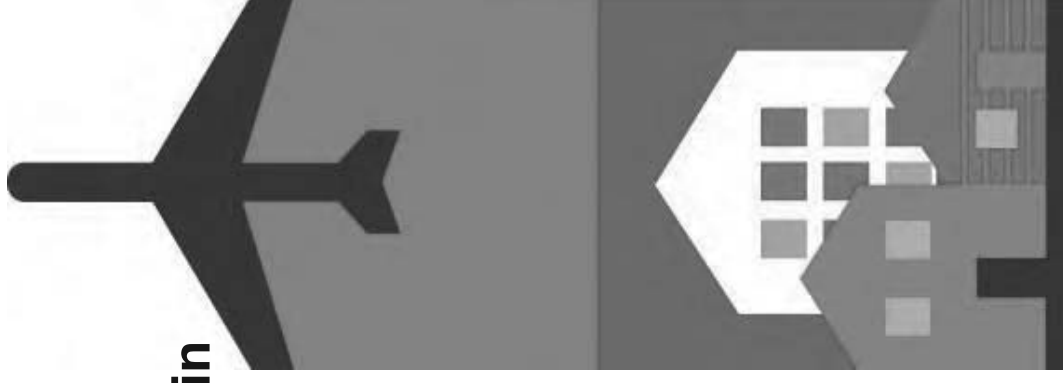
- Provides LAWA funding for noise mitigation programs in impacted areas within the cities of Inglewood, and El Segundo and the unincorporated areas of Los Angeles County
- LAWA grants supplement FAA AIP grants
- Soundproofing projects are currently active in all jurisdictions



NEW POLICIES AFFECTING LAWA’S NOISE MITIGATION PROGRAMS

Stipulated Settlement Agreement

- Expedited funding for noise mitigation programs in Inglewood, Los Angeles County, and El Segundo
- Suspension of Aviation Easements
- End-of-Block Soundproofing
- LAWA will support jurisdictions’ request to FAA for approval to use funds for incidental code deficiency corrections
- Soundproofing of places of Worship
- Land Recycling in Inglewood
- Other provisions



LAWA'S FUNDING COMMITMENT ACCORDING TO STIPULATED SETTLEMENT

2006

County of Los Angeles	\$ 15.00 million
City of El Segundo	\$ 7.45 million
City of Inglewood	<u>\$ 12.25 million</u>
Total	<i>\$34.70 million</i>

2007

County of Los Angeles	\$ 5.60 million
City of El Segundo	\$ 7.45 million
City of Inglewood	<u>\$12.25 million</u>
Total	<i>\$25.30 million</i>

•\$60 million total for years 2006 and 2007.

•\$180 million for 2008 through 2015. Funding for specific jurisdiction may vary depending on progress made, the number of affected properties, etc.

City of Inglewood (10,000+ affected units)

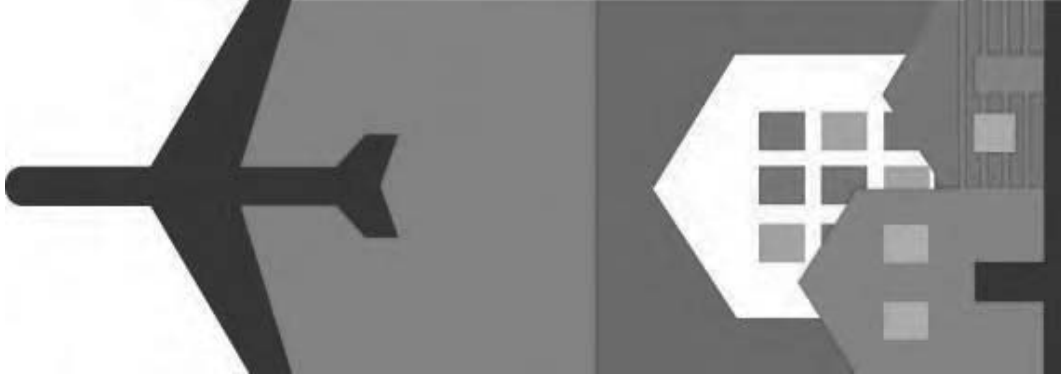
\$32 million of LAWA funds for soundproofing
\$32 million of LAWA funds for land acquisition/recycling
\$40 million FAA grants for soundproofing
2,800+ units made land use compatible to date
Construction is on-going on 500 units

County of Los Angeles (6,200 affected units)

\$25 million of LAWA funds for soundproofing
\$16 million of FAA grants for soundproofing
No property acquisition
537 units have been soundproofed to date

City of El Segundo (4,000 affected units)

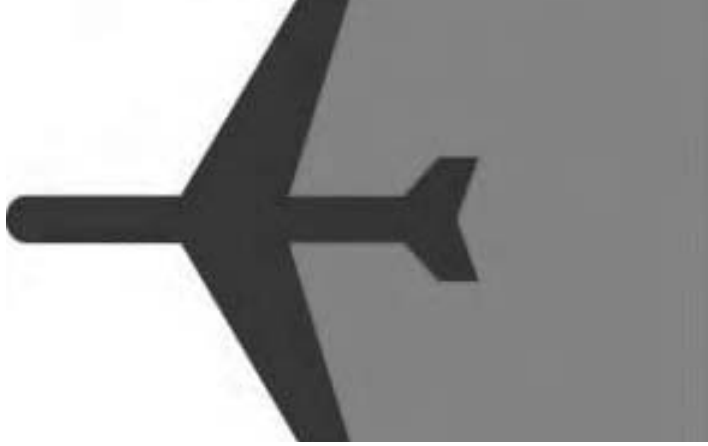
\$10 million from FAA grants for soundproofing
\$7.45 million of LAWA funds
251 units have been soundproofed to date
300 units are scheduled for soundproofing



LAX Residential Soundproofing Program

City of Los Angeles

- Staffed and managed by LAWA.
- \$90 million in soundproofing projects to date.
- 8,200 Eligible dwelling units.
- 6,170 units have signed up for the program.
- Construction has been completed or is currently on-going on 4,915 units or approx. 60% of eligibles.
- The remaining units are in design or document completion phases.





May 2005

City of LA Soundproofing Program

- Soundproofing completed
- CONSTRUCTION ON-GOING
- 4th City 1992 CHL
- Approved in Design
- Manila Processed
- Awaiting Board Approval
- Advising for Bids

MANCHESTER

VILLANOVA

88TH

89TH

91ST

W 100th

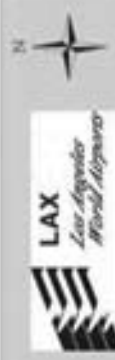


City of LA Soundproofing Program

- Soundproofing completed
- CONSTRUCTION ON-GOING 4th Qtr 1992 CHIEL
- Maneuver Procurement
- Acoustic Board Approval
- Advising for Bids
- Accepted in Design
- Design
- Not Ready or Not Accepted

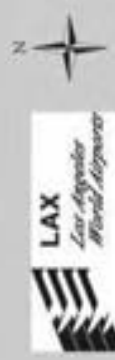


May 2005



City of LA Soundproofing Program

May 2006



City of LA Soundproofing Program

May 2005

City of Inglewood

84TH

85TH

MANCHESTER

RUTHELEN

GRAMERCY

88TH

CIMARRON

VAN NESS

WESTERN

- Soundproofing completed
- CONSTRUCTION ON-GOING
- Mainline Project/Construction
- Awaiting Board Approval
- Advising for Bids

4th City 1992 CHL

Accepted in Design

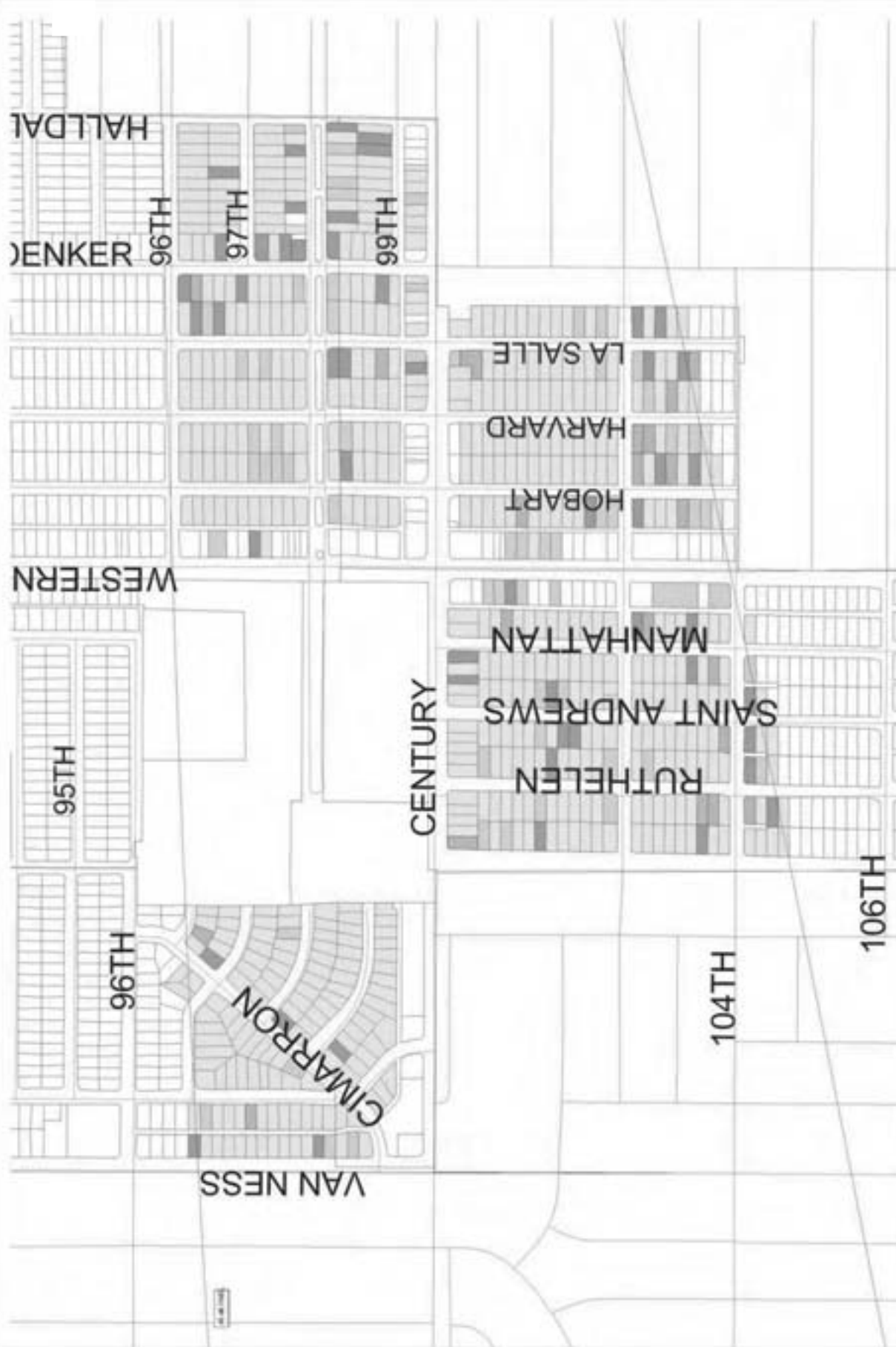
Design

No Reply or Not Accepted



City of LA Soundproofing Program

May 2005





LAX
Los Angeles
World Airport



N

May 2005

City of LA Soundproofing Program

Soundproofing completed

CONSTRUCTION ON-ORDER 4th Qtr 1992 CHSL

Mainline Improvement

Awaiting Board Approval

Advertising for Bids

Accepted On Design

Delayed

No Supply or Not Accepted



- Soundproofing completed
- CONSTRUCTION ON-ORDER 4th Qtr 1992 CHSL
- Materials Procurement
- Auditing Board Approval
- Advertising for Bids

- Assigned On Design
- Delayed
- No Supply or Not Accepted

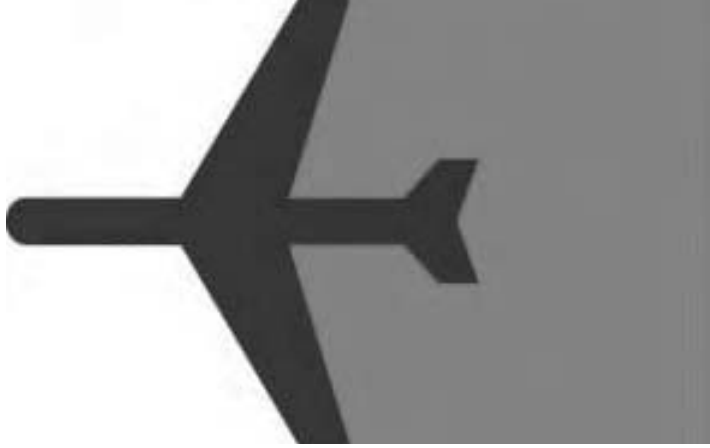


City of LA Soundproofing Program

May 2005

Duration of City of LA Program

- **To be completed by 2008.**
- **This estimate is based on an anticipated property owner participation rate of 80%.**



Community Outreach

- **Community meetings**
- **Brochures**
- **Newsletters**
- **VHS video**
- **Customer satisfaction surveys**



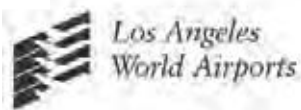


Community Office and Showroom
8939 S. Sepulveda Blvd., Suite 100
Hours: M – F 8:30am – 4:00pm

Model Homes
419 Waterview St, Playa del Rey
2050 W. 84th St., Los Angeles



Attachment 4
LAX Specific Plan Amendment Study
Community Meeting Materials -
August 23 and August 26, 2006



LAX Specific Plan Amendment Study Public Outreach Meetings August 23 and 26, 2006

Los Angeles World Airports (LAWA) is pleased to announce a fifth set of meetings in the community-based planning process for the modernization of LAX. The focus will be to discuss preliminary concepts developed based upon public input received at the outreach meetings held in March, April, May and July.

LAWA welcomes the public to attend the next set of meetings to be held as follows:

**When: Wednesday, August 23, 2006 from 6:00 p.m. to 9:00 p.m. OR
 Saturday, August 26, 2006 from 9:00 a.m. to 12:00 noon**

For public convenience, two meetings have been scheduled. Attendance is not necessary at both meetings as the same material will be presented.

**Where: Flight Path Learning Center, Imperial Terminal
 6661 West Imperial Highway, Los Angeles, CA 90045
 *Free parking is available on site.***

For more information on the outreach meetings and the LAX Specific Plan Amendment Study, please contact Los Angeles World Airports at (800) 919-3766 or visit our website at <http://www.laxmasterplan.org/publicMeetings.cfm?>



Los Angeles World Airports

LAX Specific Plan Amendment Study

August 23, 2006

Welcome . . .

Los Angeles World Airports is pleased to welcome you to the community-based planning process for the LAX Specific Plan Amendment Study. The purpose of tonight's meeting is to solicit feedback on preliminary concepts developed in response to public and LAX Specific Plan Advisory Committee input from previous outreach meetings.

To assist with tonight's discussion, LAWA staff will:

- Provide background information on the public planning process
- Report on regional planning efforts
- Review LAWA's progress on Stipulated Settlement commitments
- Present preliminary access concepts

Immediately following staff's presentation, small groups will be formed to provide participants an opportunity to ask questions and discuss the preliminary concepts. The small groups will then report back to the general assembly.

Tonight's Agenda

- **6:00 p.m. – Sign-In/Welcome**
- **6:15 p.m. – Presentation**
- **7:00 p.m. – Working Group Sessions**
- **8:00 p.m. – Working Group Summaries & General Discussion**
- **8:45 p.m. – Next Steps in the Process**
- **9:00 p.m. – Adjournment**

Thank you for attending.



Los Angeles World Airports

LAX Specific Plan Amendment Study

August 26, 2006

Welcome . . .

Los Angeles World Airports is pleased to welcome you to the community-based planning process for the LAX Specific Plan Amendment Study. The purpose of this meeting is to solicit feedback on preliminary concepts developed in response to public and LAX Specific Plan Advisory Committee input from previous outreach meetings.

To assist with today's discussion, LAWA staff will:

- Provide background information on the public planning process
- Report on regional planning efforts
- Review LAWA's progress on Stipulated Settlement commitments
- Present preliminary access concepts

Immediately following staff's presentation, small groups will be formed to provide participants an opportunity to ask questions and discuss the preliminary concepts. The small groups will then report back to the general assembly.

Today's Agenda

- **9:00 a.m. – Sign-In/Welcome**
- **9:15 a.m. – Presentation**
- **10:00 a.m. – Working Group Sessions**
- **11:00 a.m. – Working Group Summaries & General Discussion**
- **11:45 a.m. – Next Steps in the Process**
- **12:00 p.m. – Adjournment**

Thank you for attending.

www.lawa.org

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities.



LAX Specific Plan Amendment Study August 23 & 26, 2006

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.
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.



Los Angeles World Airports

PLEASE PRINT CLEARLY

SIGN - IN

[illegible]



LAX Specific Plan Amendment Study
Community Meeting
Wednesday, August 23, 2006



Los Angeles World Airports

MEDIA

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SIGN - IN

NAME	ORGANIZATION	ADDRESS/CITY/STATE	ZIP CODE	PHONE	FAX	E-MAIL
Helga Gendell	The Argonaut	230 W. Water View St.	90243	310-302-8998	310-822-7960	helga-gendell@argonautnews.com
BRIAN MILLER	KABC-7	Playa del Rey				
Pic Dupont	KNBC			818-840-8444		
SAL GARCIA	RMEK 34	5559 Center Dr		310-348-3445		
June Yamamoto	Fox 11	L.A.		310-584-2023		
SUSAN VALLOT	KPCC Radio	Pasadena, CA		(714) 836-7559		svalot@kpcc.org
TechChex	KNBC					ted.chex@nbc.com
REGAN TEMPLETON	VEHICLE PAPER.NET	723 Oceanfront Walk	90291	310-581-5575		regan@vehiclepaper.net
STANLEY LOWMYER	KFWB Radio					



**LAX Specific Plan Amendment Study
Community Meeting
Wednesday, August 23, 2006
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NAME	ORGANIZATION	ADDRESS/CITY/STATE	ZIP CODE	PHONE	FAX	E-MAIL
YADRANKA DEASKORIC	Resident	7848 Brierly Ave	90045	(310) 216-0934		ydraskoric@a sbc6bbd.
Susan Ludwig	Resident	8410 Guilana Ave Playa del Rey CA	90293	310 650 6545		sjludwig35@hotmail.com
John Butta	"	7801 Flight Av LA, CA	90046	213 200 7043		
Teed Chen	WNU BC			818 840-6689		teed.chen@nbc.com
Corbett Hughes	WPBC PDL	114 Montrose St Port of Los Angeles	90293	(310) 622-8221		
Edsmy Smith	Resident	7806 El Manero LA 900	90045	(310) 649-4814		edsmy@jula.com
Laura Mathison	Resident	8436 Naylor Ave	90005	310 645 1512		lmathick@comcast.net
Andrew Shadwick	Rams II Continuation	425 24TH ST M. BEACH	90266	310 546 7102		andrew@ashadwick.com
K. Keating	Resident	4710 Admiralty Way	90292	310 289-7195		keating@dalton.com
Mark Marchetti	Resident "Home Owner"	7545 Wintock Ave BDR	90293	(310) 745-2369		Markmarchetti@SBCglobal.net



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VALERIE GASTER		7452 W. 7th ST.	90293	310 420-4333	nope	
JON GASTER		-----	90293	310 745 8801	N/A	jonsgaster@ptd.com
ROSS VIGOR		3531 W. 11th PL. INGLEWOOD, CA 90303	90303	310 672-5963		R-01-007@yahoo.com
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JOAN RUBIN	Concerned Residents	-----	90064	(499) 2529		-----
Andrew Stefanides		7296 W 85th St LA 90045	90045	310 641-3872	same as phone	
Mike Haecker	Rail & Bannock	2700 PARKWAY OF CEDAR PARK, TX	78613	512-633-3598	812 233-2655	mhaecker@verizon.com
Roy B. RAY		10925 CHANGELA AVE Inglewood 90303				



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Mahesh C & h		808 WILLOWEST ST	90245	310 322-3812		
ZAVEN ALESTIAN		8388 CHASE	90045			
Leda Mark		7913-W 81 st	90297	310 821-1052		
Dick MARK		7913-W 81 st	90293	310 821-1052		
RON+RONI DRESSER		8005 W. 83 rd ST	90293	(310) 822-4342		
Kathleen O'Reilly		6353 W 82nd ST	90045	310-445-6339		



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Edward & Emily		214 WATERVIEW	90293	310 823-4291		
Paul + Jane Burger		7418 Dunbarton Ave	90045	310-670-1392		
Pat + Graham Middleton		7350 W. 87th St. FDR	90293	310-215-1095		
Marianne Thompson		7008 Vista del Mar Lane	90293	310 306-5523		marianne@lookinglax.com
Elvin Lowe		7841 W. 80th St	90293	310-833-4109		
Diana Ornela		Fatherhood				



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LAUREL HUGHES Carol KAPP	GATEWAY TO LA WB7P7HPOA	6151 W. Century 127 Rees	90045	310 26-7328		
LEON TARR		4706 E. SYCAMORE EL SEGUNDO	90245	310-640-8181		
GUNNAR KUCERA		6741 W 85TH PLACE	90045	310-410-4520	310-410-4518	
MARSHALL DODSON		8421 Pershing Box 9	90293	310-531-3021		
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LANE, Carolyn		8909 Rayford Dr L.A	90045	310-645-9046		



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Joanne Woods	WOPOR Assoc	7023 Troubadour Way PILCA 90293	90293	310 823-0365		
John McKnight	WBPDE	127 REES ST 90293		310 821 1489		
PAT BINDER		8125 REDLANDS ST 90293	90293	310-823-3482		
Nancy General	Resident	6350 W. 81ST 90294	90294	310 410 4430		Nauger@PDL.COM
Cathy Lindsay	Westch. resident	7109 Knowlton Pl.	90045	310/645-9568		calindsay@comcast.net
Vincent PETERSON	LAX AAC	7053 Vista del Mar Lane	90293	310/522-0435		gene.white@comcast.net
Rachael Howard		10713-7th Ave	90203	323-5544227		
Laura Foley	Resident	10961 Chavira Ave	90203	323-611-8888		



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WENDELL KLEVER						
Julie Moore	LA County Dept. of Reg. Planning	520 W. Temple St. LA CA 90012	90012 90012	(213) 974-6425		
Cheryl J. Cooper	Young J. Co. Inc.	7836 W. 80 St	90243	---		Linville 7836 W 80 St
Harley Hove	Law Office, Inc.	785 Market St 12th Floor San Francisco CA	94103	415-908-0457		hove@lawoffice.com
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Sandra Gray	Home owner	8712 Yorktown	90045	310 670-2671		
Mustafa James	STAFF ADVISOR	PO Box 92094 LA 90004	90045	310-486-1981		Mustafa James Star Alliance . com
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David Killoran		11	11	11		11
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Garrett Brodie			90045			
Tom Wilkz	APSC	Westchester	90045			
Scott Greene		6945 Trolleyway PDR 90293		310.518-1720		scottwilke@comcast.net
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JUDI RUSSELL	RESIDENT	724 MILWOOD AV VENICE	90291	305-8710		boaconstruction@aol.com



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ANDRES GARCIA		2406 Graham Ave Tulsa, OK	90278	310 400 2605		
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Jo Ann Hudspeth		7017 Trolley Way	90293	310-821-4244		
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STOUT, Richard		4027 Kinross	90066	310-588-7401		
Athenie Berlin		8311 Delgany Ave	90293	310 578-6046		
Booker Carlson		8331 Delgany Ave	90293	310 827-6727		Booker1@msn.com / bcarlson1.com
Rohi Madanlal		6948 W. 77th St	90045	no 348-1928		Lorena C Maldonado
Roger Templeton						
Christina Davis		7510 Trask Ave. PDR 90293		310 577-0145		Rushur7@Yahoo.com



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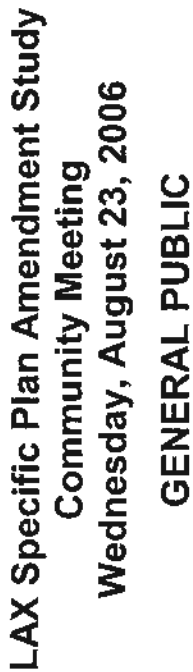
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LIES KREAZAL		724 MILLWOOD AV	90291	310 3058710		BOALONSTRUCTION@COMCAST.NET
MARY LOU ANDERSON		1831 W. 83 RD ST	90293	310-822-1678		
VERA DRASKOVIC	RESIDENT	7848 BLERIOT RD	90045	310 2160954		
JAMES CHON	LAPD PPW					Jchon@LAPDPPW.org
LARRY ADDISON	RESIDENT	7532 VERA DA L MA	90293	310 8214592		
JOE CUNNINGHAM	RESIDENT	6043 W 76TH ST	90045	310 749-7483		JCOWPER@CZC-EX.COM
CHARITA McLELL		6828 PIRCHING DR	90293	310 306-5373		
JAQUILINE ARRA	RESIDENT	7120 KENTWOOD AVE	90045	310 642-9113		
JERRY CARMICHAEL		8346 DELGADY AVE	90243	310 901-1072		
SHELBA FISHER	RESIDENT	7030 J. ST	90293	310 578-5723		

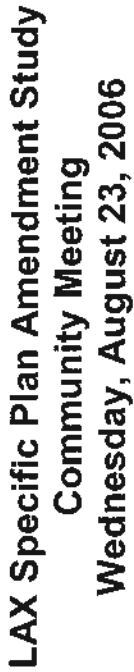


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NAME	ORGANIZATION	ADDRESS/CITY/STATE	ZIP CODE	PHONE	FAX	E-MAIL
Renee Ellen Hildridge	W resident	5278 Thornburg St.	90045	310 645 6983		
Harold Rotin		7917 W 50th St	90293	310 306 9751		
MARSHA WILKES		8712 GERMEREE PL	90047	323 758-1710		
Michael Simpson		108 2084, Inglenook, CA	90305-0584	(310) 646-1525		
Dale Muller	Ross & Bazzani	573 Panorama Dr	91252	764-783-0282		
Dan Cohen		530 Washington St	90245	310 822-8007		
Theresa Toranzo Resident		7909 W 81st St.	90293	N/A		
Pam Rector		6470 W. 85th St.	90045	310-215-3192		
Joel Kuckman	511	1658	71361	805 372-3999		



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Nason Shayan	LA Cent Near	LA 4001 3911 Bellona Ave.	90045	(310) 215-3620		
Reilly Harris	Resident	4336 84th St LA, CA	90045	310 215 3645		
Ruth Crump	Resident	8239 Lulama Ave Pacifica 90293	90293	310-823 95-68		ruth-crump@ verizon.net
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MICHAEL WHITE	RESIDENT		90293	(310) 627-5113		PBWHITE@AOL.COM

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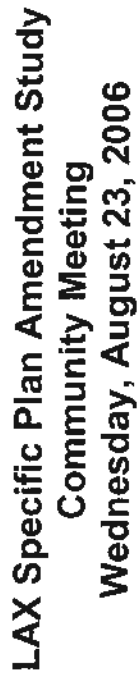


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NAME	ORGANIZATION	ADDRESS/CITY/STATE	ZIP CODE	PHONE	FAX	E-MAIL
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Steven Altenberg		103 Sunridge Dr. Phonix 90293	90293	3) 823-7476		
Jack Berlin		8311 Delgany Ave.	90293	310-598-6046		jack@bandbprint.com
Paw Davis		7510 Trust Ave.	90293	(310) 821-2423		
Annie Harris		6336 W. 84 TH ST.	90045	(310) 215-3615		a.harris@resvglobal.net
Karen Schwormann		8328 McConnell Ave	90045	310-649-0977		



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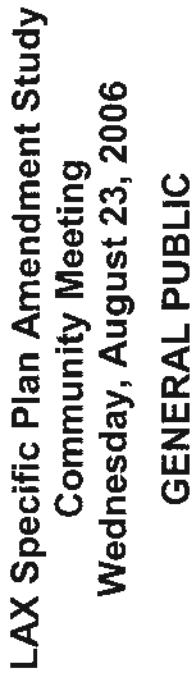
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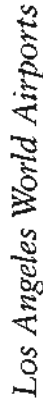
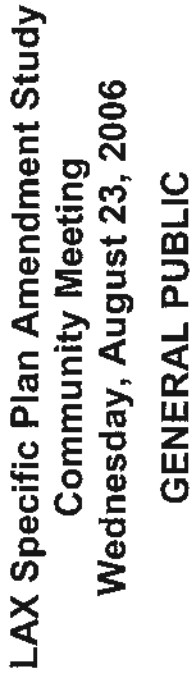
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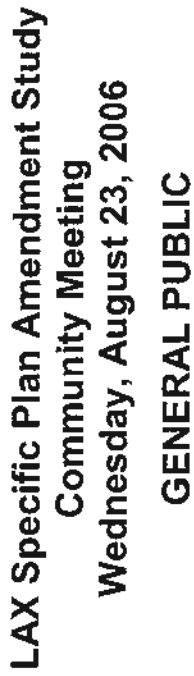
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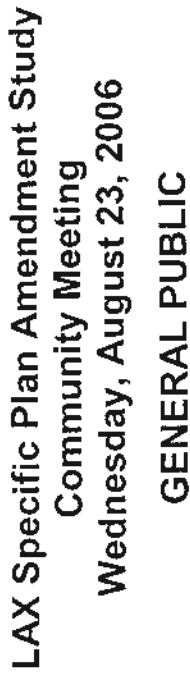
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LAX Specific Plan Amendment Study

CONCEPT DEVELOPMENT

Public Meeting Series #5

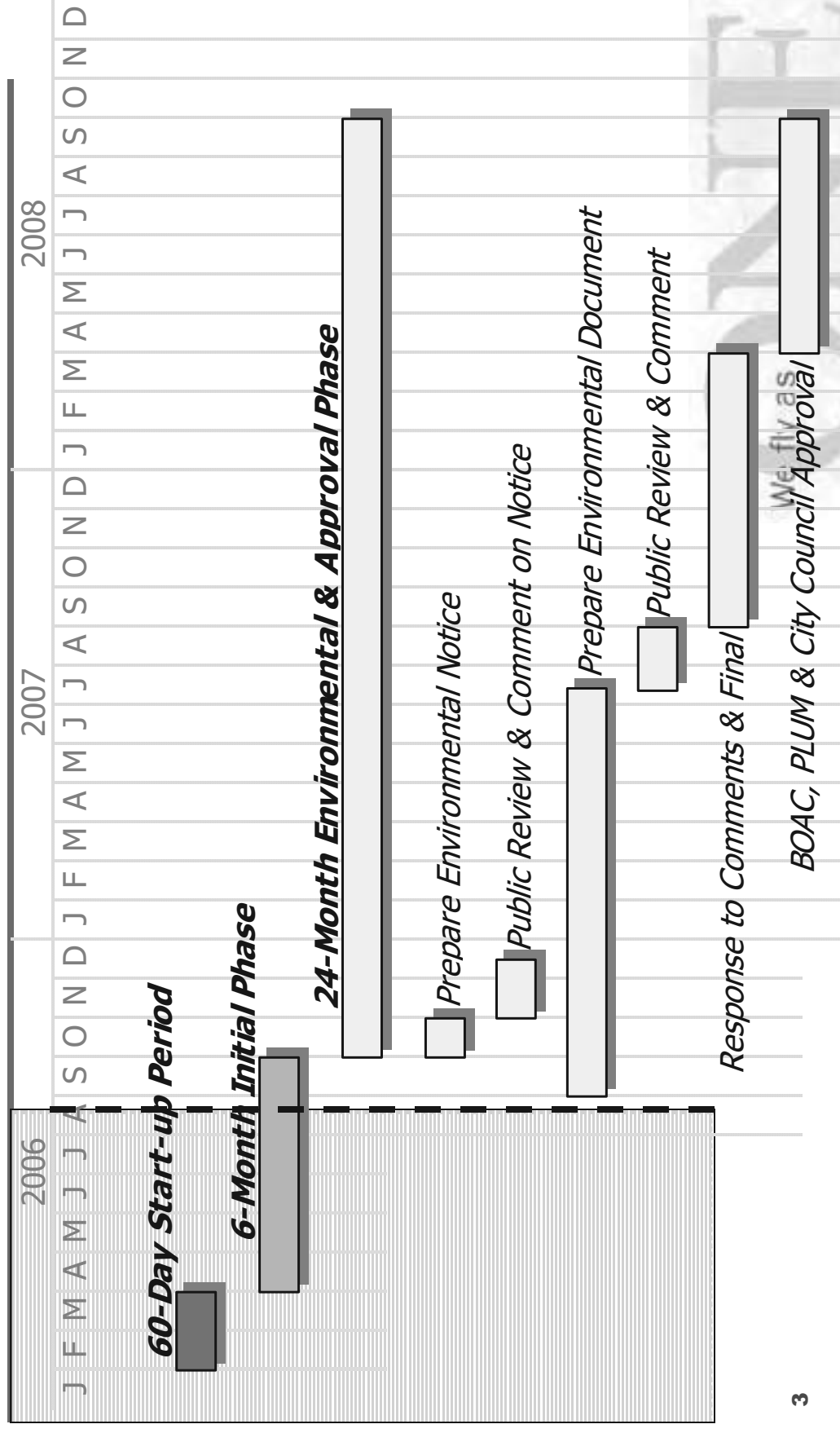
August 23 & 26, 2006

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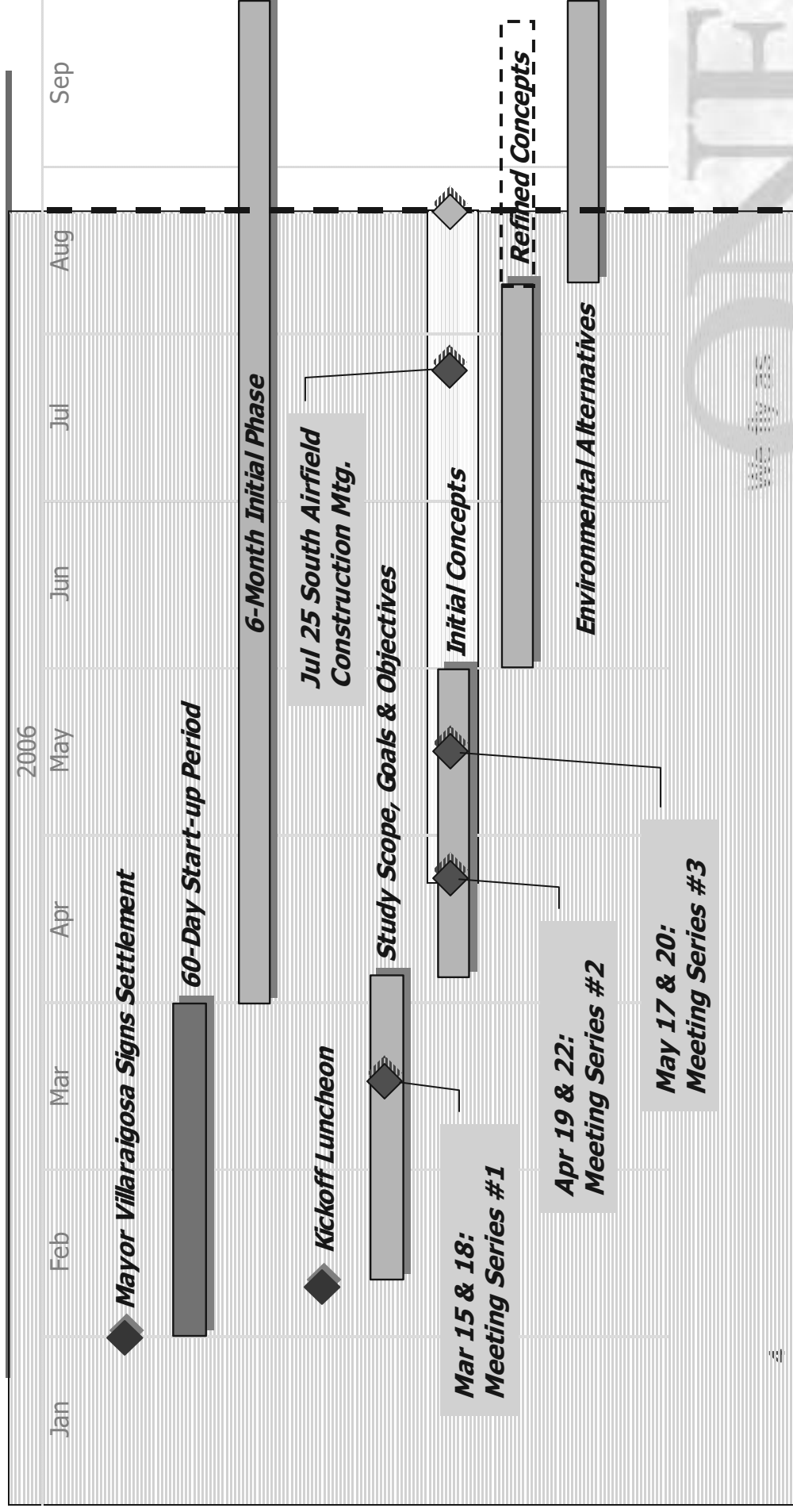
Agenda

- Background on public planning process
- Regional planning update
- LAWA progress on settlement commitments
- Review preliminary access concepts
- Small group discussions
- September – review airfield concepts

Project Schedule



Project Schedule – Initial Phase



Project Schedule (Fall 2006)

- **September 27 & 30** – Public meetings: review North Airfield concepts
- **October 25 & 28** – Public meetings: environmental alternatives
- **November** – Report progress back to elected officials

Settlement Study Requirements

The LAX Specific Plan Amendment Study requires:

1. “Potential alternative designs, technologies and configurations for the LAX Master Plan Program that would provide solutions to the problems that the Yellow Light Projects were designed to address consistent with the practical capacity of LAX at 78.9 million annual passengers (the ‘Alternative Projects’). The West Satellite Concourse and associated Automated People Mover segments shall not be considered Yellow Light Projects for the purposes of this Settlement.”



Settlement Study Requirements (cont)

The LAX Specific Plan Amendment Study requires:

2. “Security, traffic and aviation activity of such alternative designs, technologies, and configurations for the Alternative Projects.”



Settlement Study Requirements (cont)

The LAX Specific Plan Amendment Study requires:

3. “Potential environmental impacts that could result from replacement of the Yellow Light projects with the Alternative Projects, and potential mitigation measures that could provide a comparable level of mitigation to that described for the Yellow Light Projects in the LAX Master Plan Program EIR.”



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 Access Concepts

Upcoming topics:

- Meeting Series #6 – Airfield Concepts
- Meeting Series #7 – Environmental Alternatives



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 approved by Airport Board on August 21, 2006
 - City of LA: \$95 Million to date in total sound insulation
- 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



LAWA Progress (cont.)

- Developing concepts responsive to public and Advisory Committee input
 - Access improvements
 - North Airfield improvements
- Good faith effort to complete initial phase within six months of the commencement date
- Started the Union Station FlyAway
- Studying new FlyAway locations
- 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 and approved
- Gate electrification continuing
- Hangar electrification
- Air apportionment study underway
- Jobs program underway

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

Concept Development Goals - Access

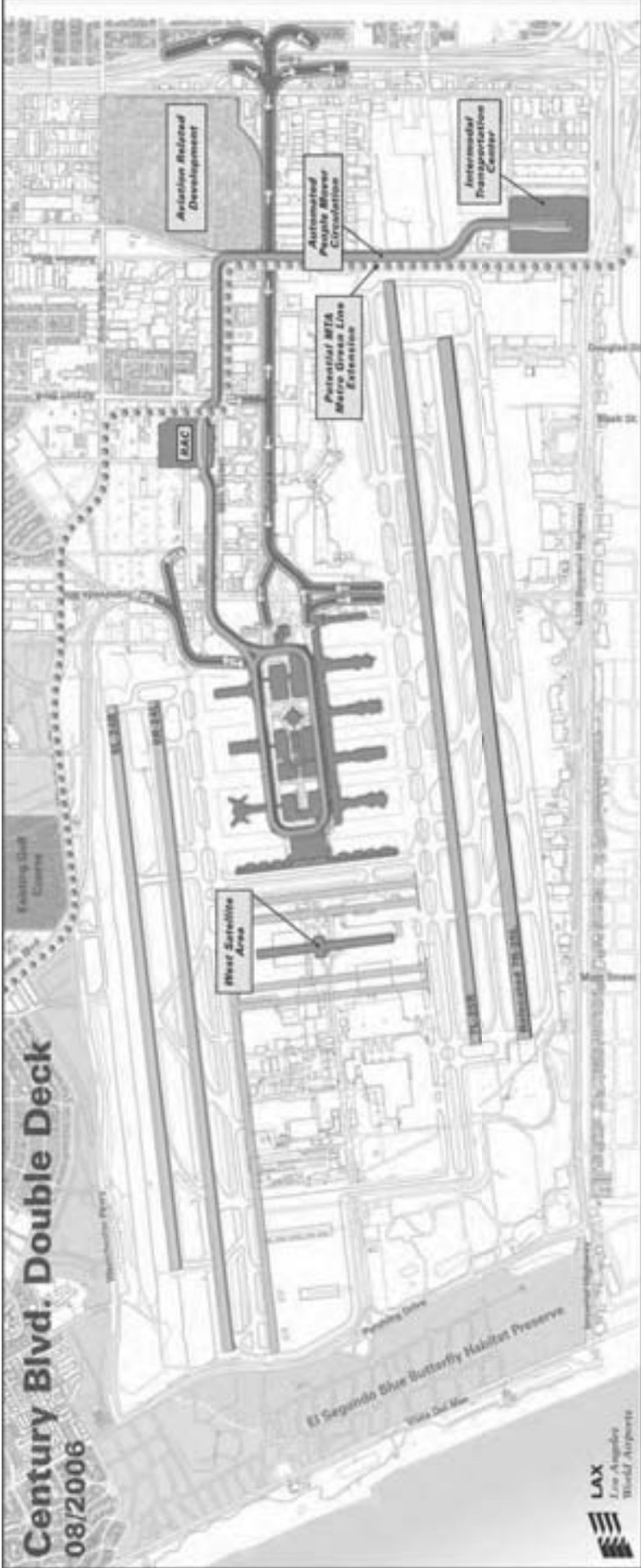
1. Create direct freeway access to the LAX terminal curbs.
2. Reduce congestion on airport access roads.
3. Increase points of access to and from the CTA.
4. Establish a direct transit connection to the LAX terminals.



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.

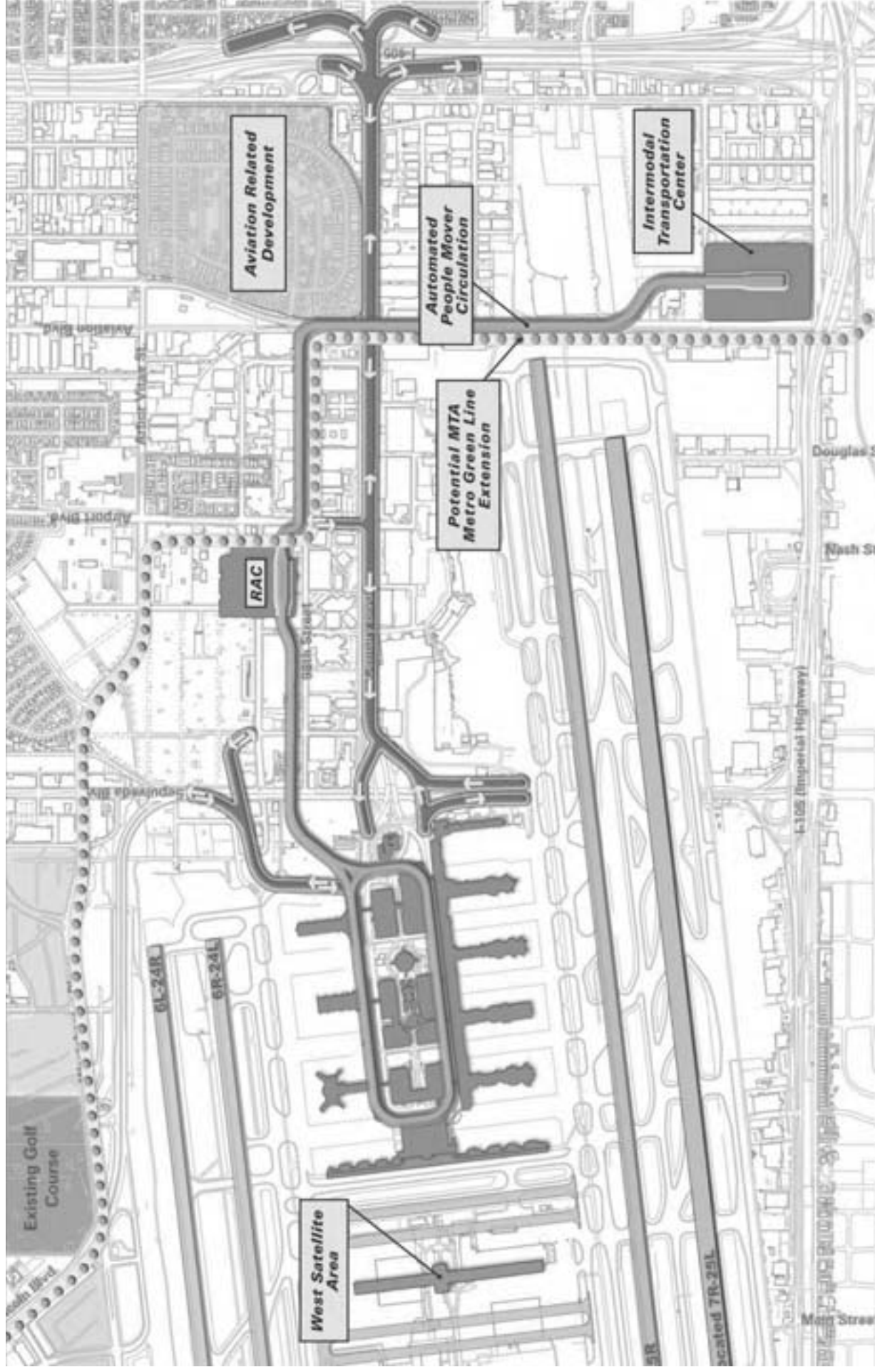
Century Blvd. Double Deck



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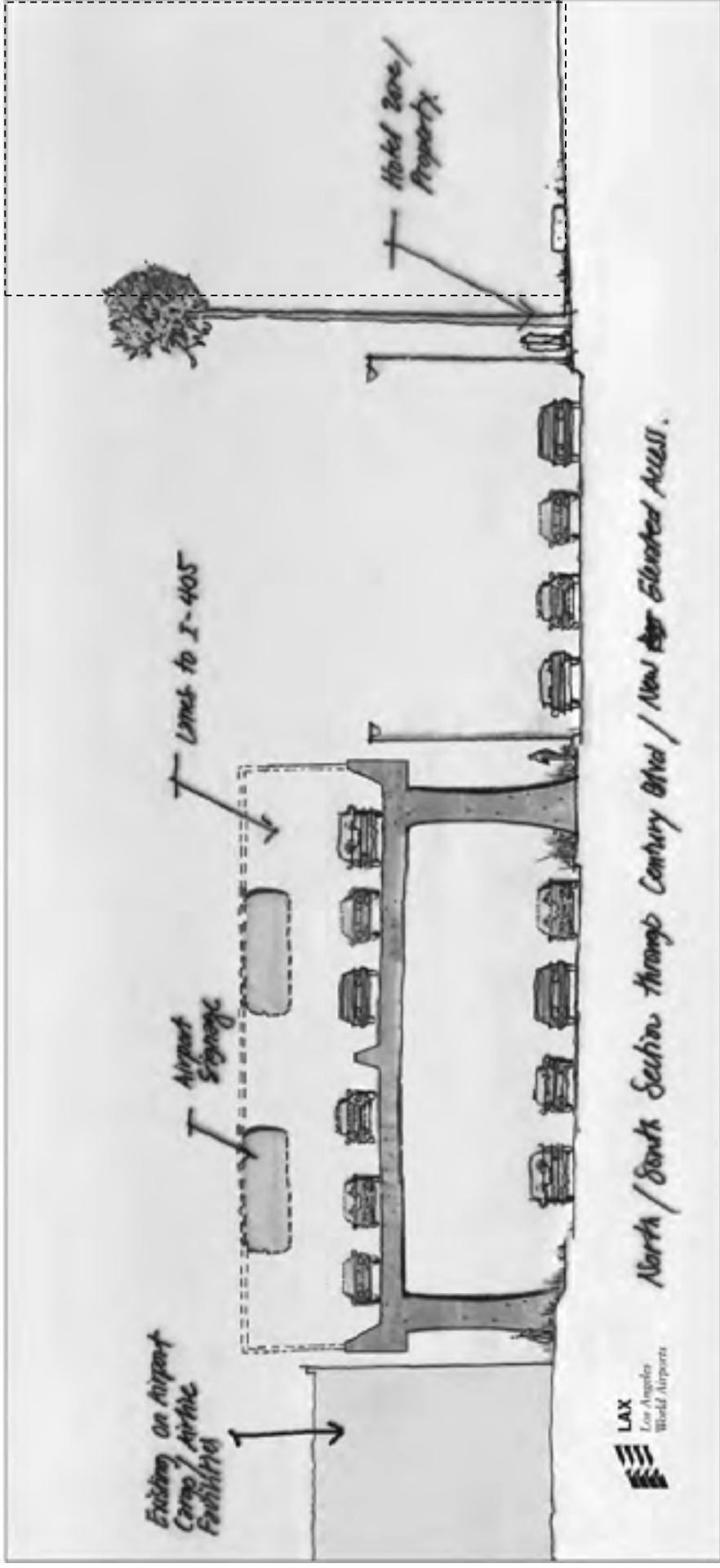
Access Improvement Concepts

Century Blvd. Double Deck



Access Improvement Concepts

Century Blvd. Double Deck

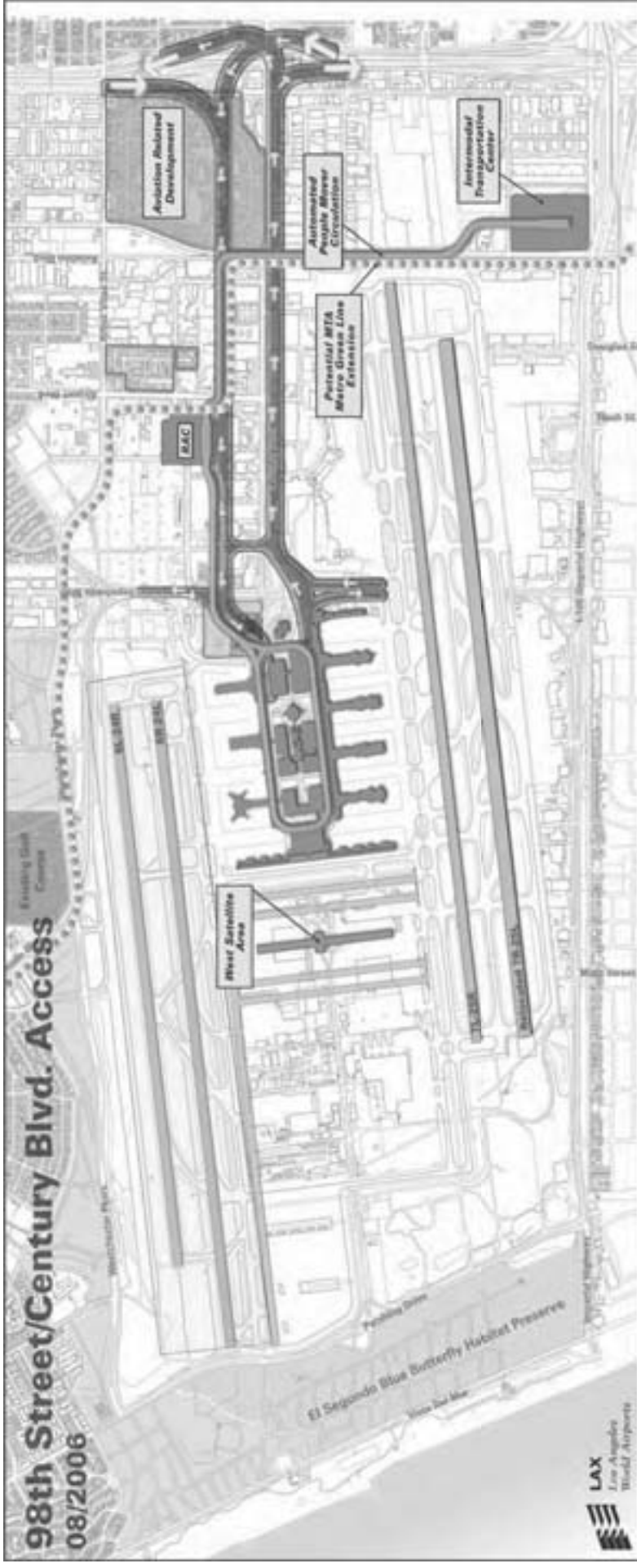


We fly as

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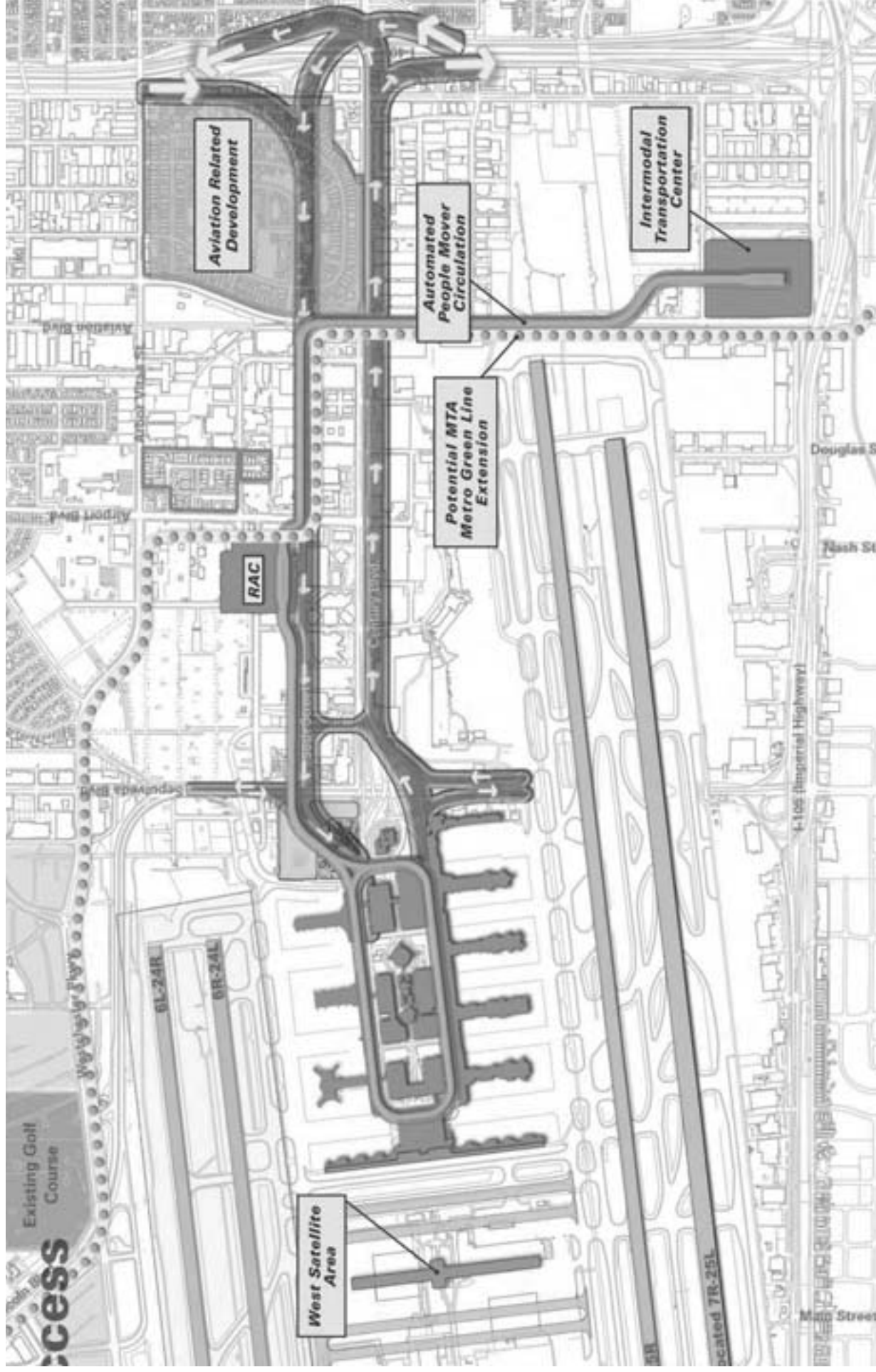
Access Improvement Concepts

98th Street/Century Blvd. Access



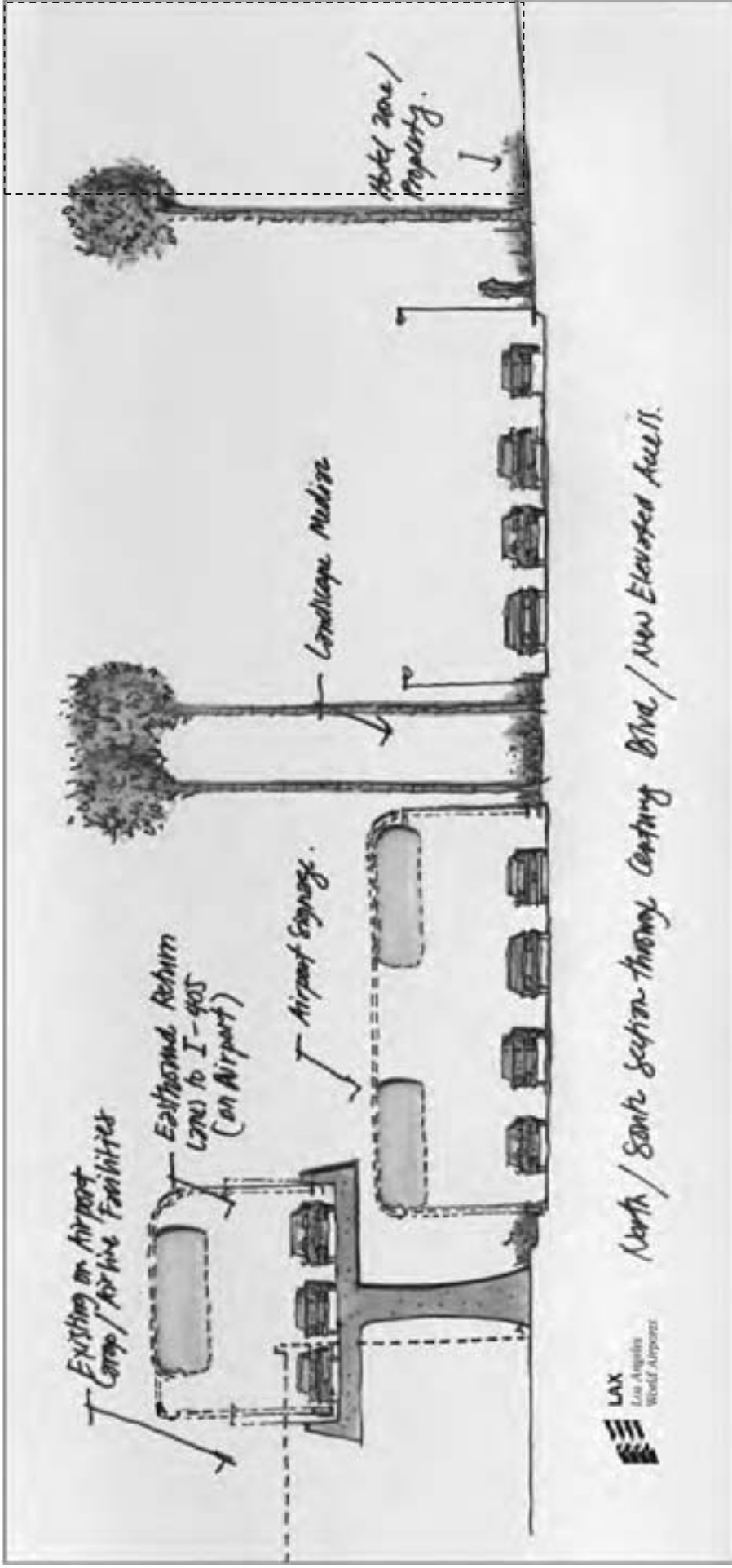
Access Improvement Concepts

98th Street/Century Blvd.



Access Improvement Concepts

98th Street/Century Blvd.



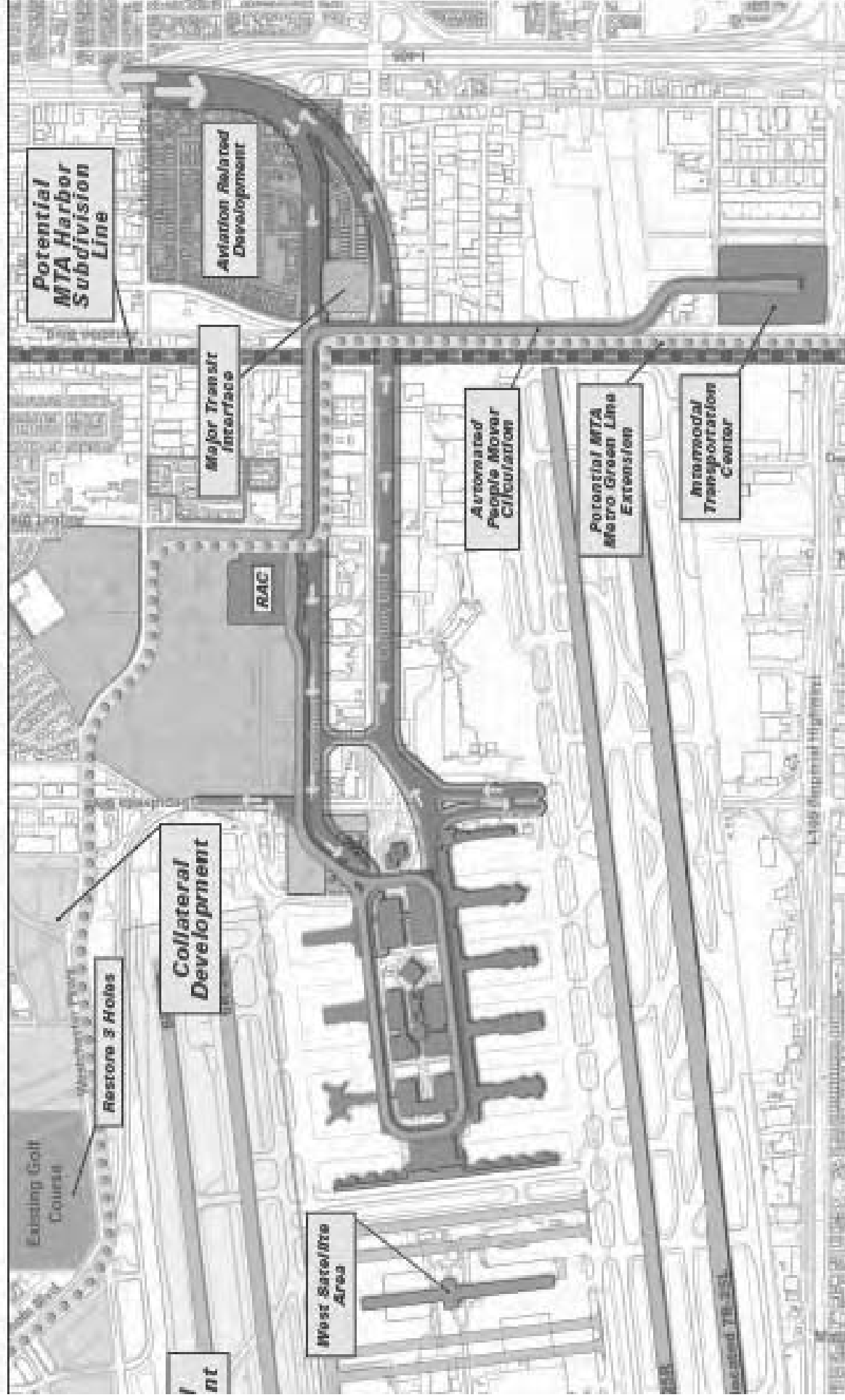
Arbor Vitae Access



22

Access Improvement Concepts

Arbor Vitae Access



Access Improvement Concepts

“Front-door” Landside Terminal



Access Improvement Concepts

“Front-door” Landside Terminal

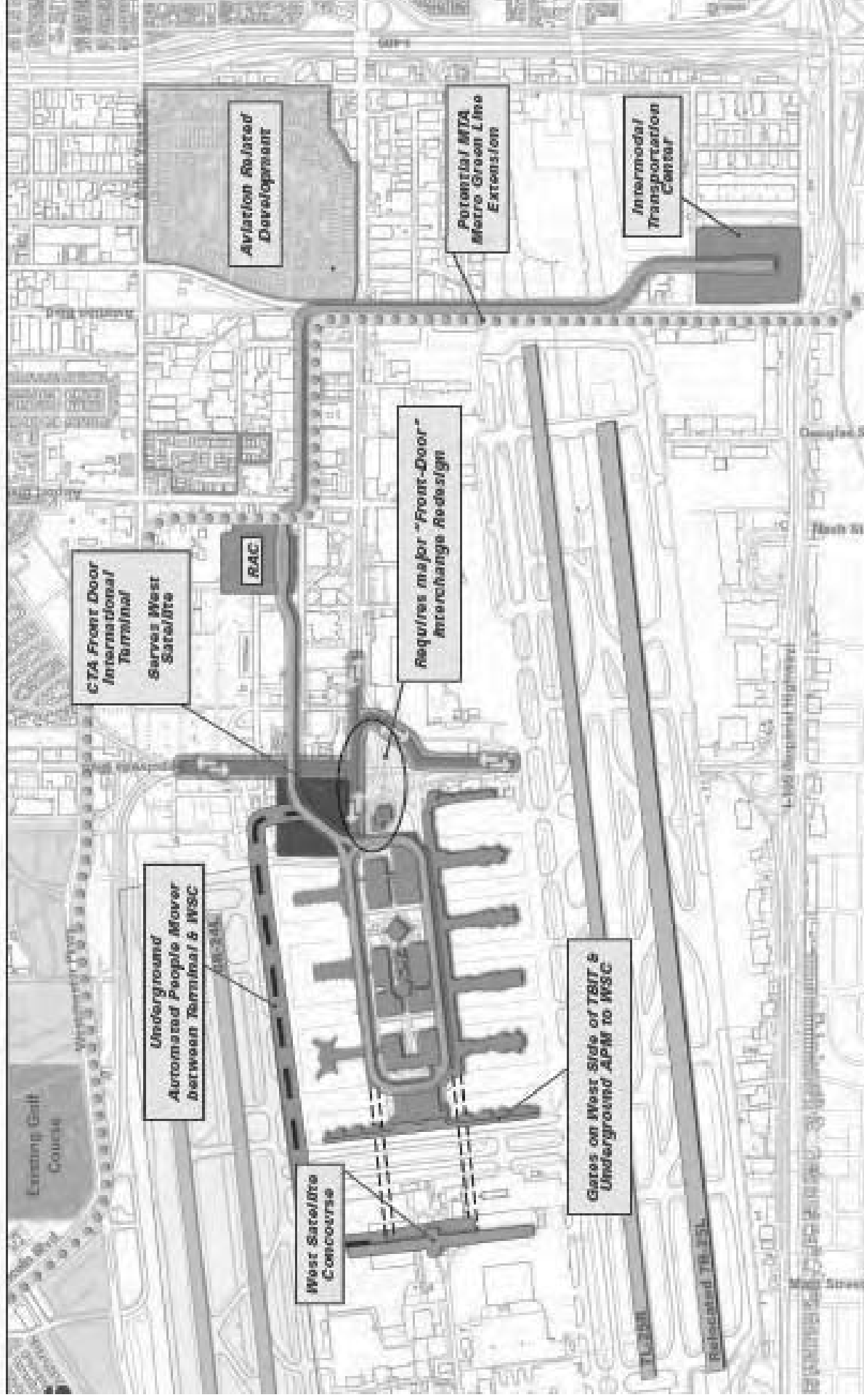


“Front-door” Landside Terminal

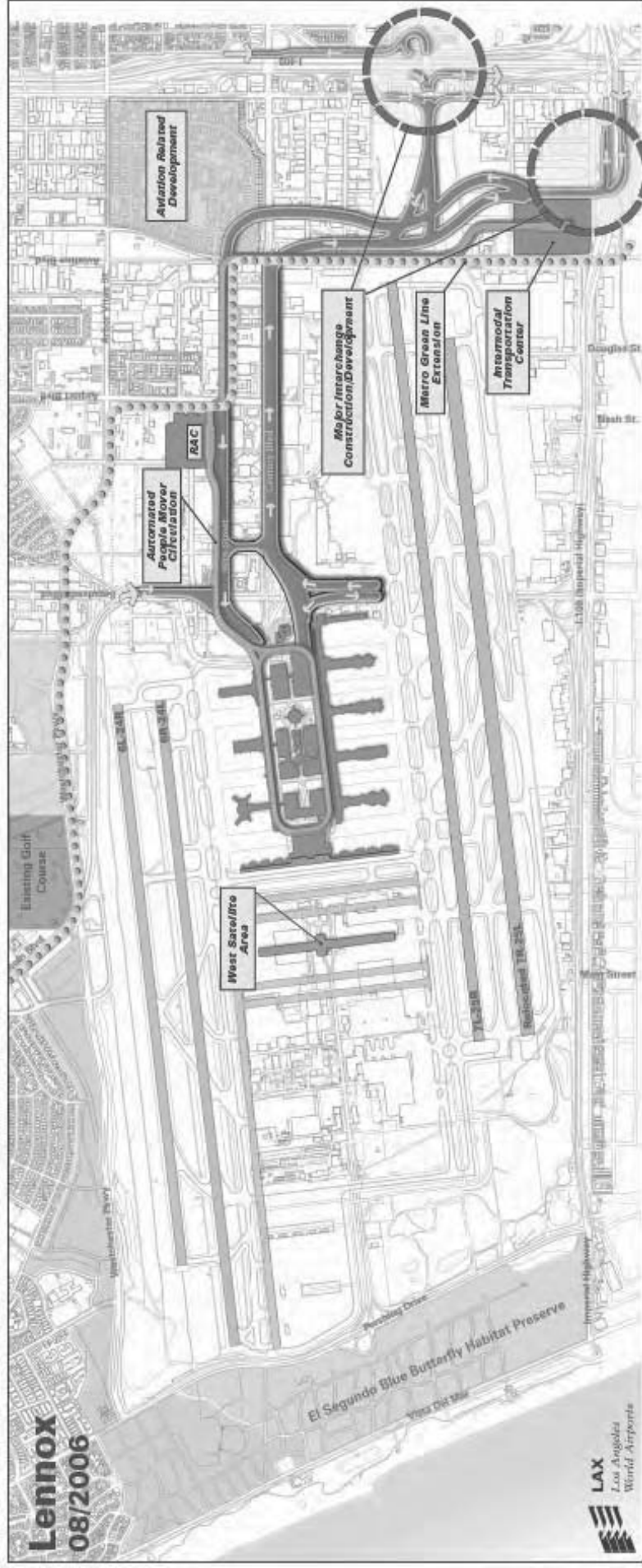


Access Improvement Concepts

“Front-door” Landside Terminal



Access Improvement Concepts Lennox & I-105 Interchanges

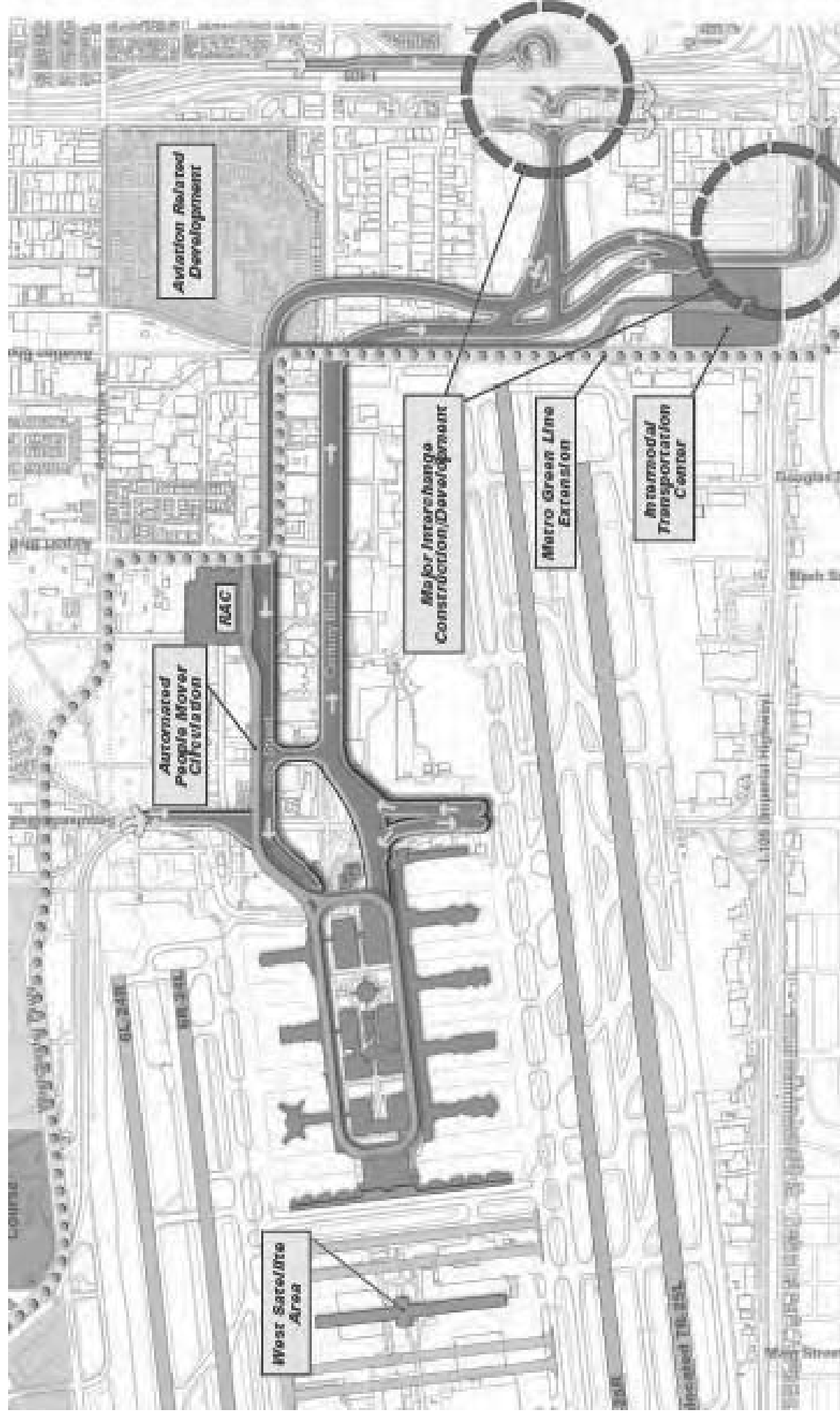


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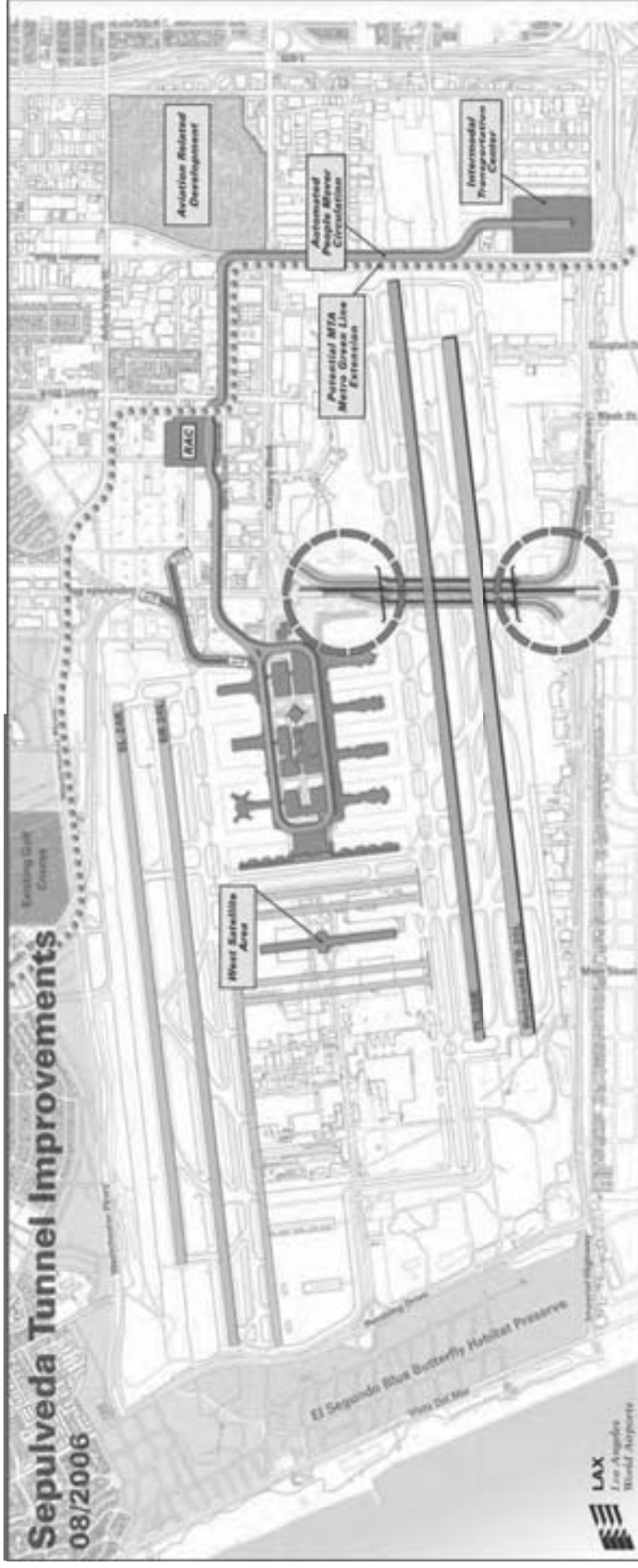
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Access Improvement Concepts

Lennox & I-105 Interchanges



Access Improvement Concepts Sepulveda Tunnel Improvements

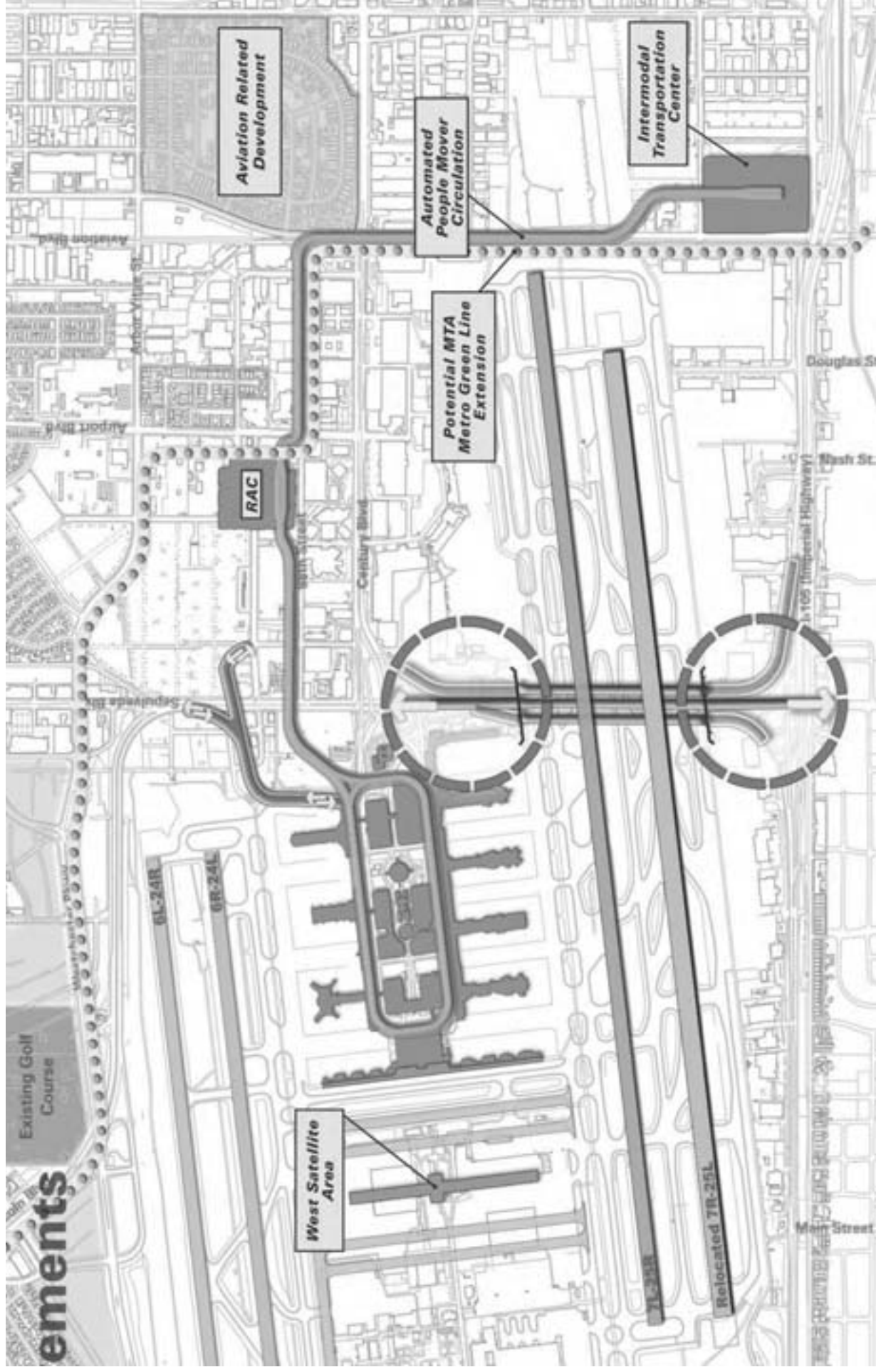


We fly as

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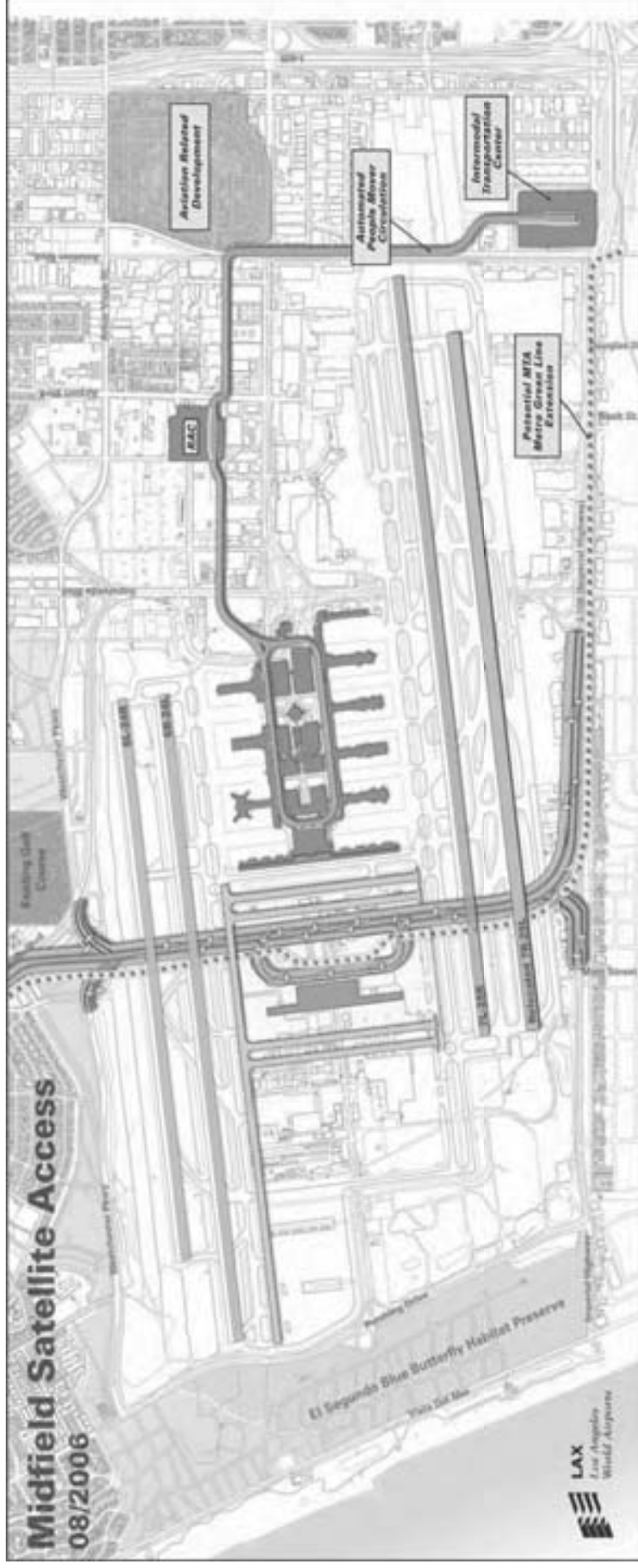
Access Improvement Concepts

Sepulveda Tunnel Improvements



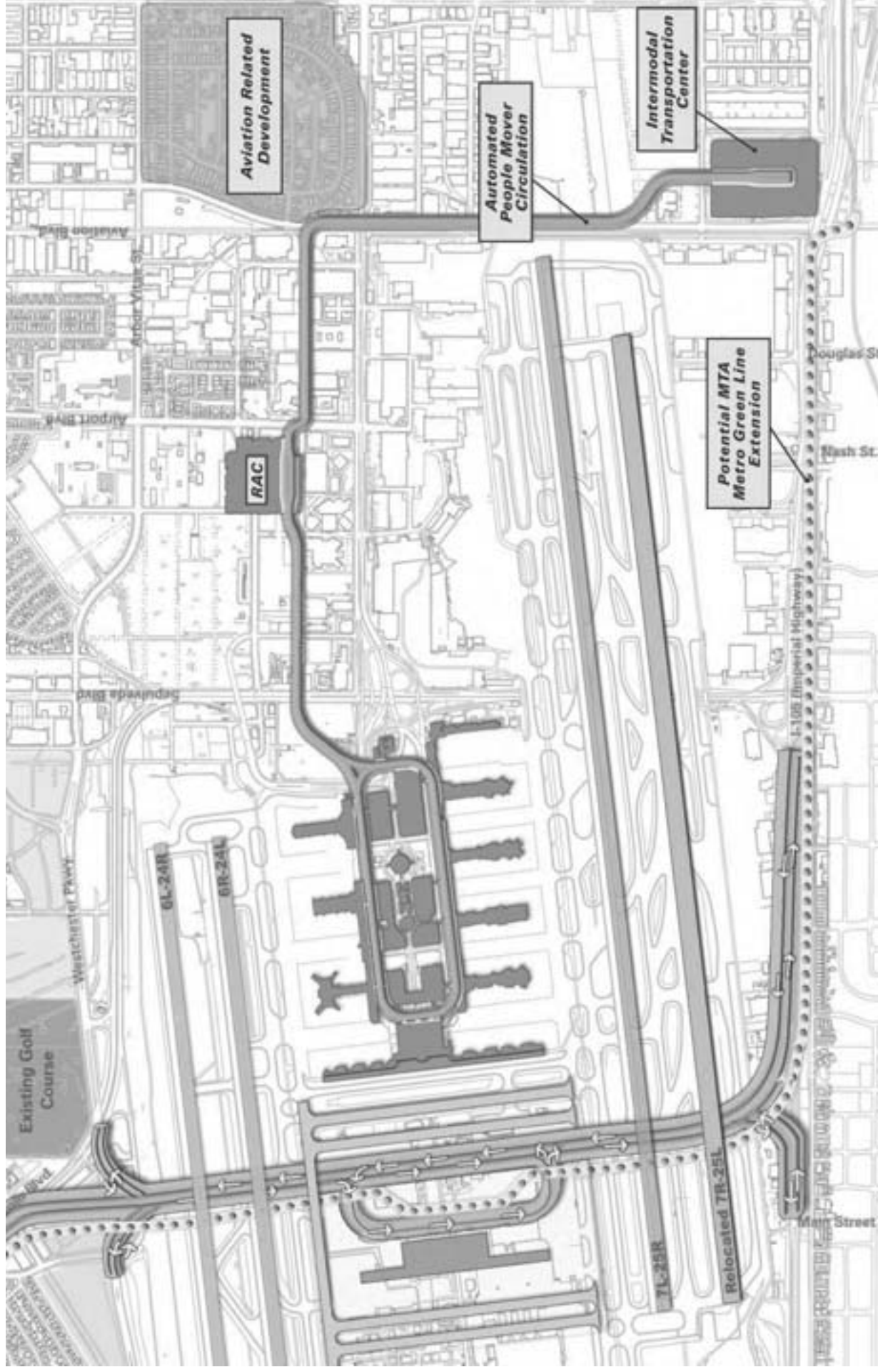
Access Improvement Concepts

Midfield Satellite



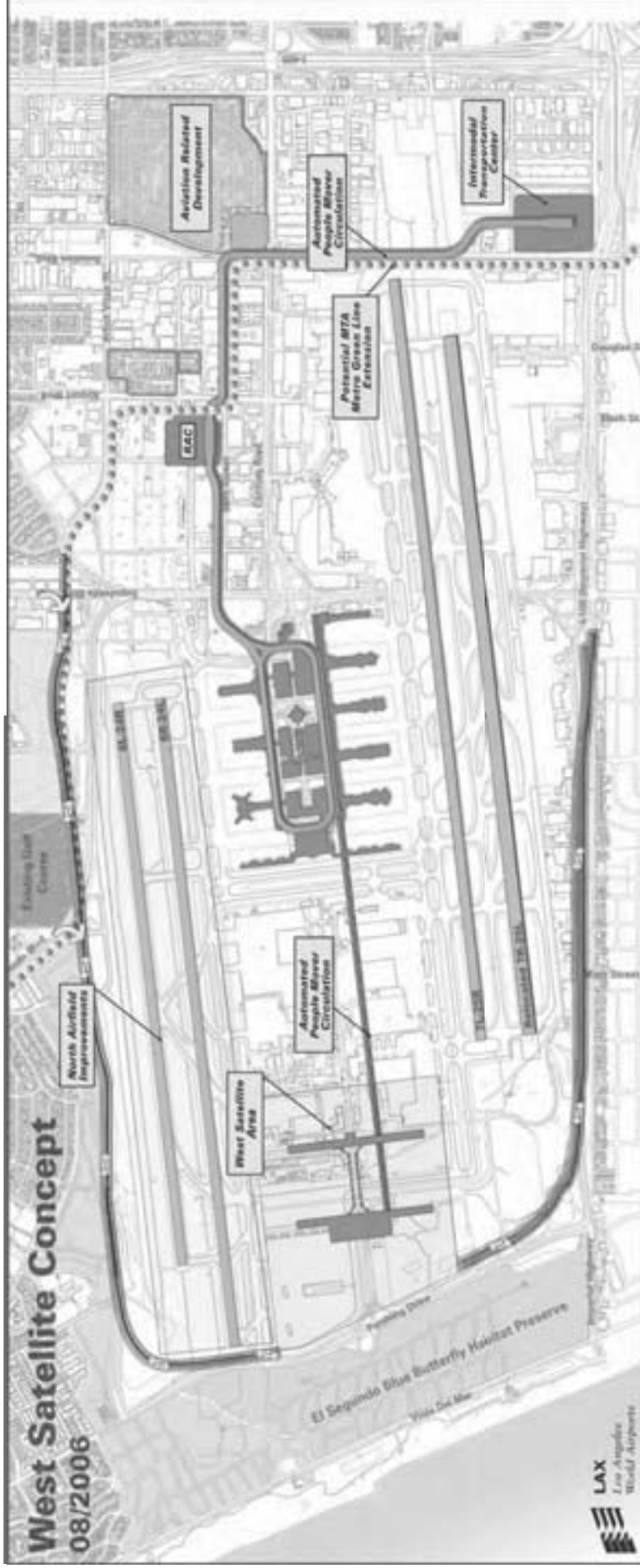
Access Improvement Concepts

Midfield Satellite



Access Improvement Concepts

West Satellite

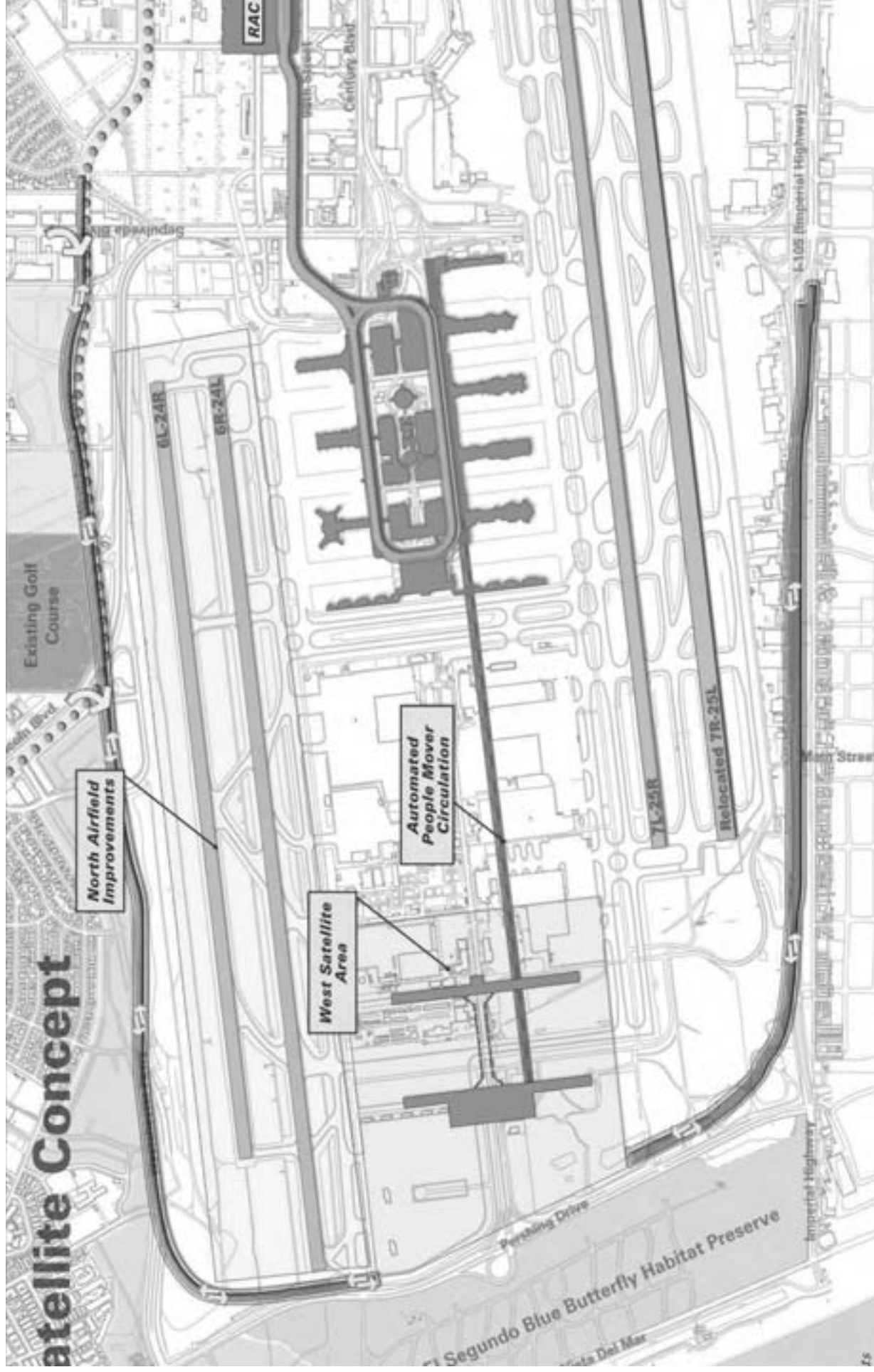


We fly as

ONE

Access Improvement Concepts

West Satellite



Breakout Sessions

- Discuss access issues, answer questions and receive feedback from the public



Next Steps

- **September 27 & 30** – Public meetings: review North Airfield concepts
- **October 25 & 28** – Public meetings: environmental alternatives
- **November** – Report progress back to elected officials

**LAX Specific Plan Amendment Study
Public Outreach Meeting
Wednesday, August 23, 2006**

Access Concepts – Working Groups

Group 1

Century Blvd. Double Deck

- Looks pretty expensive to do
 - How much will it cost? Maintenance?
- How long will it take?
- Concerned about terrorist attacks on bridges
- The plan is not sophisticated enough
- This has least impact (negative) to community (local)
- Environmental concerns
- Impact on low-income residents

98th Street/Century Blvd.

- Rapid transit would be less expensive
- Actively partner with SCAG
- Look at high speed rail to improve traffic
- Expand green line to reach airport
- Other bottlenecks exist
- Not viable; it expands LAX
- Light rail on Lincoln tie to LAX
- Too much residential impact

Arbor Vitae Street

- Does zero to solve 405 traffic
- Traffic will still be in residential area
- Would like to encourage more public transportation – zero buses
(Ex: rail, monorail, etc.) into LAX

“Front-door” Landside Terminal

- Sounds helpful
- Eliminates circling (traffic)
- Move busiest terminal away from entrance
- Expand other local airports

Lennox & I-105 Interchanges

- Green line expansion works
- Appears not to have negative effect on community (split)
- People mover is a good idea
- Does not address traffic from the North
- Takes out residential area

**LAX Specific Plan Amendment Study
Public Outreach Meeting
Wednesday, August 23, 2006**

Access Concepts – Working Groups

- Looks expensive
- Little cost benefit
- Removes physical capacity constraint

West Satellite

- It does zero to address airport traffic
- Conflicts with goals of improving airport traffic
- Increases pollution
- Conflicts with settlement agreement
- Increase Noise pollution
- Will take traffic out into other congested roads

Midfield Satellite

- Too expensive
- Concerned about noise and pedestrian traffic

Sepulveda Tunnel Improvements

- Expensive
- Exhaust
- Terrorist liability/safety concerns



8.23.06

PAGE 1 of 9

Century Blvd. Double Deck

- Looks pretty expensive to do
 - How much will it cost? maintenance?
- How long will it take?
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group #1

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PAGE

98th Street / Century Blvd.

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- actively partner with SCAE
- look at high speed rail to improve traffic
- expand green line to reach airport
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 - not viable; it expands LAX
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Arbor Vitae Street

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"Front-door" Landside Terminal

- Sounds helpful
- Eliminates circling (traffic)
- move busiest terminal away from entrance
- expand other local airports

group #1

8.23.06

PAGE #5 of 9

Lennox + I-105 interchanges

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- appears ^{not} to have negative ~~effect~~ on community (split)
- people mover is a good idea
- does not address traffic from the North
- takes out residential area
- looks expensive
- little cost benefit

group #1

8.23.06

PAGE #6 of 9

• Removes physical capacity

Constraint

group #1

8.23.06

PAGE #1 of 9

West. Satellite

- it does ϕ address airport traffic
- Conflicts w/ goals of 'improving airport traffic'
- increases pollution
- Conflicts w/ settlement agreement
- $\uparrow$ noise pollution
- will take traffic out into other congested roads

group #1

P.23.06

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Midfield Satellite

- too expensive
- concerned about noise and pedestrian traffic

group #1

8.23.06

PAGE #9 of 9

Sepulveda Tunnel Improvements

- expensive

- exhaust

- terrorist liability / safety concerns

**LAX Specific Plan Amendment Study
Public Outreach Meeting
Wednesday, August 23, 2006**

Access Concepts – Working Group

Group 2

West Satellite

- Runway protection zone & 105 extension

General Comment

- Regional planning to reduce capacity

West Satellite

- Likes it because it uses more of the West Side of the airport/shifts the congestion. Use 105/Imperial Hwy for access to the West terminal.

General Comment

- Not one concept that won't ruin Westchester & Playa Del Rey

Century Blvd. Double Deck

- Shouldn't be dismissed because of hotel views
- Maybe 3 tunnels good idea

General Comments

- Isn't a change from 68 million to 78.9 million an expansion?
- Green line extension – how will baggage be handled? Will part of it be underground?

Century Blvd. Double Deck

- Large number of people like it
- Concern – taking potential customers out of Inglewood – has there been a study?
- Flipside – major congestion at Imperial & Crenshaw
- Doesn't the double decking of Century Blvd. Reduce the traffic on neighborhood streets?

General Comment

- Earthquake safety on building a double deck & tunnels

Lennox & I-05 Interchanges

- Under 10 Lanes – no good

General Comment

- Absolute opposition to any ring road & West terminal on Pershing is just a foot in the door for expansion

Front Door Landside Terminal

- Against because it is undefined. Who can check in? What airlines? Needs more info.

**LAX Specific Plan Amendment Study
Public Outreach Meeting
Wednesday, August 23, 2006**

Access Concepts – Working Group

General Comment

- No shift to night flights

All concepts

- Is the Sepulveda ramp eliminated off the 105? Bad area

General Comment

- Any type of central check-in facility would attract terrorists

Sepulveda Tunnel Improvements

- Combine with another concept & it will work – add Century Blvd. Double deck

General Comments

- Would like to see combinations of different concepts on the website
- Concern with all the concepts:
 1. Provide new West terminal which is an expansion
 2. Need for all of them
 - How to get cars to central terminal
 - Navigate central terminal area
 3. Design for a more permanent cap on growth
- Can not cap number of passengers through gates – it is nonsense
- No more expansion on the South runway
- No more expansion on the North runway
- Leave it as it is and it will become unusable (good)

Century Blvd. Double Deck

- Takes people to the terminal – what do you do with the congestion when they get to the central terminal?
- Most people: double deck and/or combination would work
- One gentleman: West access would work best

General Comments

- How do you improve the airport without sliding into major expansion for the airport?
- Would like to see more emphasis on FlyAways to eliminate trips
- 78 million passenger # includes internal change of planes – not just new passengers

Westside Satellite:

Runway Protection Zone & 105 extension

General comment:

Regional Planning to reduce capacity



West Satellite: likes it because it uses more of the west side of the airport / shifts the congestion. Use 105 / Imperial Hwy for access to the West terminal.

8.23.06

General comment:

Not one concept that won't ruin Westchester & Playa del Rey

Century Blvd. Double Deck: shouldn't be ~~not~~ dismissed

~~considered~~ because of hotel views,

Maybe 3 tunnels good idea

General comments:

→ Isn't a change from 68 million to 78.9 million an expansion?

- Green line extension - how will baggage be handled? Will part of it be underground?

Century Blvd Double deck - large # of people like it

Concern - taking potential customers out of Inglewood - has there been a study?

Flip side - major congestion at Imperial & Crenshaw

Doesn't the double decking of Century Blvd ~~impact~~ ^{legally reduces} the traffic on neighborhood streets

8.23.06
group # 2
PAGE # 2 of 6

General comment:

earthquake safety on building a double deck & tunnels

Lennox + I-05 Interchanges:

under 10 lanes - no good

General comment:

Absolute opposition to any Ring road
& west terminal on Peshing is just
9 foot in the door for expansion

Front door Landside Terminal: against because
it is undefined. ~~now~~ who can check in?
What airlines? Needs more info.

General comment: No shift to night
flights

8.23.06
group #2
PAGE #3

All Concepts - is the Sepulveda ramp eliminated off the 105? Bad area

Gen. Comment:

Any type of central checkin facility would attract terrorists.

Sepulveda Tunnel Improvements:

Combine with another Concept & it will work - Add Century Blvd Double deck

General concept comment:

Would like to see a combinations ~~on the~~ of different concepts on the website

General comment:

Concern with all the concepts:

1 provide new west terminal which is an expansion

2 Need for all of them

- how to get cars to central terminal

- Navigat central terminal area

group #2

8.23.06

PAGE #4 of 6

3 Design for a more permanent cap on growth

- Can not cap # of passengers through gates - it is nonsense
- NO more expansion on the South runway
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- Leave it as it is and it will become unusable (good)

Century Blvd Double Deck: takes people to the terminal - what do you do with the congestion when they get to the Central terminal?

group #2

8.23.06

PAGE #5 of 6

Most people:

Double Deck and/or combination
would work

1 gentleman - west access would work

best

General comments:

- How do you improve the airport w/o sliding
into major expansion for the airport
- would like to see more emphasis on Flyways
to eliminate trips
- 78 Million pass. # includes internal chg.
of planes - not just new passengers.

group #2

8.23.06

PAGE #6 of 6

**LAX Specific Plan Amendment Study
Public Outreach Meeting
Wednesday, August 23, 2006**

Access Concepts – Working Group

Group 3

- Group dislikes re-routing Westchester Pkwy
 - Will affect primary access
- Concern about air quality, aesthetics:
 - La Cienega on the South
 - La Tijera on the North
 - 405 on the West
 - Centinela on the East
- Concern about access from Playa Del Rey and Westchester
- Concern about investing in improvements in order to handle larger capacity
- Don't develop the urban airport further – use regional airports
- Airport needs some improvements to increase efficiency
- 1 person: More access points – increase visibility to terrorism
- Concern about growing Northward
- Concern about airport taking residential property
- Opposed to all alternatives, traffic will get worse; use of regional airports will increase
- Group dislikes West Satellite concept
 - Due to closure of Westchester Pkwy for local access to Westchester & Playa Del Rey
- Group majority: Make Century Blvd. improvements to handle traffic
- 1 person: Businesses will suffer if traffic is constrained to Century Blvd.
- West Satellite concept – will access be prevented to Westchester Pkwy?
- 1 person liked the following 3 concepts due to least intrusiveness to residential & commercial properties:
 - Sepulveda tunnel improvements
 - Midfield
 - Arbor vitae access
- 1 person described a new concept:
 - People mover from ITC to a West satellite terminal
- 1 person feels that the departure times at LAX should be re-distributed throughout the day to help alleviate congestion

8.23.06

GROUP 3

①

- Group dislikes re-routing Westchester Pkwy
 - will affect primary access
- La Cienega on the South
La Tijera on the North
405 on the West
Centinela on the East
- Concern about access from Playa Del Rey and Westchester

Concern about air quality, aesthetics

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group #3

(2)

- Concern about investing in improvements in order to handle larger capacity
- Don't develop the urban airport further - use regional airports
- Airport needs some improvements to increase efficiency
- 1 person More access points - increase visibility to terrorism
- Concern about growing northward
- Concern about airport taking residential property
- Opposed to all alternatives, traffic will get worse; use of regional airports will increase

8.23.06

group #3

③

- Group dislikes West Satellite concept
 - due to closure of Westchester Pkwy for local access to Westchester & Playa Del Rey

Group majority

- Make Century Blvd. improvements to handle traffic

1 person

- Businesses will suffer if traffic is constrained to Century Blvd.

- West Satellite concept - will access be prevented to Westchester Pkwy?

1 person liked the following 3 concepts due to least intrusiveness to residential & commercial properties: to ④

8.23.06
group #3

- Sepulveda tunnel improvements
- Midfield
- Arbor Vitae access

1 person described a new concept:

- People move from ITC to a West Satellite terminal

1 person feels that the departure times at LAX should be re-distributed throughout the day to help alleviate congestion.

**LAX Specific Plan Amendment Study
Public Outreach Meeting
Wednesday, August 23, 2006**

Access Concepts – Working Group

Group 4

1. Century Blvd. Double Deck
 2. 98th St. Double Deck
 3. Arbor Vitae
 4. “Front Door” (new drop-off terminal #1)
 5. Lennox – 105
 6. Sepulveda Tunnel
 7. ~~Mid-field Satellite N. (Lincoln)~~ – Rental Cars? Traffic?
 8. ~~West-field Satellite N. (West Parkway)~~ – Rental Cars? Traffic?
- Air quality, noise, regional airports
 - Local concerns over travel concerns
 - Green Line clarification for each option
 - Combined version 105 & 98 (1 person)
 - Air quality in domestic air travel
 - #7, #8 allowing for expansion vs. desired shrink
 - All double decker approaches – NO (1 person; varying opinions)
 - Different parts of different ideas
 - Prefers park #1 site
 - Security checking (vehicles etc.)
 - Park One concept – with security check 96th St. bridge
 - Lincoln gridlock – mitigate traffic through communities (too many exits)
 - Playa del Rey – traffic Lincoln & Sepulveda (new development)
 - Increased traffic
 - Concern re: diverting traffic from one to another
 - Additional terminals in all concepts? (#7 & #8)
 - Study on 405 & 105 interchange give 105 extension
 - Green Line location? Elevation?
 - City Council vote/recommendation (1 person)
 - Role of community support
 - Traffic movement on 405 (worthwhile?)
 - Palmdale development and public transport
 - Routes for cargo?
 - Parts of vision coming together
 - Combined freeway access with Park #1
 - People movers/moving sidewalks – separate cars from check-in – transport from parking to check-in
 - Payment? – Airport needs = Airport funds
 - FAA involvement? Construction start date?

**LAX Specific Plan Amendment Study
Public Outreach Meeting
Wednesday, August 23, 2006**

Access Concepts – Working Group

- Green light project implementation – how do they fit with yellow light projects
- Analyze reduction in future air travel & traffic due to fuel costs, terror attacks, etc.

- ① Century Blvd. DD
- ② 98th St. DD
- ③ Arbor Vitae
- ④ "Front Door" (new drop-off terminal *1)
- ⑤ Lennox - 105
- ⑥ Sepulveda Tunnel
- ~~⑦ Mid-field Sat. N (Lincoln)~~
- ~~⑧ West-field Sat. N (West. Pkwy)~~

group #4
8/23/86
Page #1 of 4

Rental Cars?
Traffic?

Rental Cars?
Traffic?

- Air quality, noise, regional airports
- Local Concerns over travel concerns
- Green Line clarification for each option
- Combined version 105 + 98 (1 person)
- Air-quality - $\downarrow$ in ~~domestic~~ domestic air travel
 $\rightarrow$ 7, 8 allowing for expansion vs. desired shrink
- All double decker approaches - NO - ~~1~~ 1 person
 • Varying Opinions
- Different Parts of different ideas
- ~~Concept #1~~ $\rightarrow$ Prefers Park #/Site
- Security Checking (vehicles etc.)
- PARK ONE CONCEPT ~~A~~ - w/ security check 9th St bridge
- Lincoln Gridlock - Mitigate traffic through communities $\rightarrow$ (too many exits)

group 4
8/23/00

Page #2 of 4

group #4
8/23/06
PAGE #3 of 4

- Playa del Rey - traffic Lincoln & Sepulveda (new development)
 - increased traffic
 - concern re: diverting traffic from one to another
- Additional terminals in all concepts? (#7, #8)
- Study on 405 & 105 interchange give 105 extension
- Green Line location? elevation?
- City Council Vote / Recommendation (1 person)
 - Role of community support
- Traffic movement on 405 (worthwhile?)
- ~~Palm Dale~~ development and public transport
- Routes for Cargo?
- Parts of vision coming together

group #4
8/23/06

- Combined freeway access w/ Park #1
- People movers/moving sidewalks - separate cars from check-in — transport from parking to check-in

group 4
8/31/07
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of 9

- Payment? - Airport Needs = Airport Funds
- FAA involvement? Construction Start Date?
- Green light project implementation - how do they fit w/ yellow light projects
- Analyze reduction in future air travel & traffic due to fuel costs, terror attacks etc.

8/31/07
Jenab

**LAX Specific Plan Amendment Study
Public Outreach Meeting
Wednesday, August 23, 2006**

Access Concepts – Working Group

Group 5

General Comments

- What is the timing?
- Where is the funding coming from?
- What is the status of the Intermodal Transit Center?
- What is projected passenger traffic?
- Stipulated Settlement:
 - 78.9 million annual passengers (MAP)
 - 61 MAP – current
 - gates reduce from 163 to 153

Westside Satellite

- Westchester Pkwy not connect to Pershing?
 - Correct
- Playa del Rey to airport?
- Lincoln to CTA
- What is this concept?
 - Need to provide access to west side to relieve congestion into CTA
- Put a floating airport like Japan
- Westchester Pkwy built as mitigation for north side development – how will this concept affect that mitigation?
 - Cancels development for North side
- Like Westchester concept green belt – buffer
- Does this allow for increased capacity?
- Will you study increased traffic on Manchester?
 - Yes, LAWA's responsibility if it creates a traffic impact
- Impact on Aviation – South of Imperial?
- Mitigate traffic but may be different than proposed to date
- Plant trees or beautify to minimize dust from additional traffic at railroad right of way
- South 405 congestion:
 - Howard Hughes to Century
 - People won't stay on 405
- Can Westchester be split as public and airport access?
- New fire station – how will trucks access airport
- 40,000 additional residents in 4 years to Playa Vista and Westchester area
- Settlement only in effect to 2020 (gate reduction) concern that capacity may increase

**LAX Specific Plan Amendment Study
Public Outreach Meeting
Wednesday, August 23, 2006**

Access Concepts – Working Group

- Remote pads currently take troubled aircraft
 - Where would they go if a West Side satellite built?

Midfield Satellite

- Concern that it becomes terrorist target
- Concern for sewer lines
- Benefit: traffic from 105/Sepulveda & divert West
- Problem that it would all have to be tunneled
- Coordination with city services?
- Traffic isn't bad enough to warrant expense or justify project
- Percentage of traffic coming from each area?
- Coordinate with Playa Vista?

Century Blvd.

- Is Aviation access in this concept? No.
 - Direct freeway access
 - Access to consolidated rental car facility
 - Segregate airport traffic and provide direct freeway access
- Traffic congestion on 405 from Howard Hughes
 - Won't keep cars on 405
- Hotel shuttle/train on Century
- Double deck 98th street
 - seems like a more viable concept

98th Street / Century Blvd.

- Concern about Arbor Vitae
- Eliminate truck congestion?
- In on 98th
- How will you protect from a security standpoint?
- More well received than Century Blvd. double deck

Front-door Landside Terminal

- Impossible for Southwest passengers
- ADA concerns
- Security concerns

General Comments

Group 5
8/23/06
PAGE # 1 of 8

1. What is the timing?
2. Where is the funding coming from?
3. What is the status of the Intermodal Transit Center?
4. What is projected passenger traffic?

Stipulated Settlement:

- 78.9 Million Annual Passengers (MAP)
61 MAP - current
- Gates reduce from 163 to 153

West Satellite

Group 5 ①
8/23/00
Page #2 of 8

- Westchester Pkwy connect to Pershing >
- Connect
- Playa del Rey to airport?

Lincoln to CTA

- What is this ^{or} concept >
- Need to provide access to West side to relieve congestion into CTA
- Put a floating airport like Japan

Westchester Pkwy built as

- Mitigation - how will this concept affect that Mitigation?
- For Northside development
- Cancels development for North side concept
- Like Westchester green belt - buffer

Westside Satellite

Group 5
8/23/06

PAGE #3 of 8
②

1. Does this allow for increased capacity?
2. Will you study increased traffic on Manchester?
 - yes, LAWA's responsibility if it creates a traffic impact
3. Impact on Aviation - South of Imperial?
 - Mitigate traffic but may be different than proposed to date
4. Plant trees or beautify to minimize dust from additional traffic at railroad right of way
5. S405 congestion:
 - Howard Hughes to Century
 - people won't stay on 405
6. Can Westchester be split as public and airport access?
7. New Fire Station - how will trucks access airport 328

Westside Satellite

Group 5 ③
8/23/06

Page 4 of 8

40,000 additional residents
in 4 years to Playa Vista
& Westchester area

Settlement only in effect
to 2020 (gate reduction)
concern that capacity may
increase

Remote pads currently
take troubled aircraft
where would they go if
a Westside Satellite
built?

Midfield Satellite

Group 5
8/23/00
PAGE #5 of 8

- Concern that it becomes terrorist target
- Concern for sewer lines
- Benefit:
 - traffic from 105/sepr
 - ↓ divert West
- Problem that it would all have to be tunneled
- Coordination with City Services?
- Traffic isn't bad enough to warrant expense or justify project
- % of traffic coming from each area?
- Coordinate with Playa Vista?

Century Blvd.

Group 5
8/23/06

PAGE #6
of 8

①

Is Aviation access in this concept?

- No - direct freeway access

- access to Consolidated
Rental Car Facility

- Segregate airport
traffic & provide direct
freeway access

Traffic congestion on 405
from Howard Hughes
won't keep cars on 405

Hotel shuttle/train
on Century

- Double deck 98th Street
seems like a more viable concept

98th Street / Century Blvd

Group
8/23/06

PAGE #7
of 8

- Concern about Arbor Vitae
- Eliminate truck congestion?
- In on 98th

How will you protect from
a security standpoint?

More well received than
Century Blvd. double deck

Front-door Landside Terminal

Group 5
8/2/06

1. Impossible for Southwest
passengers

Page #8
of 8

2. ADA concerns

3. Security concerns

**LAX Specific Plan Amendment Study
Public Outreach Meeting
Wednesday, August 23, 2006**

Access Concepts – Working Group

Group 6

Westchester Parkway / West Satellite concept

- Lack of access from beach communities potentially problematic
- Pershing to Sepulveda via Westchester Pkwy
 - Needs access
 - Especially for local residents
- Concerns
 - New fire station/Emerson vehicles
 - Confusion – where to go/which terminal
 - International terminal? TBD
- Concerns from Playa resident
 - Constant taxi noise since Westside built
 - Air quality
- Q: Dunes impacted if moves more west? A: No.
- Ring Road?
 - Please include #/location of access points in plans
 - Separate airport traffic?

Arbor Vitae Concept

- Concerns:
 - Working with Cal Trans to build onramp
 - Oak St. Elementary School in this area
 - Flight path over school
 - Discussing relocating Oak St. School
 - Overall – Inglewood School District & impact of concepts
- By adding freeway access ramps, will increase traffic problems on the freeway
- Possible to modify existing ramps?
- Distance? Does this concept really make a difference since it is so close to the airport already
- No southbound access
 - Forced to use 105/Century?
- Possible to have 405 freeway routed west from 405 instead?
 - Manchester Square
 - La Cienega (east) to Airport Blvd. (west), Arbor Vitae (north)
 - Neighborhood vacant already

Century Blvd. Double Deck

**LAX Specific Plan Amendment Study
Public Outreach Meeting
Wednesday, August 23, 2006**

Access Concepts – Working Group

- Concerns:
 - Darkness – inside tunnels, aesthetics
 - Hotel views – “look over parking lot”
 - Should allow/add parking in Manchester Square
 - Cal Trans assistance
 - Approval, time frame
- Positive:
 - Could help traffic – because it splits hotel & airport
 - Relieves Sepulveda & Century (but not inside airport)
 - Combine concept – West satellite concept
 - Divert traffic

Double Deck Century & Modified Midfield Satellite

- In Favor of combined concept
- Extend 105 into midfield area
- Relieves: 405/La Cienega north/south
- End at Central Terminal instead of up through Lincoln

- Poor Soil/sand instability (previous experience tunneling)
- “Ugly” double deck
- Sewer lines?
- Design concepts that increase danger of terror activities
- “great” because relieves curbside traffic at T1
- Alleviates bottleneck at CTA and throughout airport area
- Group consensus that this plan has potential to relieve access issues

Questions

- When were traffic statistics compiled?
- Green Line – how many people can use
- Changes in runway position, length
 - Request no changes
- Is 1 “huge” airport for people, freight, cargo, etc. x # in region
- Why not spread it out – use other airports
- Instead of making it easier to get to LAX, why not increase access/ease into other airports
- Mass transit – why not work with Green Line in developing these concepts

Concept 1

Group #6
8.23.06

• "Westchester Parkway" W. Satellite Concept

- Lack of access from beach communities potentially problematic.
- ~~3~~ Pershing to ~~waste~~ Sepulveda via Westchester ~~Pkwy~~
 - **NEEDS ACCESS**
 - especially for local residents.
- Concerns - ~~_____~~
 - New fire station/Emer. vehicles
 - Confusion - where to go/which terminal
 - International terminal? TBD

8.23.06

Group #6

Continue
W Satellite
Concept

Concerns from Playa resident

→ Constant taxi noise since Westside built

→ Air Quality

Q: Dunes impacted if moves more west?

A: No.

• Ring Road?

* → Please include #/location of access points in plans

→ Separate airport traffic?

Concept #2

8.23.06 group #6

ARBOR VITAE CONCEPT

Concerns:

- 1) Working w/ Cal Trans to build on ramp
- 2) ~~3~~ Elementary School in this area.
Oak St.
→ Flight path over school
→ Discussing relocating Oak St School.
- 3) Overall - Inglewood School District & impact of concepts.
By adding freeway access ramps, will increase traffic problems ON the freeway.
Possible to modify existing ramps?

- 4) Distance? Does this concept really make a difference since it is so close to the airport already..

- 5) No Southbound access

Forced to use 105/Century? route directly

- 6) Possible to have freeway routed west ^{from 405} instead?
→ La Cienega (e) to Airport Blvd (w)
Arbor Vitae (n)
→ Neighborhood vacant already.

new
suggestion:

Manchester
Sq

p. 3 & 7

CENTURY BLVD

8.23.06
group #6

Double Deck

Concerns:

- ① Darkness - inside tunnels, aesthetics
- ② Hotel Views - "look over parking lot"
- ③ ^{should allow/add} Parking in Manchester Square
- ④ CalTrans assistance

→ approval
time frame

(+)

- ① Could help traffic → because it splits Hotel + airport
- ② Relieves Sepulveda & Century
-(but not inside airport)

- ③ Combine Concept - W. satellite concept
Divert traffic →



8.23.06 group #6

In favor of combined concept:

→ DD Century & Modified Midfield Satellite

+ Extend 105 into midfield area

+ Relieves: 405/La Cienega N/S
End @ Central Term instead of
up through Lincoln

- Poor Soil / Sand instability
(previous experience tunnelling)

- "Ugly" slab deck

- Sewer lines?

- Design Concepts that increase
danger of terror activities

P. 5 & 7

Combined Concept - continued

8.23.06
group #6

- "great" because relieves curbside traffic @ T1
- Alleviates bottleneck @ CTA and ~~with~~ throughout airport area
- Group Consensus that this plan has potential to relieve access issues.

Questions

Group

#10

- 1.) When were traffic statistics compiled?
- 2.) Green Line - how many people can use
- 3.) Changes in runway position, length
→ Request no changes.
- 4.) Is 1 "huge" airport for people, freight, cargo, etc.
x # in region
Why not spread it out → use other airports
Instead of making it easier to get to LAX,
Why not increase access/ease into other airports
- 5.) Mass Transit - why not work w/ green line
in dev'p these concepts

8-23-06
P. 797

**LAX Specific Plan Amendment Study
Public Outreach Meeting
Saturday, August 26, 2006**

Access Concepts – Working Group

Group 1

- What are the problems?
- Sepulveda – Address traffic on Sepulveda Blvd
- Support access to 405 – Direct access
- Concerned about adding traffic to Sepulveda and Lincoln
- Midfield Satellite Concept brings too much traffic to Lincoln/Manchester area
- West Satellite looks like expansion of capacity to airport and possible future gate expansion
- Concern about future expansion of airport – Expiration in 2020 of gate limitation
- Issue is air traffic not ground traffic
- Midfield Satellite – likes idea of I-105 access and direct traffic flow to airport
- Invest in other LAWA airports
- Address north – south traffic expand tunnel
- Priority of Green Line – Potential to relieve north – south traffic
- Access to Century from the 105
- Time frame for decision and implementation
- Do not add traffic to Lincoln
- Direct access to freeway preferred – what is impact on freeways?
- Where does money for projects come from?
- Congestion is problem throughout the city. No concepts solve problem
- How do we get people out of cars? – Need to develop incentives to use transit flyaway
- Financial penalty for using private vehicles
- Use money to develop Palmdale Airport
- Fee at LAX to go to other airport development
- Reduce LAX traffic – Expand use of other airports
- Direct access from 405 will relieve Sepulveda
- Off site check in
- FlyAway system for check in
- Lower fares at other airports
- Minimize displacement of existing uses
- 21st century transit system – User friendly, parking center, local access (Marina, Venice, Transit stop)
- Mass transit connection to regional airports
- Preserve local community on a quality of life, expand 105, keep traffic on freeways
- Direct Access to Tom Bradley Terminal without building new terminal
- Adequate lighting in terminal

p. 105

Group 1
8.26.06

What are the problems?

Sepulveda - Address Traffic on Sepulveda Blvd

Support access to 405 - Direct Access

Concerned about adding traffic to
Sepulveda + Lincoln.

Middlek Satellite Concept brings too much
traffic to Lincoln / Manchester area

West Satellite looks like expansion of capacity
to airport and possible future gate
expansion

Concern about future expansion of airport -
Expiration in 2020 of gate limitation

Issue is air traffic not ground traffic

p. 2 of 5

group #1 - 8.26.06

Midfield Satellite - likes idea of I-105
access & direct traffic
flow to airport

Invest in other LAWA airports

* Address North-South traffic
Expand tunnel

Priority of Green Line - Potential
to relieve North-South traffic

Access to Century from the 105

Time frame for decision and implementation?

Do not add traffic to Lincoln

Direct access to freeway preferred - what is
impact on freeway?

p. 3 of 5

group #1 8.26.06

Where does money for projects
come from?

Congestion is problem throughout
the city. No concepts solve
problem

How do we get people out of
cars. - Need to develop
incentives to use transit,
flyaway.

Financial penalty for using private
vehicles

Use money to develop Palmdale Airport
Fee at LAX to go to other airport development

Reduce LAX traffic - Expand use of other airports

page #1 - 8.26.06

p. 4 of 5

Direct Access from 405 will
relieve Sepulveda.

off site check in
Flyaway system for check in

Lower Fares at other airports

Minimize displacement of existing
buses

21st Century transit system

User friendly
Parking centered

local access - Making Venice transit
stop

Mass transit connection to regional airports

(Preserve local community and quality of life
Expand 105, keep traffic on freeways

draw #1-8.26.06

P. 585

Direct Access to Tom Brady
Terminal without Guilding
new terminal

Adequate Lighting in terminal

**LAX Specific Plan Amendment Study
Public Outreach Meeting
Saturday, August 26, 2006**

Access Concepts – Working Group

Group 2

- Stats re: private vs. public transit and origin (brand new information coming soon)
- What does “Green Line” mean? How will it work on Lincoln? Combo of above and below ground
- Encourage driving to the airport – drop off = 2 ways (in and out)
- Will Green Line be paid for airport? The Green Line should be extended to airport – Auto People mover to airport from Green Line paid for by airport
- People want something fast and easy – have Green Line come in to airport to simplify - convenience
- Direct access from freeway, decrease traffic
- Like new concept – double decking, mid-field and west satellite impact Playa and Westchester
- Using Century, 98th, Arbor Vitae helpful for traffic
- These concepts have been improved! – Generally
- Concerns about impact and communities and overall good for public (neighborhoods and businesses)
- Noise pollution impacts (jets and cars)
- Difficult to look at all the options w/o more review
- Correlation between people mover and Green Line
- Instead of extra people mover can more options show Green Line routes – possibly without the people mover
- Make parking and getting on the Green Line easy so traffic can be reduced
- Front door details – mixed opinions on how much traffic this reduces
- Origins of concepts?
- Definition of people mover
- Consensus on people mover so long as it is easy to use, with Green Line or direct access
- Concern about traffic in CTA
- Concerns about Westchester Parkway being cut off by West Satellite concept
- Many opposed strongly to West Satellite
- All disliked the concept
- Increased traffic to Westchester
- Shuttles and airport/airline employees would have to find a new route
- Concern over losing open space
- This will make it more difficult to get to airport
- Strongly opposed to W. Satellite because of increased congestion, traffic on Sepulveda and Lincoln/jet noise, pollution, decreased open space

**LAX Specific Plan Amendment Study
Public Outreach Meeting
Saturday, August 26, 2006**

Access Concepts – Working Group

- Liked Cent. Double decking and 98th street - Some people. Some opposed double decking b/c cost and environmental impact
- Concerned about impact of Lennox and 105 plan on homes in Lennox
- Concerned about hotel and business input on ideas
- Double decking helpful for access but disliked by some for environmental issues and cost.

- How will plans impact air travel? Community concern – Central and West terminal seem to allow more planes
- Use of Green Line needs to be increase to be impactful – traffic needs to still be addressed
- Dislike of Mid-field Satellite because of traffic on Lincoln (already over-crowded) and security. Assume – not a community plan
- Desire for a FlyAway to Ontario
- Can high-speed rail investments decrease air travel? Want to eliminate/reduce short – trip flights
- Want LAX to drive more planes to Ontario and Palmdale
- People would have liked access to the concepts prior to meeting
- One person suggested assigning cars going to certain terminals specific lanes

- Stats re: private ~~car~~ vs. public transit & origin (brand new information coming soon)
- What does "Green Line" mean? How will it work on Lincoln? - Combs of above & below ground
- Encourage driving to the airport - drop off = 2 ways (in and out)
- Will Green Line be paid for airport? - The Green Line should be extended to airport
 - Auto. People mover to airport from Green Line paid for by airport
- People want something fast and easy - have Green Line come in to airport to simplify - CONVENIENCE
- DIRECT Access from freeway, decrease traffic
- Like new concept - dbl. decking - ~~mid-field~~ mid-field and west sat. impact Playa & Westchester

- Using Century, 98th, Arbor Vitae helpful for traffic
- These concepts have been improved! - Generally
- Concerns about impact and communities and overall good for public (neighborhoods + businesses)
- Noise Pollution impacts (jets + cars)
- Difficult to look at all options w/o more review
- Correlation btwn. people mover ~~and~~ + Green Line
- Instead of extra people mover can more options show Green Line routes - possibly without the people mover
- Make parking and getting on the Green Line easy so traffic can be reduced
- Front Porch details - mixed opinions on how much traffic this reduces
- Origins of concepts?
- Definition of people mover
- Consensus on People Mover so long as it is easy to use, with Green line or ~~connecting to~~ direct access

- Concern about traffic in CTA
- Concerns about Westchester Pkwy.
being cut off by West Satellite Concept
- Many opposed strongly to West Satellite
All disliked the concept
 - Increased traffic to Westchester
 - Shuttles and airport/airline employers
would have to find a new route
 - Concern over losing open space
 - This will make it more difficult to get to airport
- ✱ Strongly opposed to W. Satellite because of
increased congestion, traffic on Sepulveda and
LincolnSt, noise, pollution, decreased open space
- Liked Cent. Double Decking & 9th St. - SOME PPL
- Some opposed double decking b/c cost & environmental
impact
- Concerned about impact of ~~Lennox~~ Lennox 105 plan
on homes in Lennox

- Concerned about hotel and business input on ideas
- Double Decking helpful for access but disliked by some for environmental issues & cost
- How will plans impact air travel? - Community Concern
 - Central & West terminal seem to allow more planes
- Use of Green Line needs to increase to be impactful
 - Traffic needs to still be addressed
- Dislike of Mid-field satellite because of traffic on Lincoln (already over-crowded) and security
 - Assume - Not a community plan
- Desire for a Fly Away to Ontario
- Can high speed rail investments decrease air travel?
 - Want to eliminate short-trip flights
- Want LAX to ~~and~~ drive more planes to Ontario & Palmdale
- People would have liked access to the concepts prior to meeting
- One person suggested assigning cars going to certain terminals specific lanes

**LAX Specific Plan Amendment Study
Public Outreach Meeting
Saturday, August 26, 2006**

Access Concepts – Working Group

Group 3

General Comments

- Hi-speed traffic on Pershing with no traffic lights
- Public relations concern: projects not completed by LAWA
- Sound mitigation

West Satellite

- How will traffic be directed to high schools if Westchester Pkwy only direct access to west satellite?
- Ring road appears to limit access to 105 & local streets
- Arrival level more dense than departure
 - Limited pedestrian access from lower to upper level
- Ring road doesn't appear to mitigate traffic
 - More emphasis should be placed on HOV options
- Moving traffic to west, how does this impact health risks?
- Need to evaluate all health risks with each concept

Midfield Satellite

- Traffic congestion will increase on Lincoln
- Green line may reduce number of motor vehicles
- Expensive concept
- Primarily addresses traffic from south and east
- Doesn't address traffic southbound from 405 using short cut from Howard Hughes

West Satellite

- Not addressing bottleneck into the Central Terminal Area
- West satellite may be a good idea (or another) but need adequate access points
- Association with Hawthorne airport
 - Could it be used as a mitigation?

General Comments

- Most successful airports utilize light rail, mass transit not private vehicles
- Can't handle traffic we have now
- Light rail is cheaper
- Community will not support LAX modernization without rail/mass transit connections
- LAWA regulated by federal government on use of funds

**LAX Specific Plan Amendment Study
Public Outreach Meeting
Saturday, August 26, 2006**

Access Concepts – Working Group

- Need to integrate all concepts – need overall, comprehensive plan
- Can't isolate traffic solutions without mass transit connections
- Light rail is great concept in centralized cities
 - LA is too spread out
- Cheaper to buy out residences in Westchester
 - “Acquisition” may solve the problems (not opinion of all)

Double Deck Century

- Misses the traffic mitigation proposed with the Ground Transportation Center (GTC)
 - Move function of the GTC into footprint of LAX

General Comments

- What is happening with Manchester Square if no Ground Transportation Center?
- Updated information is not readily available to the communities
 - Lack of information results in lack of support/trust
- What factors will impact airport's decision
 - Cost?
 - Environmental impacts
 - Political process

Closing Comments

- All positively received:
 - Double Deck Century
 - Arbor Vitae
 - 98th Street
 - Lennox
- Arbor Vitae may be best due to land acquisition already complete and construction impacts
 - Addresses 405 Southbound
- Next steps (by end of October) for these concepts?
- What is budget for this process?

**LAX Specific Plan Amendment Study
Public Outreach Meeting
Saturday, August 26, 2006**

Access Concepts – Working Group

Group 4

General Comments

- Bigger issue – how many people are flying in and out of LAX?
 - 78 million
- What specific issues are we trying to address?
 - Traffic
- Who is making the decision for the concept development goals?
- Number 3 and number 7 specifically is not what the community wants
- Not all comments are being recorded. Resents the fact that comments are filtered.
- With respect to the entire process, the consensus plan under which the specific plan was/or which will be developed, was not intended to be used as a means of considering all possible options, including those previously rejected or any other variation which will drive traffic through our communities
- Liked the idea of collection sites outside the airport in industrial or commercial areas to eliminate the number of passengers travelling around the airport. Need an incentive to use collection sites. Last thing that everyone wants is more traffic in their neighborhoods, but agrees we need to find a solution.
- FlyAways need to be closer to the origin of the traffic

Arbor Vitae

- Is it both a north and south access?
- Are you working with FHWA?

General comments

- One of the legitimate ways to manage traffic is to “leave it and it will work itself out?”
- Book: “Still Stuck in Traffic”
- Zero option should be considered
- Passenger convenience of moving around within the airport is a factor for consideration if anything is going to be done
- Orange County has taken zero action and 10’s of millions of passengers are coming to LAX. OC tax?
- By dispersing the traffic we are doing more environmental damage
- Keep the traffic focused
- Would like to see truck traffic separate and no changes on Imperial Hwy

Century Blvd. – Double Decking

- Like it – its focused, takes the traffic off the 405, not dispersing through neighborhoods

**LAX Specific Plan Amendment Study
Public Outreach Meeting
Saturday, August 26, 2006**

Access Concepts – Working Group

- Limits to the amount of money to be spent
- Dedicated lanes into the airport is positive
- Opposed – cost to taxpayer and inconvenience, noise, construction, won't work – it will back up – 70 – 0 and it will be ineffective
- People will loose their homes
- 2 support, 7 oppose, 4 undecided

General Comments

- People who live near the airport oppose all concepts that increase traffic
- No 2nd western access to LAX
- No Ring Road or traffic access thru Westchester, Playa del Rey
- Not moving noise footprint of LAX even one foot further north towards the City of LA's communities
- Oppose people mover; people will not use public transportation if it is inconvenient. Green line should go directly into and around the CTA, as well as continue on northward to Santa Monica and beyond
- Express lines and dedicated lines which don't have to stop at each terminal
- Everyone who spoke evidents a general sense that this is being shoved down their throats, and we were making peripheral comments/changes.

General comment:

Bigger issue - How many people are flying in + out of LAX? ~~78 million~~

78 Million

Group 4
5.26.06

General comment:

What specific issues are we trying to address? traffic

General comment: ~~consensus plan does~~

Who is making the decision for the Concept Development Goals?

#3 + #7 specifically is not what the community wants

General comment - Not all comments are being recorded. Resents the fact that comments are filtered

General Comment: With respect to the entire process, the consensus plan under which the specific plan was or which will be developed, was not intended to be used as a means of considering all possible options, including those previously rejected or any other variation which will drive traffic thru our communities.

liked the idea of
Collection sites outside the airport
in industrial or commercial areas
to eliminate the # of passengers
travelling around the airport.

Need an incentive to use collection
sites. Last thing that everyone
wants is more traffic in their
neighborhoods, but agrees we need to
find a solution.

General comment: Flyways need to be
closer to the origin of the traffic.

Arbor vitae: is it both a north & south
access? Are you working w/ FHWA?
9.26.06 group #4 Page 3 of 8

General comment: legitimate

One of the ways to manage traffic is to "leave it alone + it will work itself out" BOOK - "Still stuck in Traffic"

General comment:

Zero option should be considered.

Passenger convenience of moving around within the airport is a factor for consideration if anything is going to be done.

General comment: Orange County has taken Zero action + 10's of millions of ~~people~~ passengers are coming to LAX. OC tax?

General comment

By dispersing the ^{traffic} ~~damage~~ we are doing more environmental damage

Keep the traffic focused.

8-26-06

group #4

Page 4 of 8

General comment:

Would like to see truck traffic
separate + no changes on
Imperial Hwy.

Century Blvd - Double decking

like it - its focused, takes the
traffic off the 405, not dispersing
through neighborhoods.

- limiting^{to} the amount of \$ to be spent
- Dedicated lanes into the airport is positive
- Opposed - cost to taxpayer + inconvenience, noise,
construction, won't work - it will back up - 70-0
+ it will be ineffective

People will lose their homes

2 support

8-26-06

group #4 7 oppose
12 total

4 undecided

Page 5 of 8

People who live near the airport
oppose all concepts that increase
traffic

NO 2nd Western Access to
LAX

-NO Ring Rd or ^{traffic} Access thru Westchester
Playa Del Rey.

~~Do not~~ Not moving noise footprint of LAX
even one foot further North towards
the City of LA's communities

OPPOSE people mover, people
will not use public transportation
if it is inconvenient. Green
line should go directly into
& ~~around~~ around the CTA
As well as continue on Northway
to Santa Monica & beyond

Express lines & dedicated lines
which don't have to stop at
each terminal

Everyone who spoke evidently a
general sense that this is being
shoved down their ~~throat~~ ~~the~~ throats,
and we were making peripheral comments/
changes.



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8-23-06

LAX Specific Plan Amendment Study August 2006 - Public Outreach Meetings Comments

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

Need to also consider improving Freeway
access to and parking by the ITC,
passengers could check in here and ride
people mover to terminals, vast reduction
in local traffic and traffic in CTA,
especially if CTA traffic were severed
in some way. After this is done, then
measure traffic patterns and decide direct access
approach ^{if necessary} ~~if necessary~~, please use the reverse side of the paper.)



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8.23.06

LAX Specific Plan Amendment Study August 2006 - Public Outreach Meetings Comments

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When making your comments, please be as specific as possible:

Century Blvd Double deck. Doesn't address main artery congestion, 405 freeway. Same with 98th/century project. All of the access improvements concepts are in violation of the spirit of the settlement agreement. These are all ~~expansion~~ capacity expansion plans. The green line connection could be helpful in reducing emissions although capacity expanding.

(If necessary, please use the reverse side of the paper.)



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LAX Specific Plan Amendment Study August 2006 - Public Outreach Meetings Comments

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When making your comments, please be as specific as possible:

Do not move North Runway 300 ft. North

Why not fast your landing equipment before planning any more moves of the runways

This will solve your runway safety problems.

~~Any other comments~~

Your traffic study took place during the most popular vacation week. Therefore, you did not get a correct count.

(If necessary, please use the reverse side of the paper.)



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8.23.06

LAX Specific Plan Amendment Study August 2006 - Public Outreach Meetings Comments

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When making your comments, please be as specific as possible:

- ① Please make all residents ~~aware~~ aware of all LAX outreach meetings
- ② Jet taxi noise has SIGNIFICANTLY increased when the west terminals were ~~in~~ ⁱⁿ ~~use~~ ^{use}. It is true that it is lower level noise than jet take-off noise, however, there is constant noise. Additional west terminal will increase this noise. Please do not build west of your "green-lighted" west satellite concourse.
- ③ I appreciate the improvements you made to DDE lanes via the softdown. However, these improvements have turned our houses into second bunkers. The fresh air circulation system is terrible and not a replacement of open windows. Please do not move any northern runways further north. There is a significant amount of noise difference between jets taking off on 6L-24R and 6R-24L. Do not move 6L-24R.
- ④ Traffic would be significantly worse on Pershing if Pershing traffic could get directly to any west terminal or the CTA.
(If necessary, please use the reverse side of the paper.)

Please complete the information below and print clearly to ensure that your comments are included.



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8.23.06

LAX Specific Plan Amendment Study August 2006 - Public Outreach Meetings Comments

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

- 1) Do not like Westchester access to West
Catalina. Appears to be a way to
squeeze "Ring Road" back into plan.
Local traffic now on Westchester Parkway will
double up on Manchester, especially w/ new Condes.
- Also may affect Fire Truck access from New
Fire Station.
- "Green belt" can still be used for LAX related
business.

2) WHAT HAPPENED TO SEEKING A REGIONAL
SOLUTION?
(If necessary, please use the reverse side of the paper.)

Please complete the information below and print clearly to ensure that your comments are included.



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8.23.06

LAX Specific Plan Amendment Study August 2006 - Public Outreach Meetings Comments

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

We realize that airport congestion needs to be addressed, ~~and~~ but as residents of the local area, we do not want any of the plans to crowd neighboring air pollution, noise pollution + traffic into our neighborhood. The "front deck" plan seems to be one that could meet the needs and not have much negative impact to residential areas. Residents + their children live + breathe the air by car (not to mention we pay significant \$ in property tax) + we do not want our quality of life (If necessary, please use the reverse side of the paper.) compromised.



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8-23-06

LAX Specific Plan Amendment Study August 2006 - Public Outreach Meetings Comments

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

LINCOLN TUNNEL CONNECTION
TO IMPERIAL HWY.
HAVE PLANT ~~BE~~ WITH HELP AS
PART OF THEIR MITIGATION

(If necessary, please use the reverse side of the paper.)



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8.23.02

LAX Specific Plan Amendment Study August 2006 - Public Outreach Meetings Comments

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

Please send me a copy of
the info & things from Website. Tonights
I do not have internet - comments
Am I the only 1?

Please
Leave Westchester Pkwy alone!



Los Angeles
World Airports

8.23.06

LAX Specific Plan Amendment Study August 2006 - Public Outreach Meetings Comments

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

- (1) implement NONE of the plans. Use the money to create transportation options from LAX and other areas to Palmdale.
- (2) Develop the green area North of Westchester Pkwy for public use including multi-purpose trail/path.

(If necessary, please use the reverse side of the paper.)



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8.23.06

LAX Specific Plan Amendment Study August 2006 - Public Outreach Meetings Comments

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

This process needs to be part of a regional plan, not just a plan involving LAX. Also needs to take into account the likelihood of high-speed rail and likely fewer ~~less~~ short-haul flights.

Green line extension into LAX makes sense, but not in connection with a ring road or increasing traffic on Lincoln Boulevard.

Security reasons alone mandate decreasing use of LAX in favor of other airports in the region, even if air quality and transportation impacts are not considered sufficient reasons to minimize LAX use.

(If necessary, please use the reverse side of the paper.)

Please complete the information below and print clearly to ensure that your comments are included

Over →

The facilitator for our group^(#4) did not adequately describe our group's feelings regarding the Green Line extension into the airport - it should be a desirable concept included in any option - not just 7 or 8.



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8.23.06

LAX Specific Plan Amendment Study August 2006 - Public Outreach Meetings Comments

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When making your comments, please be as specific as possible:

NO EXPANSION AT LAX FOR PASSENGER TRAFFIC
IT SHOULD BE MOVED TO PALMDALE WITH
RAPID TRANSIT TO L.A. FOR PASSENGERS. LIKE
ALL MAJOR CITIES LIKE NY, PARIS,
ROME, AMSTERDAM ETC, ETC. JUST HAVE
CARGO HERE ONLY. SAVE ALL MONIES
FOR IMPROVEMENTS AT PALMDALE AND RAPID
TRANSIT FROM THERE TO L.A. ELEVATED ROAD.
WAY EXPENSE SPEND AT PALMDALE IMPROVEMENTS.
ALSO BETTER WEATHER AT PALMDALE NO FOG.
(If necessary, please use the reverse side of the paper.)

High Speed Rail

Please complete the information below and print clearly to ensure that your comments are included



Los Angeles
World Airports

8.23.06

LAX Specific Plan Amendment Study August 2006 - Public Outreach Meetings Comments

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

NO EXPANSION! ALL OF THESE IDEAS ARE
POINTING AT EXPANSION -- PULLING THE
WOOL OVER OUR EYES. WHY WASN'T THE
GREEN LINE MADE TO GO TO LAX TO
BEGIN WITH? IT'S SO OBVIOUS! ALL OF
THESE IDEAS LACK THE SOPHISTICATION
OF ALL THE OTHER WORLD CAPITALS...
LET'S GET SOME FORWARD THINKING
PLANNERS, PLEASE. IT'S NOT ONLY
EXPENSIVE, BUT WILL TAKE A LONG TIME,
SPREAD THINGS OUT TO ONTARIO, JOHN WAYNE,
BURBANK, PALMDALE.
(If necessary, please use the reverse side of the paper.)



Los Angeles
World Airports

8.23.06

LAX Specific Plan Amendment Study August 2006 - Public Outreach Meetings Comments

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

- * BECAUSE OF SECURITY CONCERNS, THE TREND MAY BE GOING TOWARDS PRIVATE SMALLER PLANE SUCH AS "AIR TAXIS" WHERE SHORT AIR TRAVEL MAY BE WITH PRIVATE PLANES, SO EXPANDING THE AIRPORT MAY NEED TO ADDRESS THE ISSUE OF SMALLER PRIVATE AIRPLANES
- * EXPANDING BUILDING TOWARDS THE OCEAN MAY BE AN OPTION, SUCH AS THE SAN FRANCISCO INT'L AIRPORT.
- * MOVE CARGO/GENERAL PLANES TO OTHER AIRPORTS.
- * WE HAVE NOISE POLLUTION BECAUSE OF AIRPLANE NOISE. ANY PLANS TO REPLACE OUR WINDOWS/DOOR TO DOUBLE PANE? (If necessary, please use the reverse side of the paper.)



Los Angeles
World Airports

8.27.06

LAX Specific Plan Amendment Study August 2006 - Public Outreach Meetings Comments

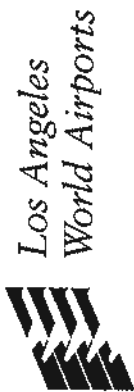
Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

- Local traffic Cong. on N. side of airport + Sepulveda must not be adversely impacted so N. side access is key to neighborhoods
 - can a clockwork routing on a ring access road be feasible?
 - can a 98th-like access for N traffic & 105 Freeway access for S traffic be combined?
 - you must feature (to promote features) for local neigh. borders before you can expect logical & unemotional consideration
- Sepulveda tunnel concept needs much more clarity on the N. end (Century & Sepulveda)
 - Let Sepulveda not mix with airport traffic ~~then~~ divert airport traffic to a new airport-only tunnel
- Combine the best features of any concept to minimize key issues
- Address the "exposition" issue with any concept
- Why do "Concept Development Goals" not include local neighborhood "goals"?
- Many "professional" activists come prepared to dominate the discussions. The facilitators did the best they could. Written comments are favored, in my opinion.
- Noise sensitive kept conversation on concepts # 7 & 8 (If necessary, please use the reverse side of the paper.)

Please complete the information below and print clearly to ensure that your comments are included.

8.23.06



LAX Specific Plan Amendment Study

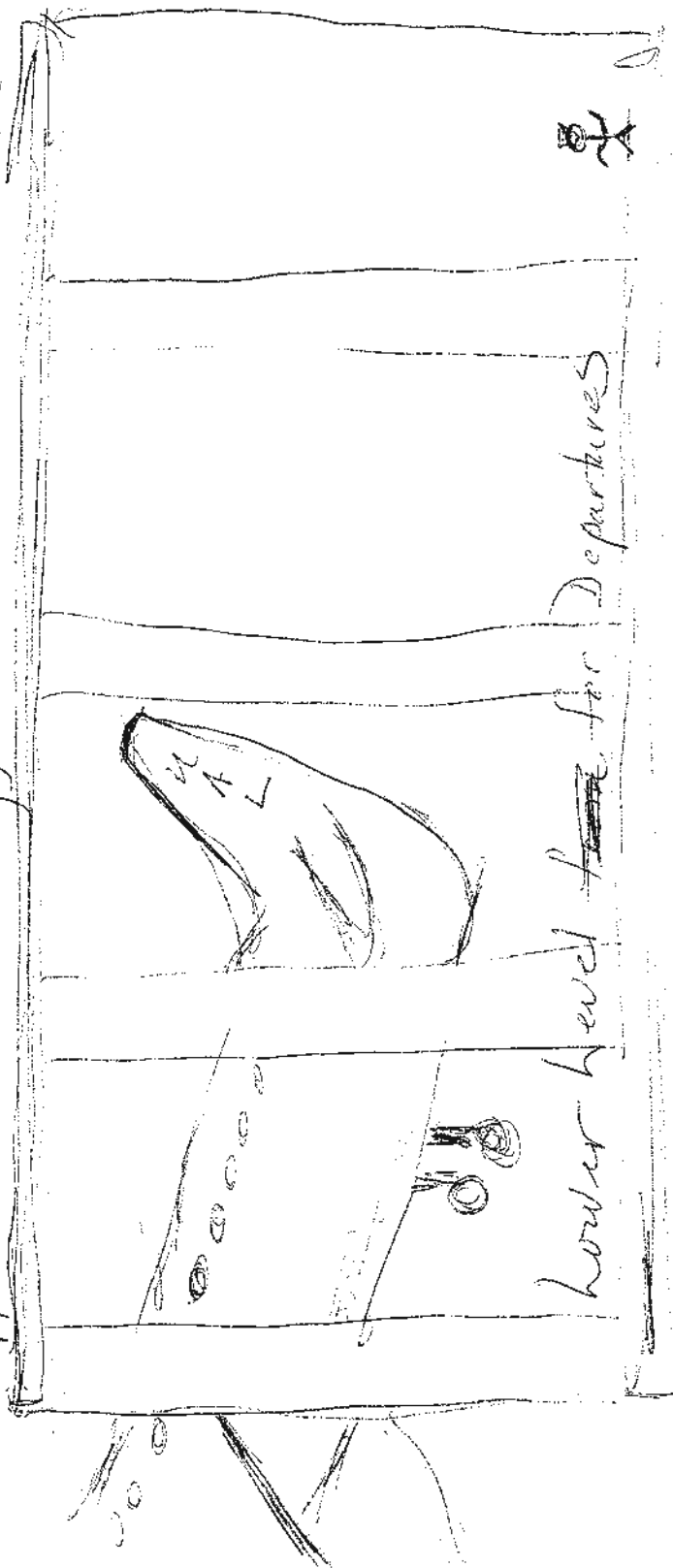
August 2006 - Public Outreach Meetings

Comments

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

Upper level for Landings
Double Deck the runways



(If necessary, please use the reverse side of the paper.)



Los Angeles
World Airports

8.23.06

LAX Specific Plan Amendment Study August 2006 - Public Outreach Meetings Comments

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

I am very concerned that you do not move the North Runway further North. If it is moved 300 feet further North it would impact our neighborhood adversely increasing noise and traffic and changing the peaceful and private atmosphere of our community.

(If necessary, please use the reverse side of the paper.)

Please complete the information below and print clearly to ensure that your comments are included.



Los Angeles
World Airports

8.23.06

LAX Specific Plan Amendment Study August 2006 - Public Outreach Meetings Comments

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

*The West Satellite (Closure of Westchester Plan)
is not acceptable - This was rejected previously
& keeps cropping up. This has to stop. This negatively
affects Westchester & Playa del Rey, and our Quad
cannot sustain anymore. The increase of the recent
19 planes have already affected us, & we cannot
handle more planes.*

*The focus should really focus on Ontario &
Palm Dale & develop them. It would resolve so
many of the issues discussed tonight. All major cities
have 3 major airports (Washington, D.C., New York), why
cannot Los Angeles - It would also not allow for any
crops to be affected. ^{If necessary, please use the reverse side of the paper.} ~~There be terrorist activity.~~*

Please complete the information below and print clearly to ensure that your comments are included.



Los Angeles
World Airports

8.23.06

LAX Specific Plan Amendment Study August 2006 - Public Outreach Meetings Comments

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

I know that the community has some suggestions in the form of a Plan E-1 E-2. I'm wondering why this option hasn't been offered to the public. What a boon to LAX if they were to truly embrace some out-of-the-box thinking. Perhaps we could then get a plan that would be cost-effective and creative.

I am extremely concerned that the options now being presented look much like Plan C from years back. You are asking to move forward while presenting us with recycled, backward options. (If necessary, please use the reverse side of the paper.)

Please complete the information below and print clearly to ensure that your comments are included.



Los Angeles
World Airports

8.23.06

LAX Specific Plan Amendment Study August 2006 - Public Outreach Meetings Comments

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

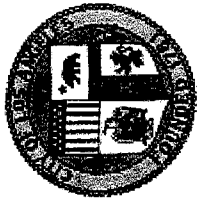
When making your comments, please be as specific as possible:

need more creative ideas for access improvements:

- ① invest in high speed rail to San Francisco, Sacramento, Las Vegas + San Diego so less people will be using LAX. (less traffic!)
- ② Invest in Palmdale being location for up to 50% of current LAX traffic.

(If necessary, please use the reverse side of the paper.)

Please complete the information below and print clearly to ensure that your comments are included.



Los Angeles
World Airports

8.23.06

LAX Specific Plan Amendment Study

August 2006 - Public Outreach Meetings

Comments

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

- 1) More emphasis on Fly-Aways - to various places, to reduce individual auto trips
- 2) Not everyone who takes buses by SAGS. Please consider flights and other options.

(If necessary, please use the reverse side of the paper.)



8.23.06

LAX Specific Plan Amendment Study August 2006 - Public Outreach Meetings Comments

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

THE CONDITION AND USE OF VISTA DEL MAR NEEDS IMPROVEMENT. THE OLD DRIVEWAYS + LIGHTS + SIGN ARE FROM THE MID 60'S. TO HAVE FAMILIES RUNNING THROUGH TRAFFIC WITH ALL THEIR BEACH GEAR FOR ACCESS IS UNACCEPTABLE. THE NUMBER OF PARKING TICKETS SHOWS SOMETHING IS WRONG WITH THE CURRENT USE. BICYCLE RIDERS ALSO HAVE NO ROOM AND CAUSE HAZARDS FOR ALL. I HAVE ALWAYS BELIEVED THERE SHOULD BE DIAGONAL PARKING ALONG THE BLUFF; PERHAPS METERED TO COVER COSTS OF LANDSCAPING. CAN THIS BE DONE, MEET THE PUBLIC NEEDS, MEET THE AIRPORT'S SECURITY NEEDS, AND INCREASED USE, AND SATISFY ENVIRONMENTAL NEEDS OR ARE WE GOING TO LEAVE IT DATED, DIRTY, + DANGEROUS. WITH SO MANY TRAFFIC ISSUES I DON'T WANT TO SEE VISTA DEL MAR OVERLOOKED (OVER)

(If necessary, please use the reverse side of the paper.)

MANY TOURISTS USE THIS BEACH AREA BECAUSE OF ITS PROXIMITY TO THE AIRPORT. THIS STRETCH LEAVES THEM WITH A VERY BLIGHTED VIEW OF LOS ANGELES WHEN IT COULD LOOK MORE LIKE TORRANCE RIVER AREA OR EVEN VENTURA POINT AREA.



Los Angeles
World Airports

Q. No. 20

LAX Specific Plan Amendment Study August 2006 - Public Outreach Meetings Comments

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

I was unaware of the existence of 35th "gates".
If we simply "closed" those "gates" that are remote &
difficult to access, would we not be able make smaller
scale improvements to mitigate traffic. Wouldn't
this also force airlines to utilize Palmdale &
Ontario? -- Areas where the public now lives.
No one needs additional traffic on the day West Side
city not reduce traffic & reduce congestion by
padding flights on the areas with the most growth.

(If necessary, please use the reverse side of the paper.)

2.28.06



Los Angeles
World Airports

LAX Specific Plan Amendment Study August 2006 - Public Outreach Meetings Comments

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

Extending the runway will effect our air quality and health of our population and especially children

there are 7 schools that this will impact not to mention families neighbors all of L.A.

Please do not stretch the runway North!

Thank you

JAEL KOSAR
Mother, Black Captain
Public Safety + Environmental
Advocate

The children
say no!
to noise &
pollution

(If necessary, please use the reverse side of the paper.)

Q. Me 00



Los Angeles
World Airports

LAX Specific Plan Amendment Study August 2006 - Public Outreach Meetings Comments

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

STRONGLY OPPOSE WEST
TERMINAL APPROACH.

JET NOISE IS MAJOR CONCERN.

REGIONAL AIRPORTS IS THE
BEST LONG-TERM SOLUTION TO LAX.

(If necessary, please use the reverse side of the paper.)

Please complete the information below and print clearly to ensure that your comments are included.

Name: _____ Phone: _____

Organization (if any): _____

Address: _____

City: _____ State: _____ Zip: _____

Email Address (optional): _____

You may drop your comments in the comment box or mail to:
Planning and Development
One World Way, Room 224
Los Angeles, CA 90045



Los Angeles
World Airports

LAX Specific Plan Amendment Study

August 2006 - Public Outreach Meetings

Comments

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

WE NEED EFFECTIVE MECHANISMS TO CHANGE TRAVEL
BEHAVIOR FOR GETTING TO AIRPORT. TODAY, PEOPLE HAVE
NO FINANCIAL INCENTIVE TO NOT COME IN PRIVATE CARS,
IDEA:
CHARGE A TOLL FOR PRIVATE CARS TO BRING PASSENGERS IN.
TOLL BOOTHS COULD ALSO SERVE AS SECURITY CHECK POINTS.
IDEA: MAKE ALTERNATIVE ARRIVAL MODES MORE ATTRACTIVE,
MORE CONVENIENT, CHEAPER, FASTER, ETC

OVER

(If necessary, please use the reverse side of the paper.)

I FAVOR:

- FAST TRACKING GREENLINE ACCESS TO LAX & NORTH, SOUTH EXTENSION OF GREENLINE.
- DIRECT 405 ACCESS TO LAX
- FAST TRACKING ADDITIONAL FLYAWAY SITES
 - INCLUDE CHECK-IN & BAGGAGE CHECK AT FLYAWAY TERMINALS
- DIRECTING MORE RESOURCES TO OTHER REGIONAL AIRPORTS

I OPPOSE:

- DEVELOPMENT OF WESTERN OR MIDFIELD TERMINALS
- ANY NEW OR EXPANDED ROADS THAT WOULD INCREASE TRAFFIC ON LINCOLN



Los Angeles
World Airports

LAX Specific Plan Amendment Study

August 2006 - Public Outreach Meetings

Comments

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

- Yes to expanding Palmdale & Ontario airports
- Yes to completing Green Line to LAX
- Yes to adding more Flyaway buses to LAX, especially if electric vehicles can be used to mitigate pollution.
- Yes to moving more cargo traffic to other airports
- No to anything that will increase traffic in our neighborhoods, especially surface streets
- No to new terminals
- No to people movers, if they're spread throughout our neighborhoods. Travelers may not use them due to inconvenience & security risks. They don't cut down much on traffic, either.
- No to Midfield satellite, as it may increase traffic (planes & cars)
- No to double-decking Century Blvd, since Century is not jammed now, & we shouldn't be planning on increasing traffic. No expansion means dropping (If necessary, please use the reverse side of the paper.) number of passengers

The goals of our local community & L.A. at large, are to create & preserve a good quality of Life. That means not increasing air pollution & traffic & noise, ~~as~~ as this disrupts the community & prevents healthy living.

It's unconscionable for city planners & L.A. officials to consider tactics to increase the number of passengers at LAX.

→ Please start focussing on access issues for Palmdale & Ontario.



Los Angeles
World Airports

LAX Specific Plan Amendment Study August 2006 - Public Outreach Meetings Comments

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When making your comments, please be as specific as possible:

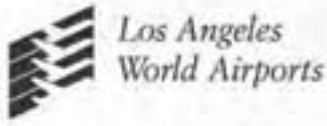
AS A NORTH COMPLEX RESIDENT, I AM
NOT INTERESTED IN SEEING RUNWAY
24 RIGHT MOVED 340 FEET TO THE
NORTH. A 747 DID A GO-AROUND
TO THE RIGHT OF THE RUNWAY, AND
SOUNDED LIKE IT WAS DIRECTLY OVER
HEAD. TOO LOUD TO SLEEP EVEN WITH
SOUND PROOFING. 8/23/2006, LAST EVENING.

ALSO, A PUBLIC / PRIVATE ROAD -
WILHELMSON PARKWAY AND AIR PLANE HIGHWAY.

SPLIT - RECORDED
ON EASEL -
TODAY 10:00 AM

(If necessary, please use the reverse side of the paper.)

Attachment 5
LAX Specific Plan Amendment Study
Community Meeting Materials -
October 25 and October 28, 2006



LAX Specific Plan Amendment Study Public Outreach Meetings October 25 and 28, 2006

Los Angeles World Airport (LAWA) welcomes the public to attend the next meetings in the community-based planning process for the modernization of LAX. The focus of these meetings will be to discuss the North Airfield Preliminary Concepts. The concepts will be accessible on the LAX Master Plan website on October 17, 2006.

The next set of meetings to be held as follows:

**When: Wednesday, October 25, 2006 from 6:00 p.m. to 9:00 p.m. OR
 Saturday, October 28, 2006 from 9:00 a.m. to 12:00 noon**

For public convenience, two meetings have been scheduled. Attendance is not necessary at both meetings as the same material will be presented.

**Where: Proud Bird Restaurant
 11022 Aviation Boulevard
 Los Angeles, CA 90045
 *Free parking is available on site.***

To view the North Airfield Preliminary Concepts, please visit our website at
<http://www.laxmasterplan.org/publicMeetings.cfm?>

For more information on the outreach meetings, please contact Los Angeles World Airports at (800) 919-3766.



Los Angeles World Airports

LAX Specific Plan Amendment Study

October 25, 2006

Welcome . . .

Los Angeles World Airports (LAWA) is pleased to welcome you to the sixth series of meetings in the community-based planning process for the LAX Specific Plan Amendment Study.

At the request of the office of Los Angeles Mayor Antonio Villaraigosa, Los Angeles Councilmember Bill Rosendahl, City of Inglewood Mayor Roosevelt Dorn, and City of El Segundo Mayor Kelly McDowell, the focus of the meeting will be airfield safety, an important and complicated issue. No planning concepts will be discussed.

Representatives from the Federal Aviation Administration will be available to provide information on runway incursions, tower operations, and airport safety concerns.

Agenda

- **6:00 p.m. – Sign-In/Welcome**
- **6:15 p.m. – Presentation**
- **7:15 p.m. – Public Questions**
- **8:45 p.m. – Next Steps**
- **9:00 p.m. – Adjournment**

Thank you for attending.
www.laxmasterplan.org

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities.

LAX Specific Plan Amendment Study
Community Meeting
Wednesday, October 25, 2006
ELECTED OFFICIALS & STAFF



Los Angeles World Airports

SIGN - IN

ORGANIZATION	ADDRESS/CITY/STATE	ZIP CODE	PHONE	FAX	E-MAIL
Rep Waters					24901.5@wz @ house.
Rep. Ted L. Lieu	1700 East Walnut Ave # 601		916 902-45		25@wz @ main 902
Sen. Sergey					310) 615-3515 // 615-3570 fax
Mayor Villaraigosa's off					
Rosendahl					
Boil					
Assemblyman					County @ County Personnel
Mayor Villaraigosa's off	Housing and Econ. Dev.		Alameda	even N. Spring #303 LA 90012	gub. info. services @ lacity.org
in					Jim. Bickelmeier @ lads.org

LAX Specific Plan Amendment Study
Community Meeting
Wednesday, October 25, 2006

GENERAL PUBLIC

Los Angeles World Airports

SIGN - IN

ORGANIZATION	ADDRESS/CITY/STATE	ZIP CODE	PHONE	FAX	E-MAIL
H.B. Drolling	8929 S. Sepulveda LA 90245	90245	(310) 417-2047	417-8029	Eric@HBDrolling.com
SELF	2025 WAREHOUSE ST PAINA DEL REY CA	90243	310-306-1237		
SELF	2110 CARK LN #1 REVERA BEACH 90278		(714) 319-4602		captainmussic@netmail.com
SELF	2508 WOOD ST Longwood, CA	90305	754-4131		
SELF	5624 W. 78th ST 3710 W. 89th St	90045	310 822 1629	310 822 4950	david@searay.com
SELF	7117 TRASH AVE	90293	310 330 6118		
SELF	2422 WALNUT AVE VENICE, CA 90241	90241	310-344-5552	213-947-1039	Diana.Ho@airrizon.net
SELF	7443 W. 81st ST LA 90245				SEARUS@kothmail.com
SELF	7323 Cantwood we 90041	90041	310-645 5914		GOFFER@Hotmail.com

LAX Specific Plan Amendment Study
Community Meeting
Wednesday, October 25, 2006



GENERAL PUBLIC

Los Angeles World Airports

SIGN -- IN

ORGANIZATION	ADDRESS/CITY/STATE	ZIP CODE	PHONE	FAX	E-MAIL
UNA	7927 Glendale Ave	90045	310 6454179		WMS1952@AOL.COM
	8117 TUSCANY W	90243	310-8237440	310-8235455	HWPASSE@AOL.COM
	7001 W. 83rd St.	90045	310-670-2885		
	7001 W. 83 St	90045	310/670-3885		
	8110 Manhattan St PDR CA #215	90243	20574-404		
	10713 5th Ave				
	Imperial Va.	90303	323-755-6600	774-1365	hottie@va.gov
	8324 Delaney Ave		310-361-7728		delaney@va.gov
	Playa Del Rey	90243	310-395-2111		AKINS@ACCESSHAWAII.ORG
	7370 RIMMAGE AVE	90243			
	Playa Del Rey, CA				
	7326 RIMMAGE AVE				
	Playa Del Rey	90243			
	4185 Van Buren St. CHING, CA.	91716	909-591-6691		Mark@j@AOL.COM

LAX Specific Plan Amendment Study
Community Meeting
Wednesday, October 25, 2006
GENERAL PUBLIC



Los Angeles World Airports

SIGN - IN

ORGANIZATION	ADDRESS/CITY/STATE	ZIP CODE	PHONE	FAX	E-MAIL
	4335 W. 87th St W. 87th St 259th Ave 80222	90045	30-567-8451 310-822-0701		Antje Trei fo fred.com www.treize@aol.com
PA CFP	6201 Ocean Front Walk #2 Playa del Rey 8021 Alverstone Dr L.A. CA	90293	(310) 821-7470 (310) 670-4653		bkailes@pacbell.net
self	5875 Downwood Ave Compton CA	90230	310-641-7355		APCCUMM.SOC 46003X
Self	6031 Will Rogers Dr L.A. 90045 2151 W. CANNON BURIN A.	90045	310-641-4504 310-462-5752		
Self	7429 McConnell L.A. 90045	90045	310-216-2707		remataulid@yahoo.com
LAX	M. Brack 8035 CHATELAIN	90266	515-2430		John.Hickson@lax.net

②



Los Angeles World Airports

SIGN - IN

ORGANIZATION	ADDRESS/CITY/STATE	ZIP CODE	PHONE	FAX	E-MAIL
we Matellan resorp, LLC	8324 Delgany Ave. P.O. Box 90293 5177 W. Century Blvd. LA, CA 90045	90045	310-351-7723		matellan@resorp.com harold@spicenet.net
	6941 W 85th Pl. 245 World Way Los Angeles CA	90045			
	(206 So. Fir Ave) 90301	90301			
	(206 So Fir Ave) 90301	90301			
MEETROPHIA EXPLORERS	1051 W. Century Blvd LA 90045	90045	208461755		tech@metroexplor.net
PERCUTANUS	3600 W. Century Blvd LA 90045	90045	310-7655375		600001@percus.com
	2411 E. Highland LA 90045	90045	310-823-9448		costaraw@percus.com
	5022 W. Century Blvd LA 90045	90045			

LAX Specific Plan Amendment Study
Community Meeting
Wednesday, October 25, 2006
GENERAL PUBLIC



Los Angeles World Airports

SIGN - IN

ORGANIZATION	ADDRESS/CITY/STATE	ZIP CODE	PHONE	FAX	E-MAIL
Self	7433 Keweenaw	90045	310 645 6509		
Rego	6011 Canyon Dr Van Nuys CA 91410	91405			
SECE Urban Council	9853 Del Mar Vista 504 Center St. West Covina	91745 91745	310 645-9623 312-322- 8958		gibson@global.net
Self	7393 Buena Van Nuys CA 91413	91413	310/266-6428		locher@world.com
Director/Chair member of Committee	Blayne del Rey, CH	90293	(310) 823-9448		
		90045	310 645 6509		

LAX Specific Plan Amendment Study
Community Meeting
Wednesday, October 25, 2006

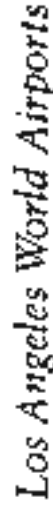


GENERAL PUBLIC

Los Angeles World Airports

SIGN - IN

ORGANIZATION	ADDRESS/CITY/STATE	ZIP CODE	PHONE	FAX	E-MAIL
URS	Los Angeles CA				
	10702 S AVE	90033	310 844 7850		LSM14313@YAHOO.COM
UNION NEIGHBORHOOD COUNCIL	1631 SHELL AVE VENICE	90291	310-704-8061		williamsgrm@earthlink.net
NEWBOL	6701 Center Drive WESLEY, CA	90065	310/670 1600	(310) 670 1231	MARIAS@AUGLLP.COM
NEWBOL NEWBOL NEWBOL	5202 W. MARSHALL BLVD WESLEY, CA	90045	(310) 641-0474		David.Lyon@netgear.com

[illegible]

**LAX Specific Plan Amendment Study
Community Meeting
Wednesday, October 25, 2006**



Los Angeles World Airports

~~WEEVA~~ Staff Sign-in

SIGN - IN

ORGANIZATION	ADDRESS/CITY/STATE	ZIP CODE	PHONE	FAX	E-MAIL
LAWA					
LAWA					
CPG					
CPG					
CPG					
CPG					
CPG					
LAWA			3482573		
CL 35					
CM 35					

LAX Specific Plan Amendment Study
Community Meeting
Wednesday, October 25, 2006



Los Angeles World Airports

~~MEDIA~~ *Staff Sign-In*

SIGN - IN

ORGANIZATION	ADDRESS/CITY/STATE	ZIP CODE	PHONE	FAX	E-MAIL
<i>Thompson</i>					
<i>A 35</i>					
<i>LAWA</i>					
<i>LAWA</i>					
<i>LAWA</i>					
<i>LAWA</i>					
<i>LAWA</i>					
<i>LAWA</i>					
<i>WRS</i>					
<i>LAWA</i>					

**LAX Specific Plan Amendment Study
Community Meeting
Wednesday, October 25, 2006**



Los Angeles World Airports

~~Staff~~ Staff. Sign-in.

SIGN-IN

[illegible]

Advisory Committee Sign-in 10/25-3 ✓

Public Meetings
Meeting Dates: October 25th or 28th, 2006

K Specific Plan Amendment Study Public Meetings - October 25th and 28th

Agency	Title	Address	City	State	Zip	Phone	E-mail Address
of Representative Jane Harman, CA-36	Field Representative	2321 E. Rosecrans Ave	El Segundo		90245	(310) 643-3636	Reza.Akefi@mail.house.gov
of Los Angeles, Council District 11	Planning Deputy	200 N. Spring Street	Los Angeles	CA	90012		Griegor.asher@lacity.org
of Los Angeles		200 N. Spring Street	Los Angeles	CA	90012	(213) 978-0641	sasa.bahadori@lacity.org
Planning & Environmental Services, Inc.	Principal	220 Commerce	Inglewood	CA	92602	(714) 508-2522	sandra@BPESINC.com
of Los Angeles	Associate Director, Transportation	200 N. Spring Street	Los Angeles	CA	90012	(213) 978-0641	jim.bickhart@lacity.org
of Los Angeles, Council District 11	Chief of Staff	200 N. Spring Street	Los Angeles	CA	90012	(213) 473-7011	mike.bonin@lacity.org
of Los Angeles, Office of the Mayor	Area Representative, Neighborhood & Community Services	7166 W. Manchester Avenue	Westchester	CA	90045	(310) 410-1749	john.s.brady@lacity.org
of Inglewood	Chief of Staff to the Mayor	One Manchester Boulevard	Inglewood	CA	90301	(310) 412-5300	dbrown@cityofinglewood.org
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ice for a Regional Solution to Airport	Attorney at Law	3250 Ocean Park Boulevard	Santa Monica		90405	(310) 314-8040	job@cbcearthlaw.com
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ity of Los Angeles	Principal Deputy County Counsel	500 West Temple Street	Los Angeles	CA	90012	(213) 974-1810	tfaughnan@counsel.ca.la.ca.us
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W Group	Senior Vice President/General Manager	660 South Figueroa Street	Los Angeles	CA	90017	(213) 486-6560 x314	dherbst@mww.com
Los Angeles World Airports	Management Assistant	One World Way	Los Angeles	CA	90045	(310) 646-7690	ehoffman@lawa.org

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on Aviation		6524 Deerbrook Road		Oak Park	CA	91377	(818) 606-3560	njohnson@lawa.org
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ms Aviation Consultants	Vice President, Operations	3140 Avenue Magora		Escondido		92029	(760) 738-9960	lskammn@aol.com
anges World Airports	Executive Director	One World Way		Los Angeles	CA	90045	(310) 646-6250	lkennard@lawa.org
f Culver City	Consulting Traffic Engineer	16903 Avenue de Santa		Pacific Palicades	CA	90272	(310) 293-5625	pkurtztrafic@verizon.net
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f El Segundo	Mayor	350 Main Street		El Segundo	CA	90245	(310) 640-8966	kmcdowell@elsegundo.org
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ity of Los Angeles, Torrance Field Office	Deputy	825 Maple Avenue	Room 150	Torrance	CA	90503	(310) 222-3015	Snapolitano@lachs.org
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anges World Airports	Deputy Executive Director	One World Way		Los Angeles	CA	90045	(310) 417-2342	litchie@lawa.org

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Agency	Title	Address	City	State	Zip	Phone	E-mail Address

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Los Angeles World Airports

ELECTED OFFICIALS & STAFF

SIGN - IN

[illegible]

LAX Specific Plan Amendment Study
Community Meeting
Saturday, October 28, 2006



GENERAL PUBLIC

Los Angeles World Airports

SIGN - IN

ORGANIZATION	ADDRESS/CITY/STATE	ZIP CODE	PHONE	FAX	E-MAIL
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Resident	5739 W 74th St LA 90045	90045	310 444-7905		husw@cler@fox-solberg.com
Fox & Solberg	10960 Wilshire Blvd LA 90045	90045	310 444-7905		John.Kalin@fox-hoo.com
Resident	8357 Kenyon Ave, LA, CA	90045	310 444-7905		John.Kalin@fox-hoo.com
ALP	444 S. FLOWER ST	90071	213/614-6094		dana.makarem@acmartin.com
	211 Wadsworth	90293			
	7345 Rindge Ave P.D. R.	90093	310 822 7808		
Student	460 Crestwood Ln. Walnut	91789			Eugene - Chow @ hotmail.com
Resident		90296			
Student	7538 Hesperia Ave Reseda	91335			S. S. S.

LAX Specific Plan Amendment Study
Community Meeting
Saturday, October 28, 2006



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N/A	3022 W 178th PL INGLEWOOD CA	90305	323-7523501		LION-NOY @ATT.NET
SON	1864 E. KRAMER DRIVE DOMINGO HILLS, CALIF 90746		N/A	N/A	N/A
	8005 Zayanto Dr. Playa Del Rey	90293	310-876553		
	7734 EL MARION AVE LA CA. 90045	90045	310-642-4660	Sears	edpauline@sebeglobal.net
	211 WATERSVIEW PLAYA DEL REY	90293	303 807 2704		CHSMITH@BDO.COM
	34172 Cape. by the Sea Dana Point, CA 92629	92629	949.489-5000		
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	7349 RINDGE AVE. PDR	90293	310 827 9601		PHINEAS@qstsol.com

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LAX Specific Plan Amendment Study
Community Meeting
Saturday, October 28, 2006
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	7437 W 85th St	90045			
	8130 Flight Ave	90045 (310) 455-5035		NA	NA
d Ave United neigh bors	9011 S. 3rd Ave	90505 (310) 722-1328			duhue 2@aol.com
	7413 W 89TH	90045			Paula baerendes @sbcglobal

LAX Specific Plan Amendment Study
Community Meeting
Saturday, October 28, 2006



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	317 Fowlmire ST pdl	90293	310 3011824	310 2763209	Roberta @ Roberts Home AVC 8m
	73231 Gentrywood Ave	90045	310 6491917		GCFESTa@14thmag.L com
	9007 3rd Ave. Inglewood, CA	90305	(323) 777-9127 (323)	756-7555	Phicks900@Comcast.net
	8000 NAYLOR AVE	90045			
	6433 Nancy	90045	310 670 8322		

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Los Angeles World Airports

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LAX Specific Plan Amendment Study
Community Meeting
Saturday, October 28, 2006



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SIGN - IN

ORGANIZATION	ADDRESS/CITY/STATE	ZIP CODE	PHONE	FAX	E-MAIL
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LAWA	Juan Lopez IT LAW				
"	Eli Deguzman IT LAW				
"	Samson LAW				
"	Consensus Planning				
"	Julie Joshua Joshua				
Johnson	Julian Deharon				
LAWA	Annette				
"	Eric				
"					
"					

LAX Specific Plan Amendment Study

AIRFIELD SAFETY

Public Meeting Series #6

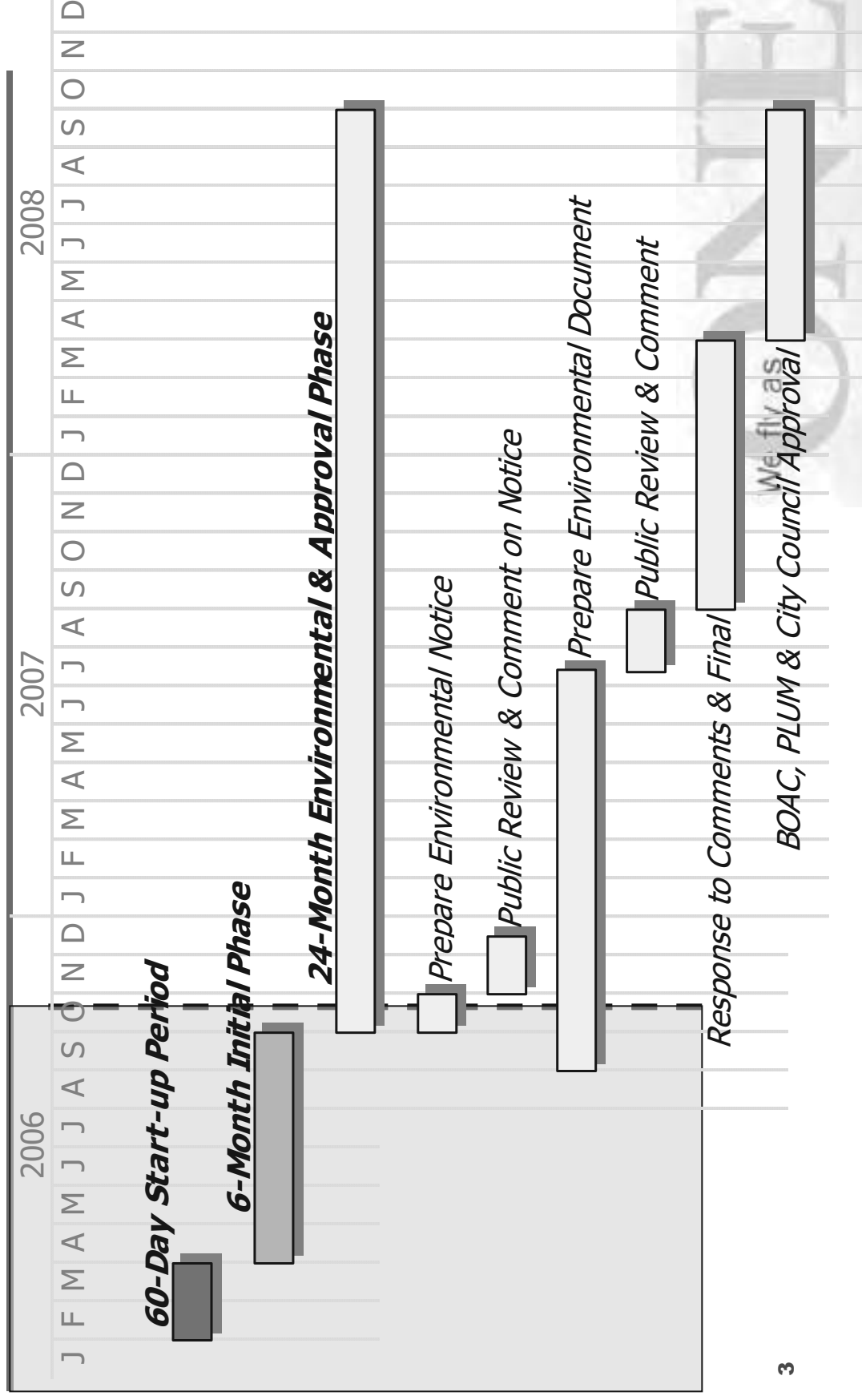
October 25 & 28, 2006

We fly as
ONE

Agenda

- Background on public planning process
- Regional planning update
- LAVA progress on settlement commitments
- LAX Airfield Safety
- Questions and Answers
- Next Steps

Project Schedule



Settlement Study Requirements

The LAX Specific Plan Amendment Study requires:

1. “Potential **alternative designs, technologies and configurations** for the LAX Master Plan Program that would provide solutions to the problems that the Yellow Light Projects were designed to address consistent with the practical capacity of LAX at 78.9 million annual passengers (the ‘Alternative Projects’). The West Satellite Concourse and associated Automated People Mover segments shall not be considered Yellow Light Projects for the purposes of this Settlement.”



Settlement Study Requirements (cont)

The LAX Specific Plan Amendment Study requires:

2. “Security, traffic and aviation activity of such alternative designs, technologies, and configurations for the Alternative Projects.”



Settlement Study Requirements (cont)

The LAX Specific Plan Amendment Study requires:

3. “Potential environmental impacts that could result from replacement of the Yellow Light projects with the Alternative Projects, and potential mitigation measures that could provide **a comparable level of mitigation** to that described for the Yellow Light Projects in the LAX Master Plan Program EIR.”

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
- Meeting Series #5 – Access Concepts

Today's meeting topic:

- Meeting Series #6 – LAX Airfield Safety

Upcoming topics:

- Meeting Series #7 – North Airfield Concepts, Land Use Options
- Meeting Series #8 – Environmental Alternatives

LAWA Progress

- 2006 Aircraft Noise Mitigation Funding:
 - LA County:
 - \$15.0 Million on May 10, 2006
 - Funding for easement acquisition approved at October 23, 2006 Board of Airport Commissioners meeting
 - El Segundo:
 - \$7.45 Million on May 10, 2006
 - Funding for easement acquisition approved at October 23, 2006 Board of Airport Commissioners meeting
 - Inglewood: \$12.25 Million on August 21, 2006
 - City of LA: \$95 Million to date (\$12 Million annual average)
- South Airfield construction underway with additional air quality mitigation measures and noise control
- ⁸ • SCRAA restarted; 1st Meeting held October 12, 2006

LAWA Progress (cont.)

- Developing concepts responsive to public and Advisory Committee input
- Started the Union Station FlyAway
- Negotiating new FlyAway locations
- Started consolidated hotel shuttle
- Started remote baggage check-in:
 - Van Nuys FlyAway
 - Union Station FlyAway
 - Los Angeles Convention Center
 - Port of Los Angeles World Cruise Center

LAWA Progress (cont.)

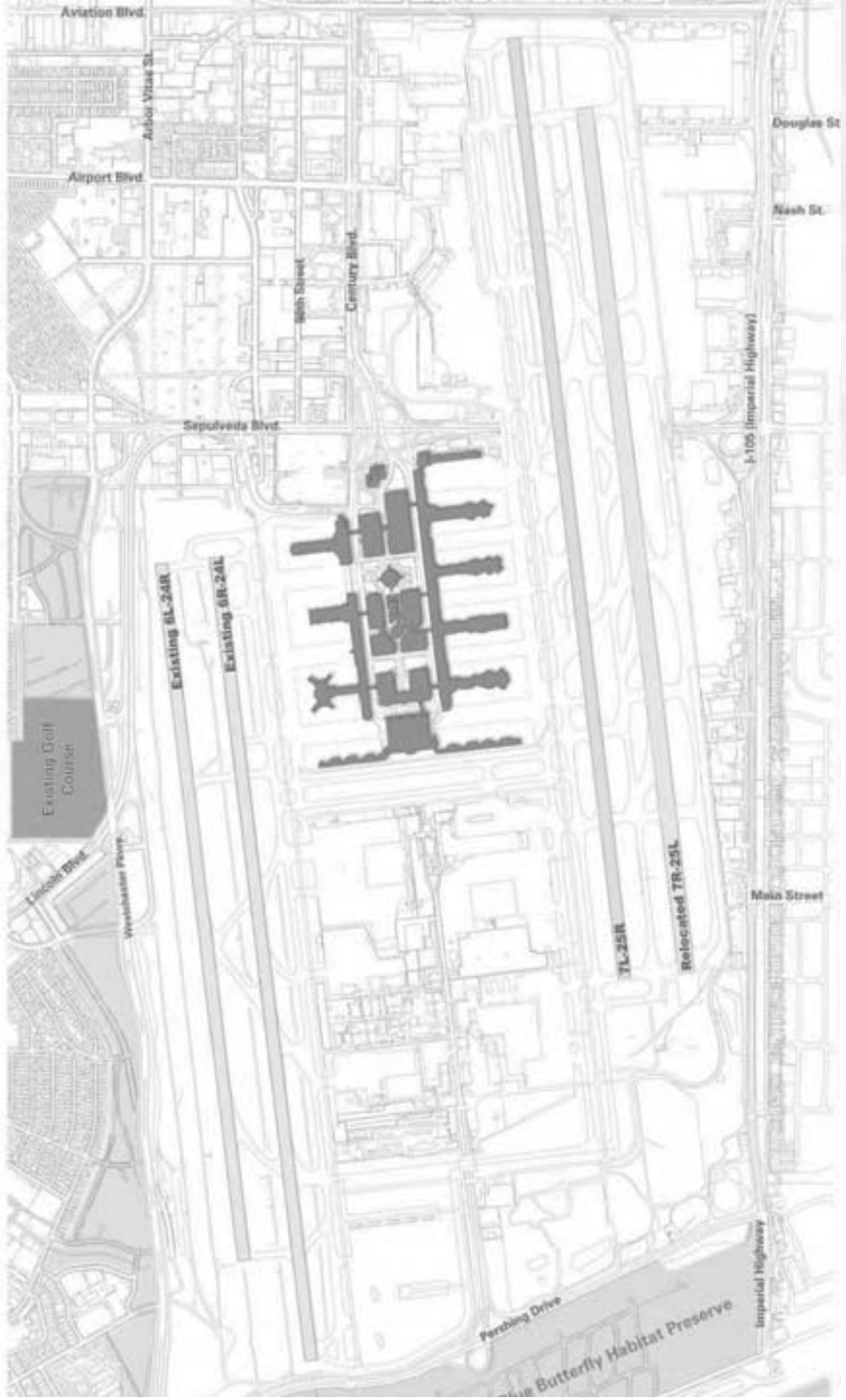
- Traffic study underway; extensive coordination with all surrounding communities and agencies
- Origin and Destination Passenger Survey underway
- Green Line Study underway
- South Airfield drainage design modified and approved
- Air Apportionment Study underway
- Job Training Program – consultation with FAA underway
- First Source Hiring Program approved by FAA
- Funding of Noise Easement Acquisition underway

LAWA Progress (cont.)

- Strategic Planning Initiative – Palmdale air service grant approved for \$900,000 and equal LAWA matching
- Ontario new replacement 2nd runway opened for service
- Cargo electrification – draft study completed
- Ground Service Equipment Survey in progress
- Gate electrification continuing
- Hangar electrification – draft study completed
- Airport Regional Strategic Plan

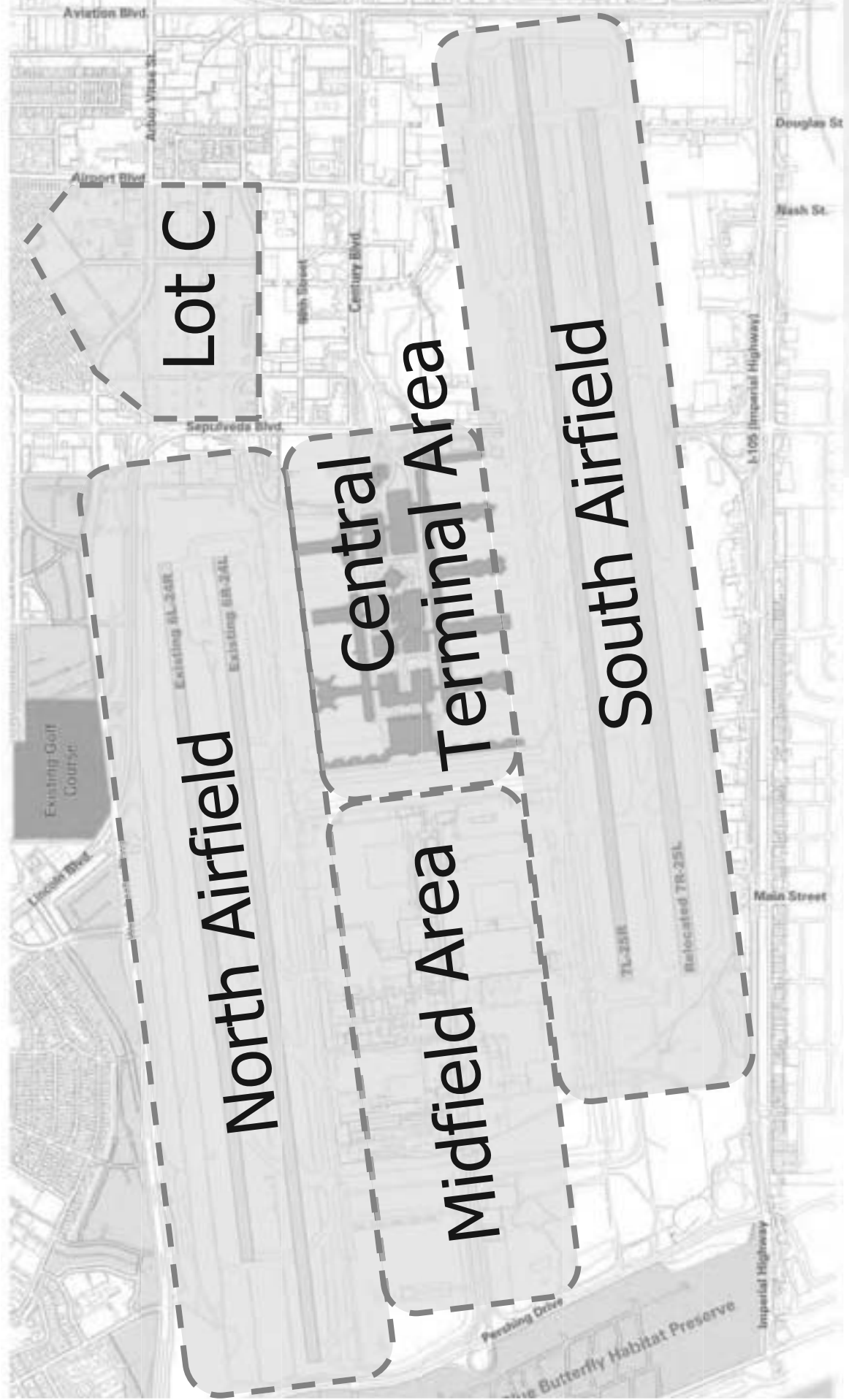
Existing Airport Layout

Definitions



Existing Airport Layout

Definitions



Airfield Safety Presentation - LAWA

Los Angeles World Airports
LAX Airfield Operations Division

Raymond A. Jack
Airport Manager II



Airfield Safety Presentation - FAA

FAA-ATO-Office of Safety Services:
Runway Safety and Operational Services;
Field Operations Group

Col. Dave Kurner (Ret.)

RUNWAY SAFETY ACTION TEAM



Next Steps

- **November** – Public meetings: North Airfield Concepts and Land Use Options
- **December** – Public meetings: Environmental Alternatives

ATO-Office of Safety Services: Runway Safety and Operational Services; Field Operations Group

Presented to: LAX Runway Safety Action Team

By: Dave Kurner

Date: October 25, 2006



Federal Aviation
Administration



OVERVIEW

- **Definition Review**
 - Surface Incident - Classification by Cause
 - RI / Non-RI
 - Collision Risk Category
- **Runway Safety Trends**
- **Runway Safety Action Team (RSAT)**
 - WHAT is it? WHO is it? WHAT can it do Reduce the Risk of Runway Incursions
- **Runway Safety Action Plan (RSAP)**
 - How to make it work for you
 - Runway Safety Action Items
- **Surface Safety System Dynamics**

SURFACE INCIDENT CATEGORIES ■

PILOT DEVIATIONS – A Violation of Federal Air Regulations by a Pilot

OPERATIONAL ERRORS/DEVIATIONS – The failure of an Air Traffic Controller to follow procedures resulting in a loss of separation or instructing an aircraft to take off or land on a closed runway

VEHICLE/PEDESTRIAN DEVIATIONS – Any unauthorized entry to an Airport Movement Area by a Vehicle, Pedestrian, or Object or failure to follow procedures and/or Air Traffic instruction

COLLISION RISK CATEGORIES

A B C D



RUNWAY INCURSION DEFINITION (current)

“Any occurrence at an airport involving an aircraft, vehicle, person or object on the ground that creates a collision hazard or results in loss of separation (inside one mile) with an aircraft taking off, intending to takeoff, landing, or intending to land”

ATO-Office of Safety Services: Runway Safety and Operational
Services; Field Operation Group

October 25, 2006



Federal Aviation
Administration

Most Frequent Runway Incursion Errors

- Operational Errors
 - Authorized aircraft to enter, cross, or hold on the runway then cleared an arrival or departure on the same runway
 - 32.7% of all OEs
 - 40.0% of all A & B OEs
- Pilot Deviations
 - Pilot entered the runway after correct readback of a Hold Short instruction
 - 24.7% of all PDs
 - 23.1% of A & B PDs
- Vehicle/Pedestrian Deviations
 - Vehicle or pedestrian entered runway without instruction.
 - Violator was NOT AUTHORIZED access to the airfield.
 - 35.3% of all V/PDs
 - 50.0% of A & B V/PDs

Runway Safety Action Team & ■ (Local - RSAT)

- Purpose
- Structure
- Frequency of Meetings
(LRSAT)

■ RSAT – Purpose/Structure

- Assemble and coordinate a team of skilled aviation professionals with demonstrated expertise– Pilots, Air Traffic Controllers and Specialists, Flight Standards Inspectors, Airport Certification and Safety Inspectors, Airport Engineers, Funding and Compliance Specialists, Air Traffic Technical Services personnel and others as necessary to combine their skills and experience to consolidate recommendations that improve surface safety and reduce the risk of runway incursions into Action Items forming a Runway Safety Action Plan (RSAP).

RSAT – Safety Visits

- Standard RSAT
 - Usually two days (adaptable to circumstance)
 - Day one: In-Briefing with Airport and Air Traffic
 - Prior to In-Brief walk-around landside of Airport observing access-control; talk with Flight School and FBO Chief Pilots, FBO Managers, Maintenance Operations, observe flight and surface operations, and talk with Pilots and other users. If flying in commercial – talk with crew about airport and air traffic operations and/or difficulties. Invite all to User Group Meeting.
 - Conduct In-Brief (1-2 hours) explaining the RSAT process, RSAP development, advantages of RSAP to Airport, Air Traffic, Users, etc.
 - Conduct Airport ride around (movement area) and ATCT observation/information gathering – Day and Night.
 - Conduct User Group meeting in conjunction with Airport and Air Traffic.

RSAT – Safety Visits

- Day Two:
 - Conduct Team meeting – outline proposed action items for RSAP development. (FAA only – to resolve individual differences/observances)
 - Conduct Runway Safety Action Plan meeting. Action Items, ECDs, and Responsible Party will be discussed with full RSAT Team (including airport authority, operations, ATCT, State Aviation Authority, Consultants, etc.) - All Action Items will be specifically oriented to improving the Surface Safety of the airport, operation, facility.
 - CONCURRENCE of group is ESSENTIAL !!
 - Discuss the draft plan with the users that attend the second (public) portion of the meeting and solicit their input – make sure they understand the part they play in success.

■ RSAP

Runway Safety Action Plan

- A Surface Safety Plan developed by the FAA, the State, Airport Authority, Airport Operations, and the Tenants, Users and Pilots. CONSENSUS
- The RSAP is the FOCUS and OBJECTIVE of the RSAT and LRSAT, and must be reviewed, revised, and evaluated for effectiveness on a regular basis to continuously recognize and correct surface safety issues **BEFORE** they become Surface Incidents – **THUS “REDUCING THE RISK OF RUNWAY INCURSIONS”**

RSAP Draft

- The RSAT will result in the Draft RSAP. The Draft RSAP will be circulated among all LOBs in the Region for review and input regarding Regulatory Compliance, Funding Availability, Policy and other concerns
- The Draft RSAT is in the Region for 30-45 days and then is distributed to the Local RSAT members for review and comment. After 60 days the RSAP becomes Final, and is entered into the DMRS Data Base. Throughout the process “silence is considered consent”.
- The RSAP is tracked and ECDs are monitored for completion or closure.

Runway Safety Action Plan ■

(RSAP)

- Recommended revisions of the original or modified action item is redistributed to originator(s) for concurrence
- Upon completion of the draft process the RSAP is entered into the national RSAP database
- ATO Safety and AWP-1R track the item

Direct Pilot Notification ■

- Runway Status Lights – ADS-B – ASDE-X – Honeywell Ground Movement System
- FAROS – Final Approach Runway Occupancy Signal – Flashing PAPIs
- ERGLs - Elevated Runway Guard Lights and Sequenced In-Pavement Runway Guard Lights - Surface Painted Signs
- Enhanced Runway Holding Position Markings – Enhanced Taxiway Centerlines
- Improvements/changes in Airport Geometry
- USE of Aircraft Landing Light to indicate movement on Runway



Aviation Safety System

Interdependence

- Continuous Emphasis of Responsibility to recognize errors and correct those errors before they progress to Incidents or Accidents (Reduce the Risk of Runway Incursions – FAA Flight Plan Goal) by:
 - Airport Traffic Control Tower
 - Pilots
 - Airport Operations – Airport Design and Layout
 - Vehicle Drivers and Pedestrians who use or have access to the Airport Movement Area
 - Emergency Responders
 - Error in any one of these groups must be recognized and mitigated either by the person committing the error or someone in one or more of the other groups

Lack of Situational Awareness ■

Pilots – Pilot entered Runway AFTER making a correct readback of a Hold Short instruction:

- **24.7% of ALL Pilot Deviation Runway Incursions**
- **40.0% of A & B PD RIs**
- **Failing to hold short**
- **Disoriented – using wrong runway or taxiway**
- **Frequency Awareness**
- **Read backs**
- **Surveillance – Mk 1 Mod 0 EYEBALLS – outside vs. checklists/flight director setup/radios/transponders**

Direct Pilot Notification

- Use of Exterior Aircraft Lights to make aircraft more conspicuous: Takeoff: Turn on Landing Lights when takeoff clearance is received , or when commencing takeoff roll at an airport without an operating tower.

Note: The SOP of turning on landing lights when takeoff clearance is received is a signal to other pilots, ATC, and ground personnel that the aircraft is moving down the runway for takeoff.



Surface Incident Mitigated by Landing Light Usage

- B737 -1 landed R/W 24R and was instructed to “exit at the forward, cross R/W 24L, traffic (B737-2) in position. Contact Ground point 65”. AMASS alerted, controller sent an air carrier aircraft making S-Turns on final around. B737-1 heard go-around, and observed Landing Lights at approach end of R/W 24L, and stopped. B737-1 questioned crossing instructions and was told to “stand-by” on second attempt. Tower had cleared TIPH (B737-2) traffic for takeoff R/W 24L. B737-1 holding short R/W 24L had crossed hold line via T/W Z, but did not enter R/W 24L. B737-2 rotated 1,000 feet prior to T/W Z and passed T/W Z at 200 feet vertical.

Operational Error Runway Incursion Risk Cat. D

ATO-Office of Safety Services: Runway Safety and Operational
Services; Field Operation Group

October 25, 2006



Federal Aviation
Administration

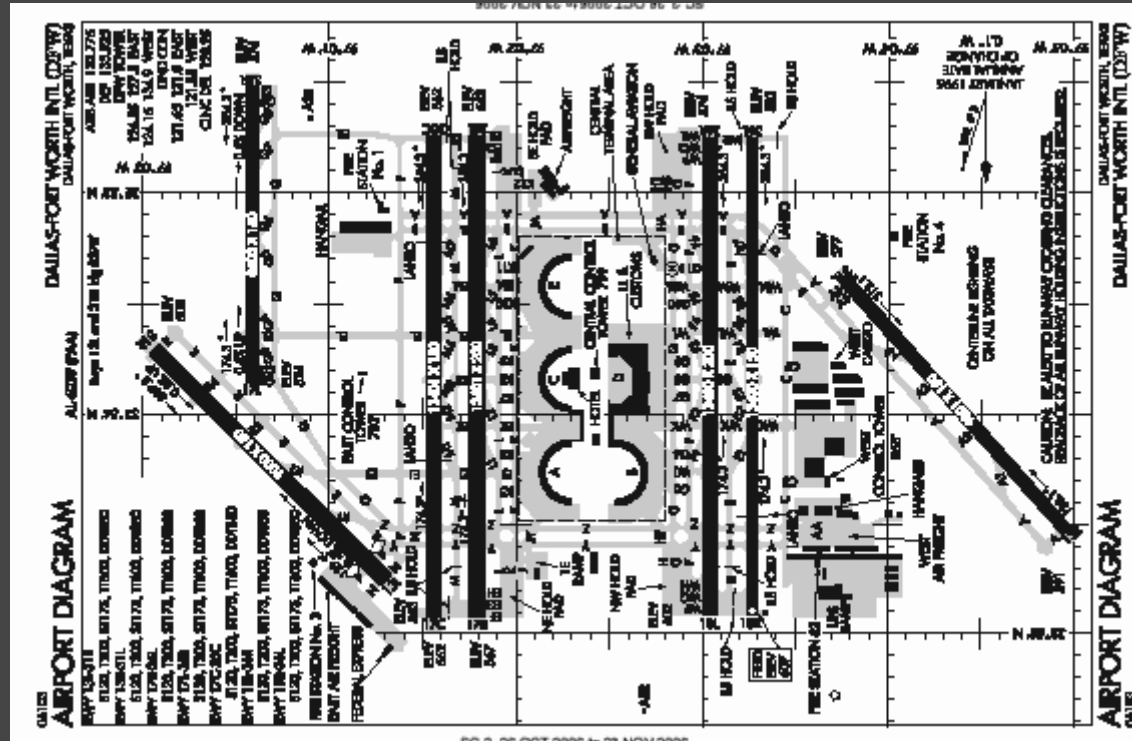
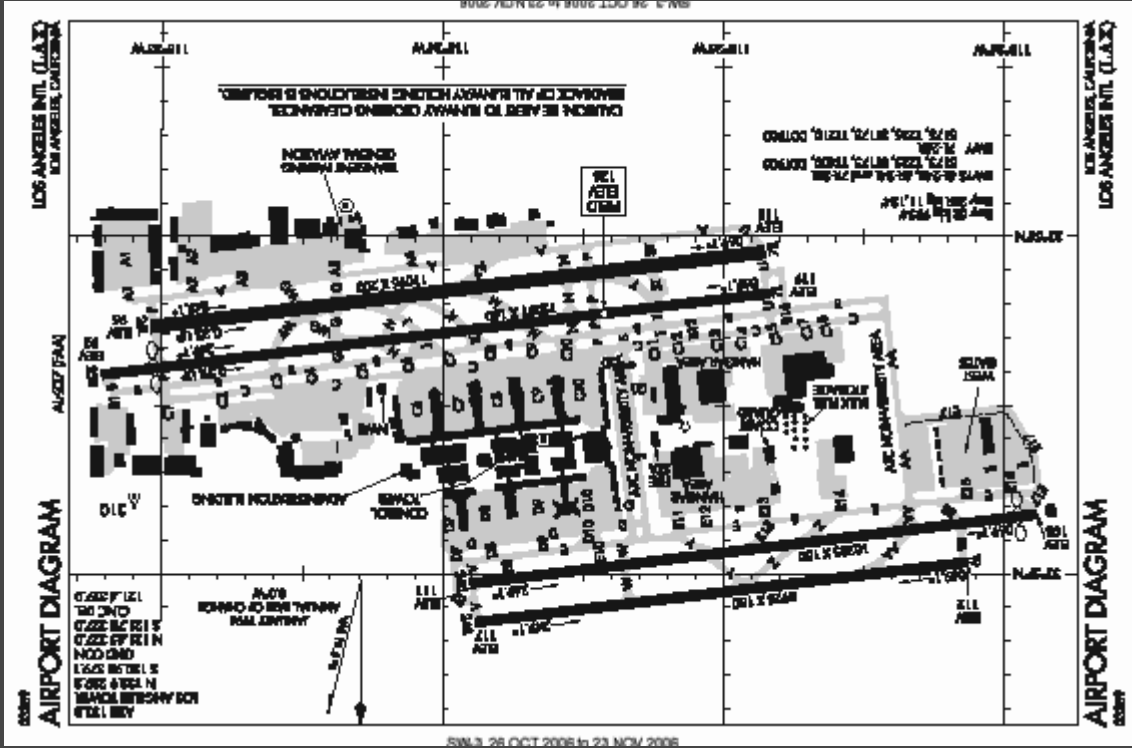
SURFACE SAFETY CONSIDERATIONS

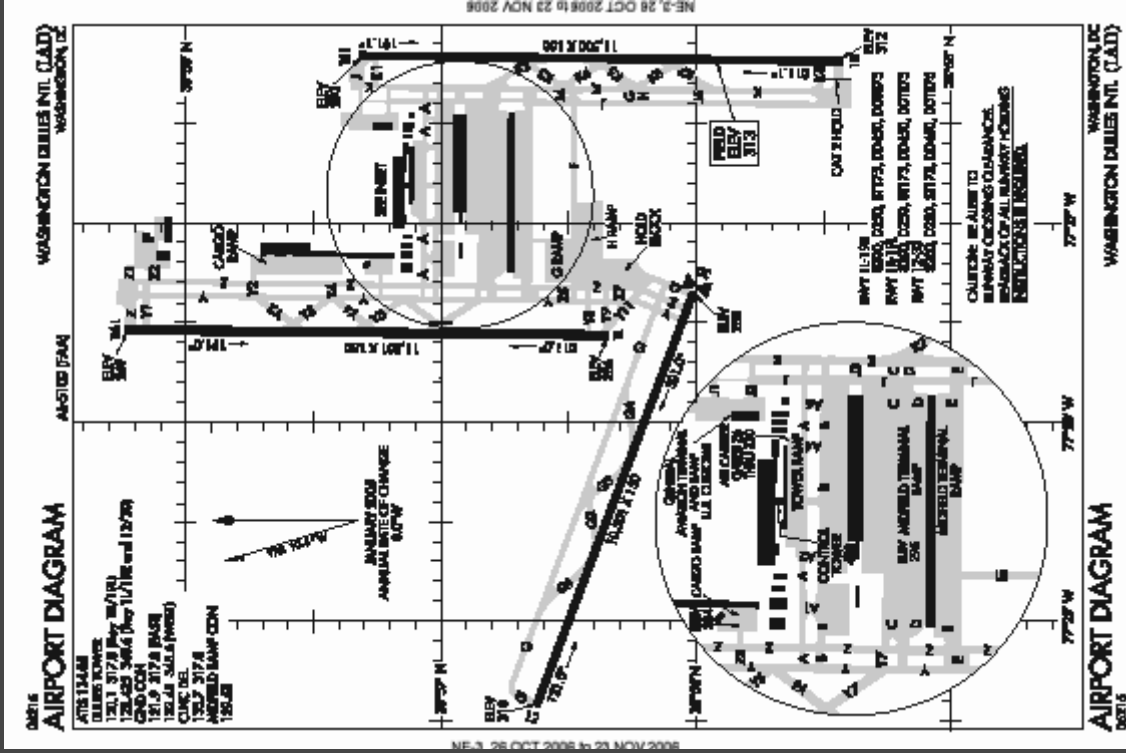
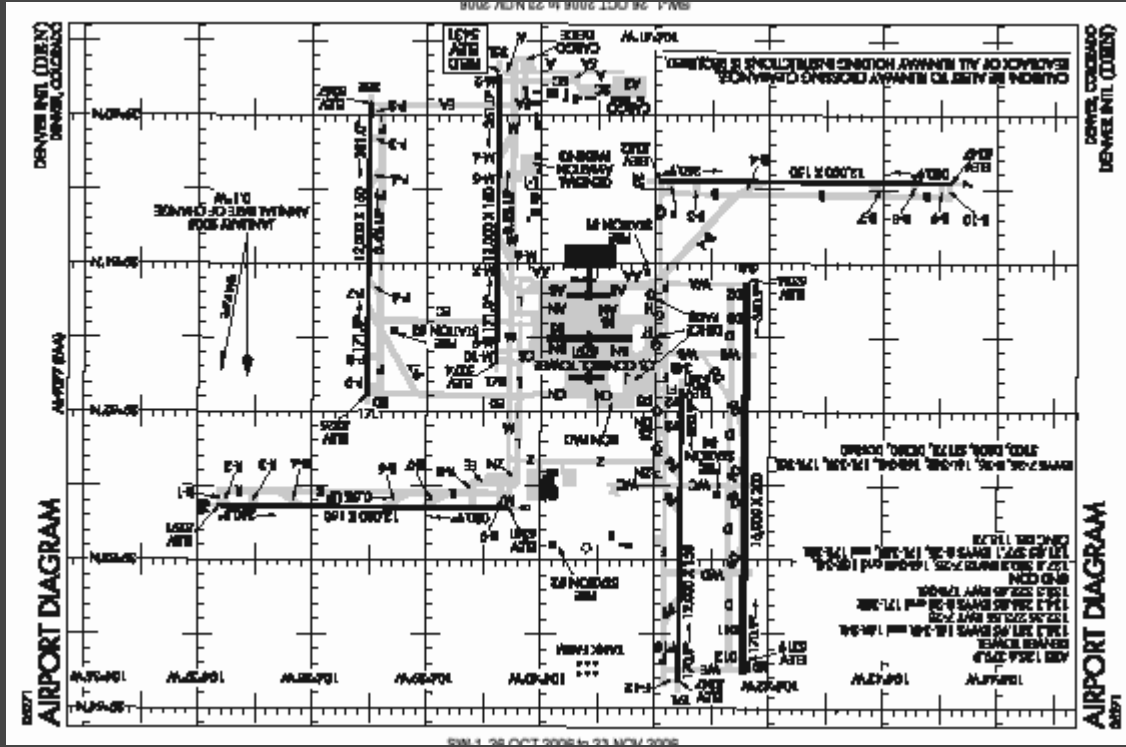
Airport Design/Layout

- ▶ EuroControl Runway Safety Workshop – AIRPORT DESIGN was First Focal Area
- ▶ Complex and varying Airport Geometry
- ▶ As Air Traffic grows, the risk of runway accidents will grow
- ▶ There must be commensurate growth and development of airport infrastructures

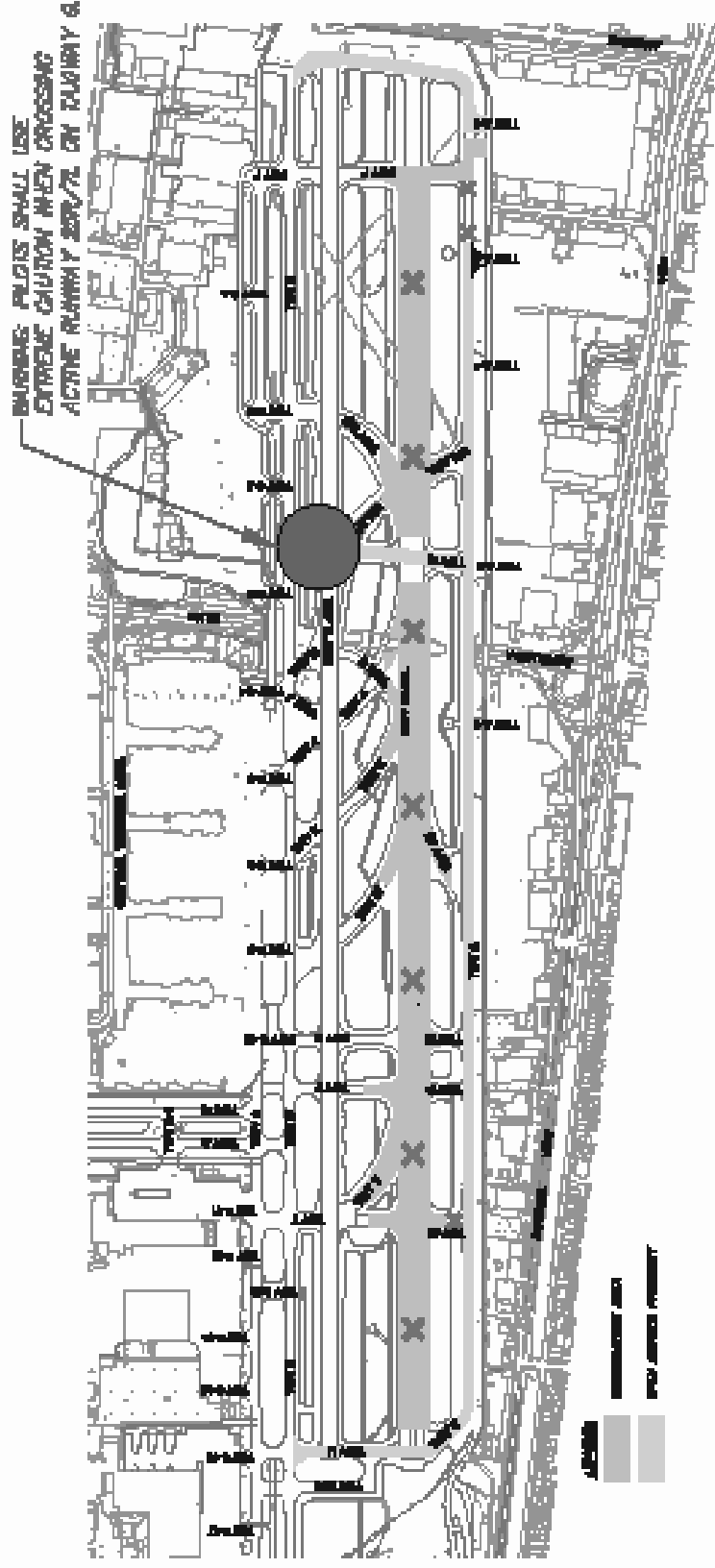
AIRPORT DESIGN

- Older airport designs vs. Larger, Faster, Heavier Aircraft
- Effects of higher Operations Tempos
- Center Taxiways between parallel runways
- Greater centerline to centerline distance between parallel runways
- Greater situational awareness for pilots provided by better layout
- 75% of LAX Runway Incursions are Pilot Dev





LAND NOTICE TO SOUTH TRUSTEE



20R/2L
20R/2L
20R/2L



■ RESPONSIBILITIES

- “The best people can make the worst mistakes:

INATTENTION,
FORGETFULNESS,
PREOCCUPATION,

...are the LEAST manageable parts of the error
sequence.

**Managing ERROR PRODUCING SITUATIONS is
better”**

Dr. James Reason, Manchester University, UK

ATO-Office of Safety Services: Runway Safety and Operational
Services; Field Operation Group

October 25, 2006



Federal Aviation
Administration

RESPONSIBILITIES ■

- BOYD'S and DITTO'S METHOD:

OODA LOOP

» OBSERVE

» DECIDE

» ACT

» ORIENT

RESPONSIBILITIES

“THE PILOT IS THE
WHOLE AVIATION
SAFETY’S GOALKEEPER”

Capt. Dan Maurino, ICAO Flight Safety

ATO-Office of Safety Services: Runway Safety and Operational
Services; Field Operation Group

October 25, 2006



Federal Aviation
Administration

ATOOnline



News and Information
for Air Traffic Organization Employees



ATO Home | VOICE | FAA Intercom | FAA Internet |

www.ato.faa.gov

ATO-Office of Safety Services: Runway Safety and Operational
Services; Field Operation Group

October 25, 2006



Federal Aviation
Administration



1928- Looking at Hangar 1 from the South. Note most of the vacant land of the Rancho Bennett Property

1948- Looking at
Hangar 1 to the
Northeast with cities
growing around the
airport.





LAX

Los Angeles World Airports

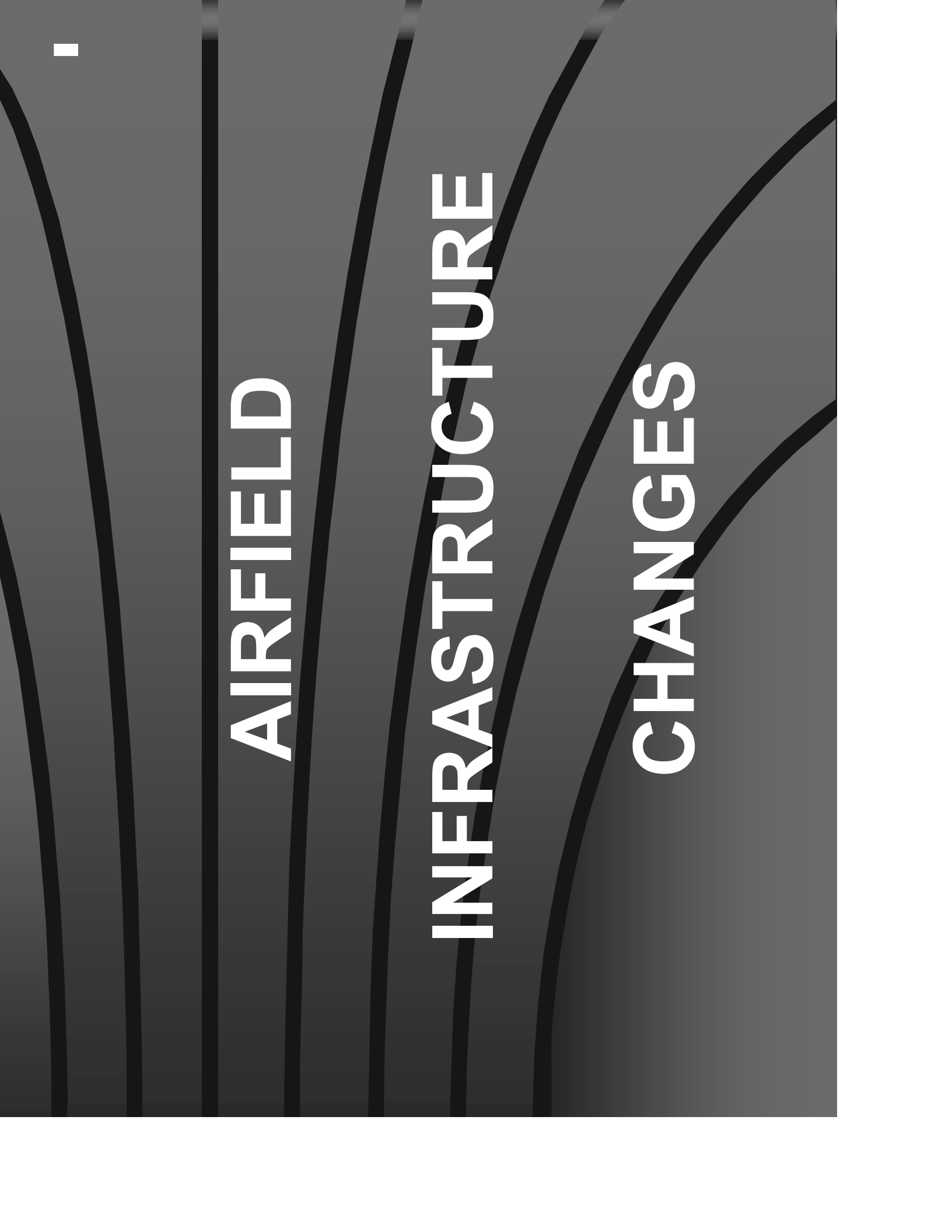
Measures taken at Los Angeles International Airport (LAX) to Enhance Runway Safety Presented to the Public as part of the Master Plan Outreach Meetings October 2006

Airfield Operations Division

In an ongoing effort to reduce runway incursions at LAX, Los Angeles World Airports has implemented a number of safety enhancements to airfield infrastructure, marking, lighting, procedures, and more. These efforts are designed to assist pilots in keeping the runway a secure environment.



Heavy B747 Landing Runway 25R with
MD-11 Holding Short at Taxiway M -
location of several runway incursions.



AIRFIELD INFRASTRUCTURE CHANGES



Hi-speed taxiway T

New Taxiways at LAX
(looking west)

Reverse hi-speed taxiways

WG

WF

Changing the configuration of Taxilane C-10



C-10 traffic redirected to east and west



West safety area of Taxilane C-10 offset

- * Direct route to runway from terminal area realigned
- * Safety area expanded to the east including lights.



MARKING

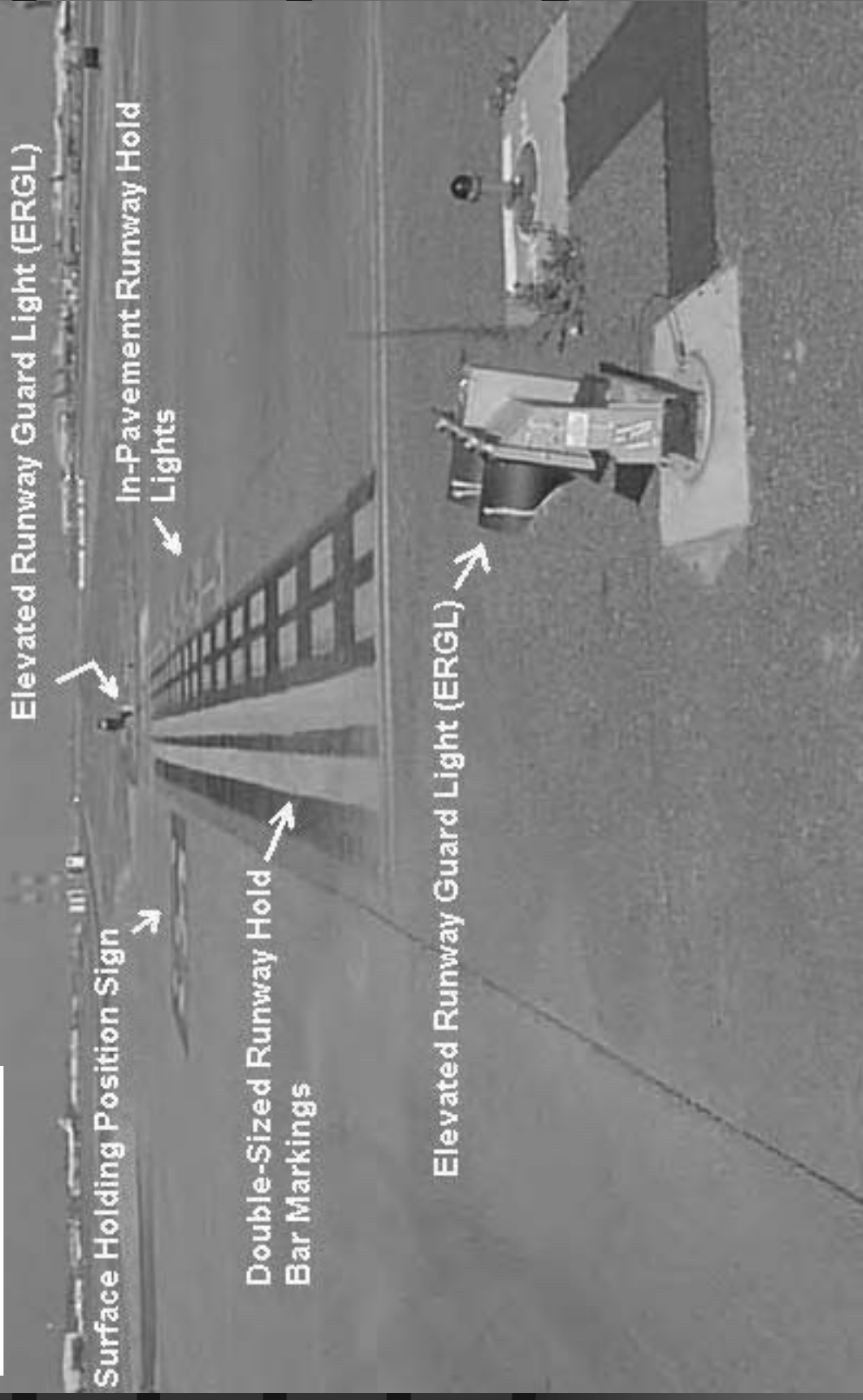
AND

LIGHTING

CHANGES

Enhanced Marking and Lighting System

Overview



Painted Surface Holding Position Signs

- ❖ White on red paint scheme similar to mandatory signs.
- ❖ Located at all runway/taxiway intersections.



Runway Hold Bar Markings

- ❖ Meets the standard as outlined in United States Federal Aviation Administration Advisory Circular 150/5340-1H (12" width).
- ❖ Enhanced hold bars currently located at all runway/taxiway intersections.



Outlined Runway Edge Stripes

- ❖ High contrast white on black markings for easier visibility.



Elevated Runway Guard Lights (ERGL)

- ❖ Now installed at all runway-taxiway intersections.
- ❖ 120 watt lamps to enhance conspicuity.



New In-pavement Hold Bar Lights at All Runway-Taxiway Intersections

- 
- The image is a grayscale aerial photograph of an airport. It shows a wide runway and a taxiway intersecting. Two white arrows point to the intersection area, highlighting the newly installed in-pavement hold bar lights. The runway has the markings '5 R' and 'TL' visible. The taxiway has a circular logo with a stylized 'K' inside. The background shows airport buildings and other infrastructure.
- * Project completed in January 2001
 - * Lights span full width of taxiway
 - * Meets new 1999 FAA lighting standard

Taxiway Stopbar Lights

- ❖ Located at the intersection of taxiway “M” and runway 7L/25R





PROCEDURAL CHANGES

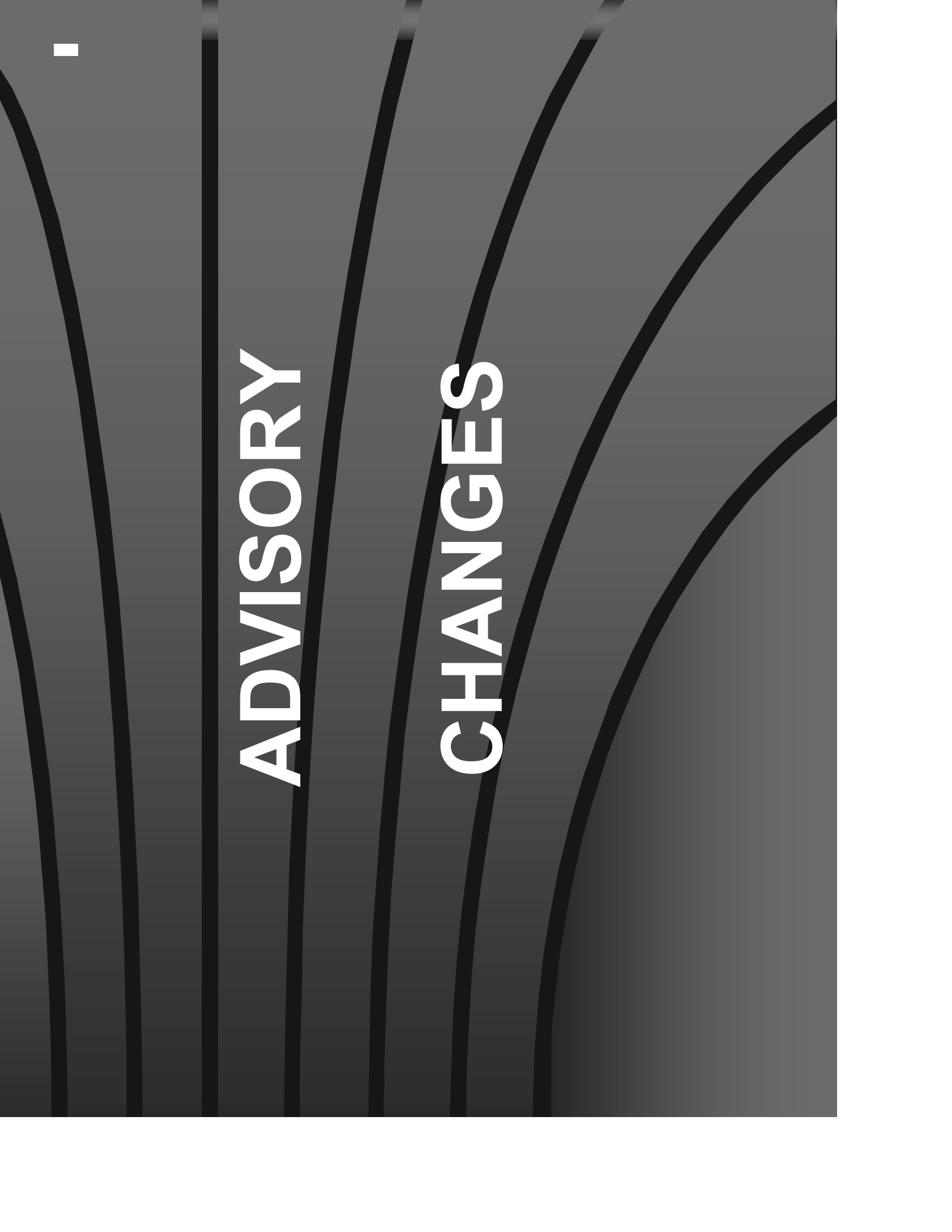
■

Currently,
Airfield Operations Personnel will provide
escort of all non-pilot repositioning of
aircraft crossing runways

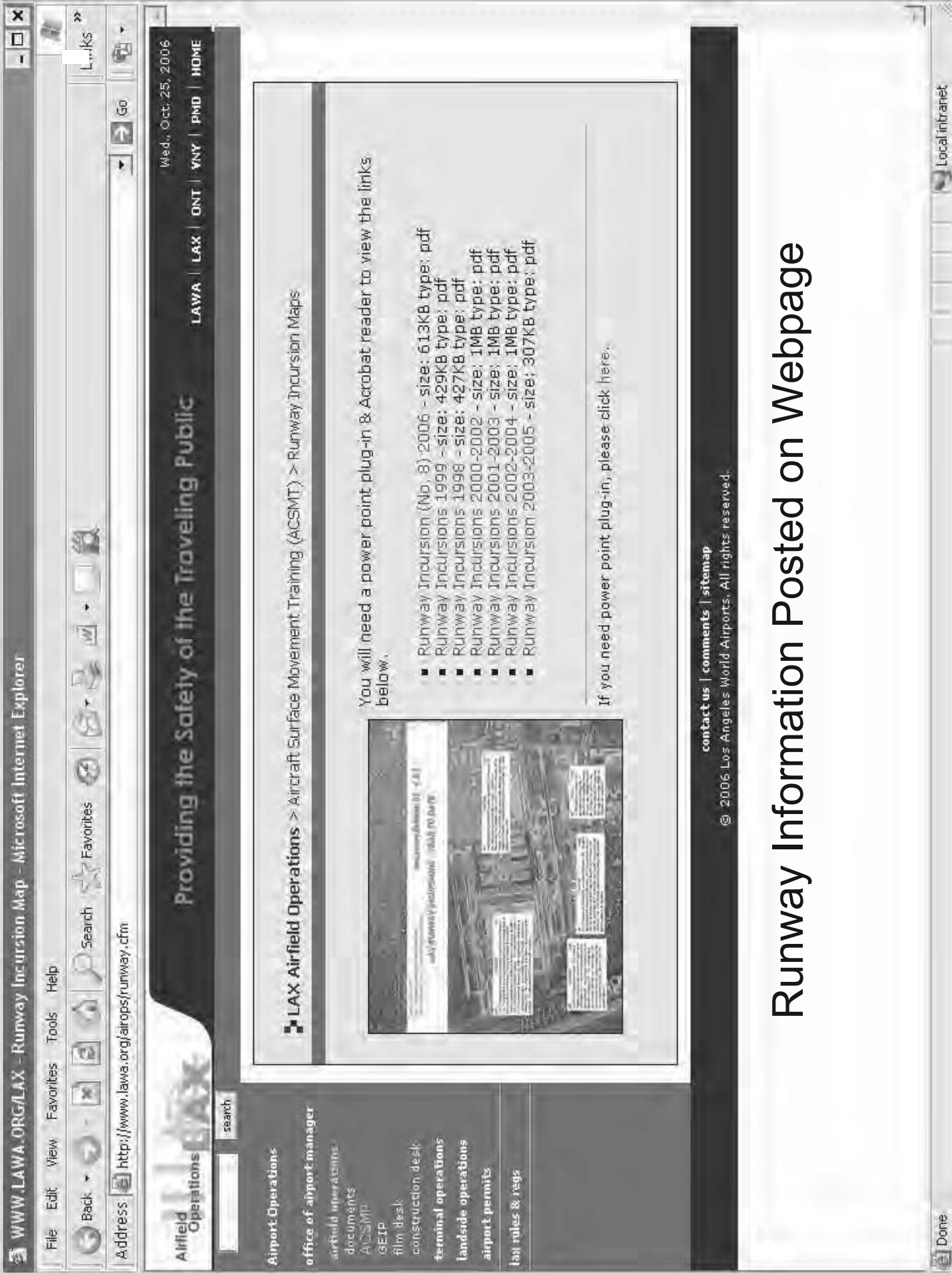


Airfield Operations Personnel provide escort to transient pilots and aircraft operations





ADVISORY CHANGES



Runway Information Posted on Webpage

LAX RUNWAY INCURSIONS - 2006

#1 and #2 02/17/06 2322
A B737 originally sequenced to land Runway 24R, was changed to land on Runway 24L. The controller also instructed a turboprop to taxi into "position and hold" on Runway 24L and cleared an arriving A320 on Runway 24R to cross Runway 24L at Taxiway 'AA'. The turboprop had already passed the hold bars short of the runway edge and the A320 had also entered Runway 24L as instructed when the B737 was landing and rolling out on Runway 24L.

#5 07/04/06 2330
A B737 landed on Runway 25L and turned off at Taxiway 'T'. The pilot received and read back instructions to hold short of Runway 25R. An A321 was cleared for takeoff on Runway 25R. The controller observed the B737 pass the Runway 25R hold bars, so he canceled the A321's takeoff clearance.

#4 07/02/06 2116
A regional jet landed on Runway 25L and was instructed to hold short of Runway 25R at Taxiway 'M'. The pilot read back the hold instruction. The controller observed the regional jet pass the runway edge line for Runway 25R, so a turboprop on a 1/4-mile final to Runway 25R was instructed to go around.

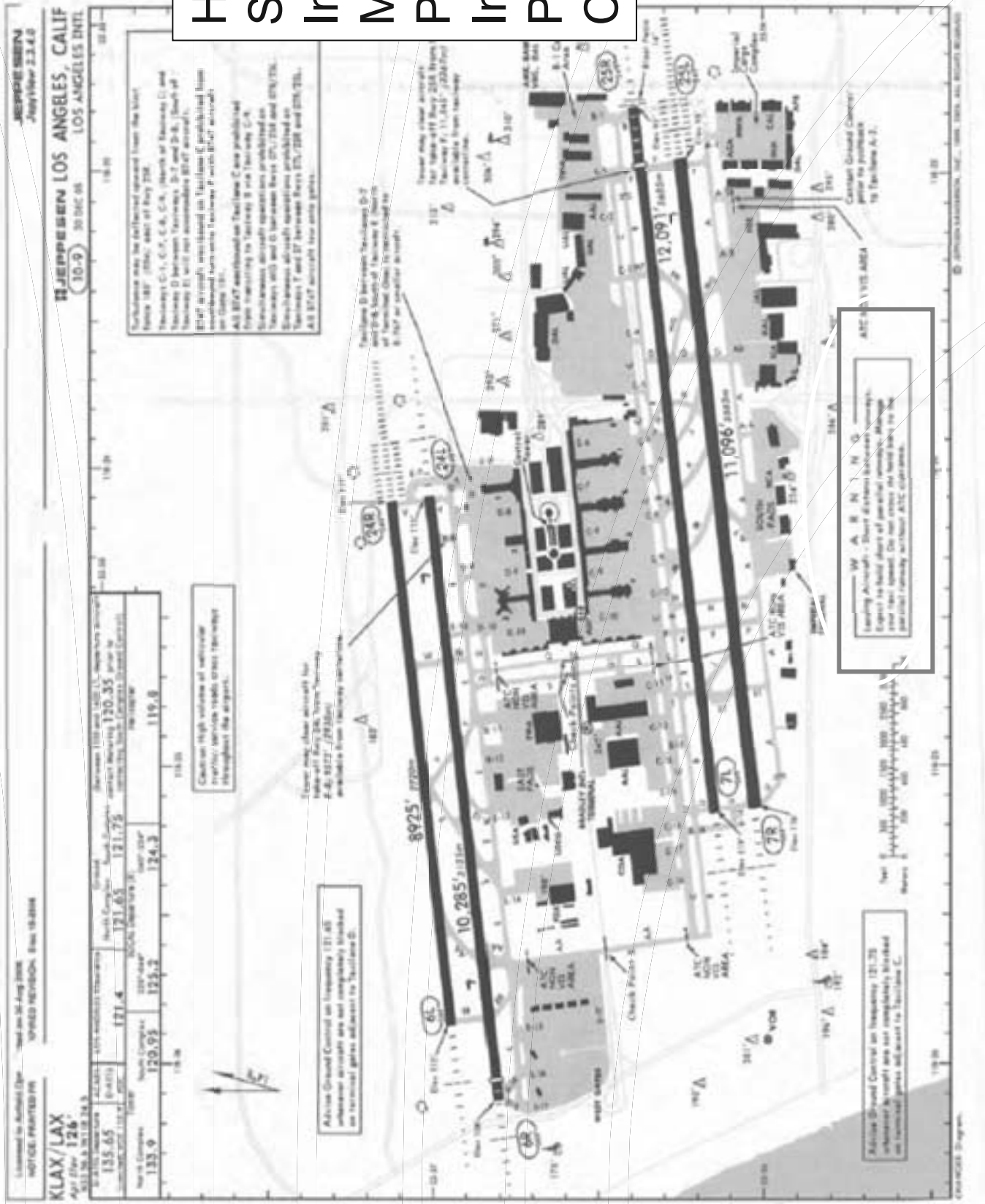
#7 08/31/06 1213
A business jet was told to taxi full length and verify first waypoint. The pilot acknowledged instructions. A few moments later, the business jet was observed moving onto Runway 25R. The controller immediately issued a go-around to a turboprop on a 3/4-mile final for Runway 25R.

#3 04/27/06 1214
A B737 landed on Runway 25L and was advised to roll to Taxiway 'P'. A MD80 was cleared for takeoff on Runway 25R. The controller observed B737 approaching the hold bars for Runway 25R faster than normal, so he advised the B737 to hold. There was no response, so he canceled the MD80's takeoff clearance as the B737 crossed Runway 25R hold bars on Taxiway 'P'. The B737 pilot checked in on Ground Control frequently issued instructions to cross-Runway 25R. The Ground Controller subsequently issued instructions to cross-Runway 25R.

#6 07/26/06 1601
A regional jet landed on Runway 25L and exited at Taxiway 'M'. The pilot received and read back instructions to hold short of Runway 25R. A turboprop was cleared for takeoff on Runway 25R at Taxiway 'G'. The controller observed the regional jet pass the Runway 25R hold bars so he issued an advisory to the turboprop, "traffic unauthorized crossing downfield". The pilot of the turboprop was able to pull up and avoid collision.

#8 09/30/06 1759
A business jet was told to cross Runway 25L and hold short of Runway 25R at Taxiway 'G'. The pilot read back the hold instruction. A few moments later, the business jet was observed crossing onto Runway 25R. A regional jet on take off roll on Runway 25R, aborted takeoff with approximately 100 feet of separation from the business jet.

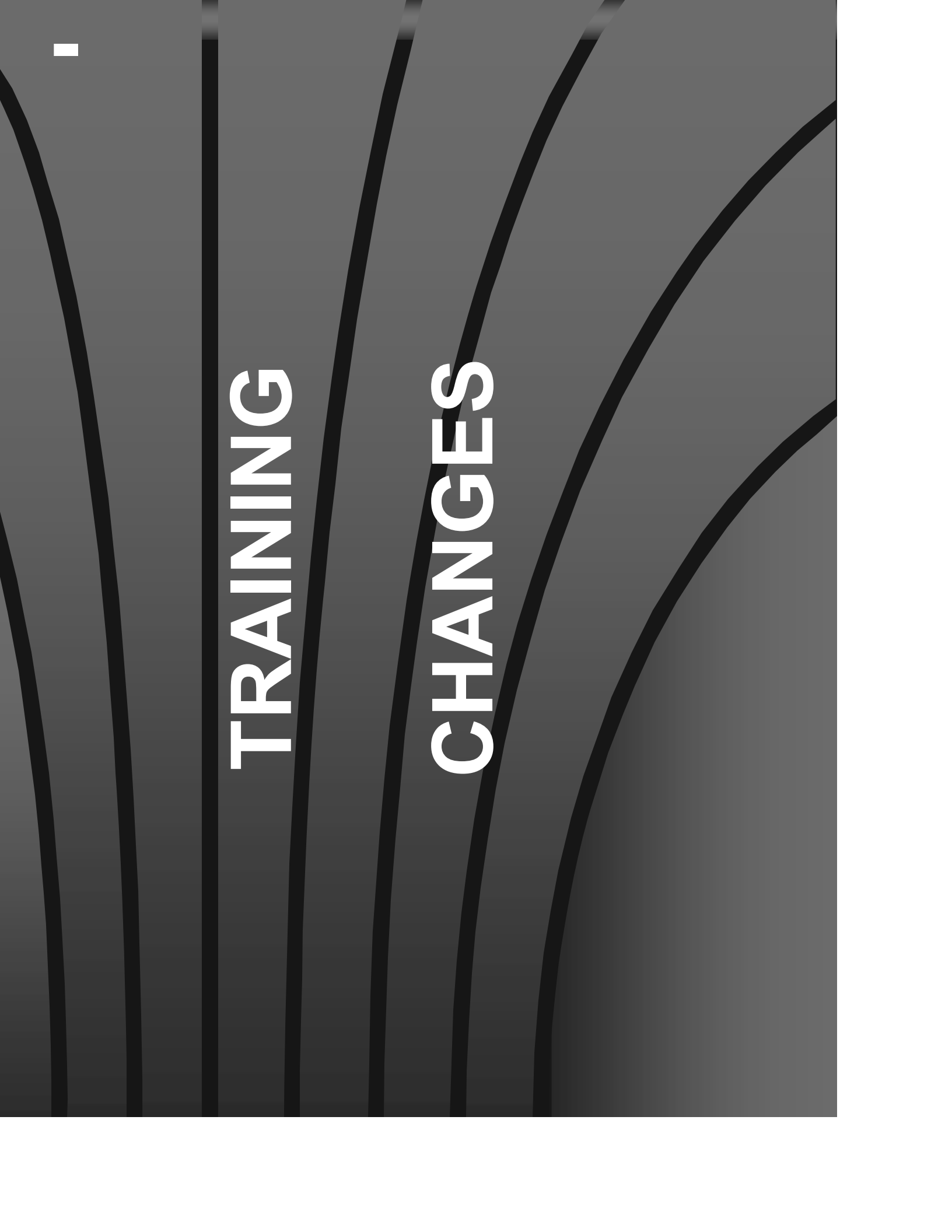
Hot Spot Incursion Map Placed In Pilot Charts



KLAX/LAX

LOS ANGELES, CALIF
LOS ANGELES INTL

Comp.	Self Edit:	Verify:	Ratio
-------	------------	---------	-------



TRAINING

CHANGES

given to ramp personnel in familiarization class

Additional Information provided on

LAX Movement Area Map

 Runway Hold Position	 ILS Critical Area Hold Position	 Taxiway Centerline
25R-7L HOLD SHORT OF Runway on Taxiway	7L HOLD SHORT at End of Runway 7L/25R	24L-APCH HOLD SHORT for Aircraft on Approach
ILS HOLD SHORT of ILS Critical Area	TAXIWAY LOCATION SIGN Identifies Taxiway on which Vehicle/Aircraft is located	TAXIWAY DIRECTION SIGN Defines General Direction of an Intersecting Taxiway
DESTINATION SIGN Defines Direction To Takeoff Runways	ATC NON VIS AREA	INFORMATION SIGN Provides Advisories of Various Types
TAXIWAY LOCATION SIGN Co-located with RUNWAY HOLD POSITION	TAXIWAY DIRECTION SIGN Co-located with TAXIWAY LOCATION SIGN	TAXIWAY LOCATION SIGN Co-located with RUNWAY HOLD POSITION

AIRFIELD SIGNS

25R-7L	RUNWAY HOLD POSITION HOLD SHORT of Runway on Taxiway
7L	RUNWAY HOLD POSITION HOLD SHORT at End of Runway 7L/25R
24L-APCH	RWY APCH HOLD POSITION HOLD SHORT for Aircraft on Approach
ILS	ILS CRITICAL AREA HOLD POSITION HOLD SHORT of ILS Critical Area
TAXIWAY LOCATION SIGN	Identifies Taxiway on which Vehicle/Aircraft is located
TAXIWAY DIRECTION SIGN	Defines General Direction of an Intersecting Taxiway
DESTINATION SIGN	Defines Direction To Takeoff Runways
ATC NON VIS AREA	
INFORMATION SIGN	Provides Advisories of Various Types
TAXIWAY LOCATION SIGN	Co-located with RUNWAY HOLD POSITION
TAXIWAY DIRECTION SIGN	Co-located with TAXIWAY LOCATION SIGN

FAA Air Traffic Control Frequencies - LAX

AUTOMATIC TERMINAL INFORMATION SERVICE (ATIS)	133.80
TOWER NORTH COMPLEX	133.90
TOWER SOUTH COMPLEX	120.95
GROUND CONTROL NORTH COMPLEX	121.65
GROUND CONTROL SOUTH COMPLEX	121.75
METERING (Ground Control)	120.35

Airline Operated Ramp Tower Frequencies

ALASKA (D-10 Taxilane)	130.85
AMERICAN (C-10 Taxilane)	129.32
DELTA (C-9 AND C-8 Taxilane)	131.45
UNITED (C-7 Taxilane)	129.40
UNITED (C-6 Taxilane)	129.50

Tug and Tow Driver

Familiarization

Program

given to

all personnel

who operate on

Airport Movement

Areas

Los Angeles International Airport
Aircraft Surface Movement Program
Study Guide



Los Angeles World Airports
Airfield Permits Bureau
(310) 646-0508
March 2000

■
The Following slides

depicts part of the material

presented in the

AIRCRAFT SURFACE

MOVEMENT CLASS

LAX Runway Layout

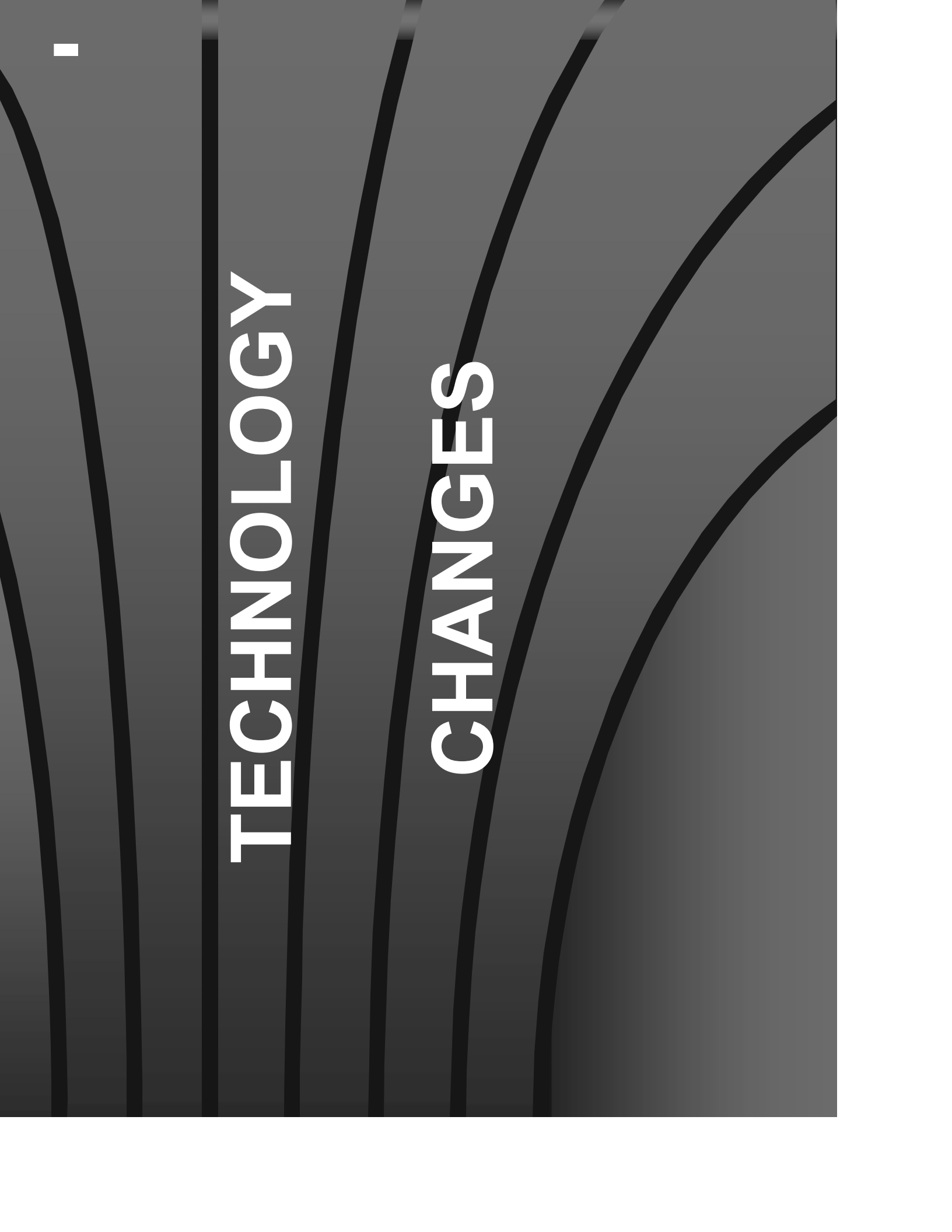
Parallel Runway Configuration

South Complex

Runway 25R/7L

Runway 25L/7R





TECHNOLOGY

CHANGES

LAWA has worked with
the FAA and
NASA AMES Future Flight Central
in constructing a virtual simulation of
LAX aircraft operations to create additional incursion
preventative measures



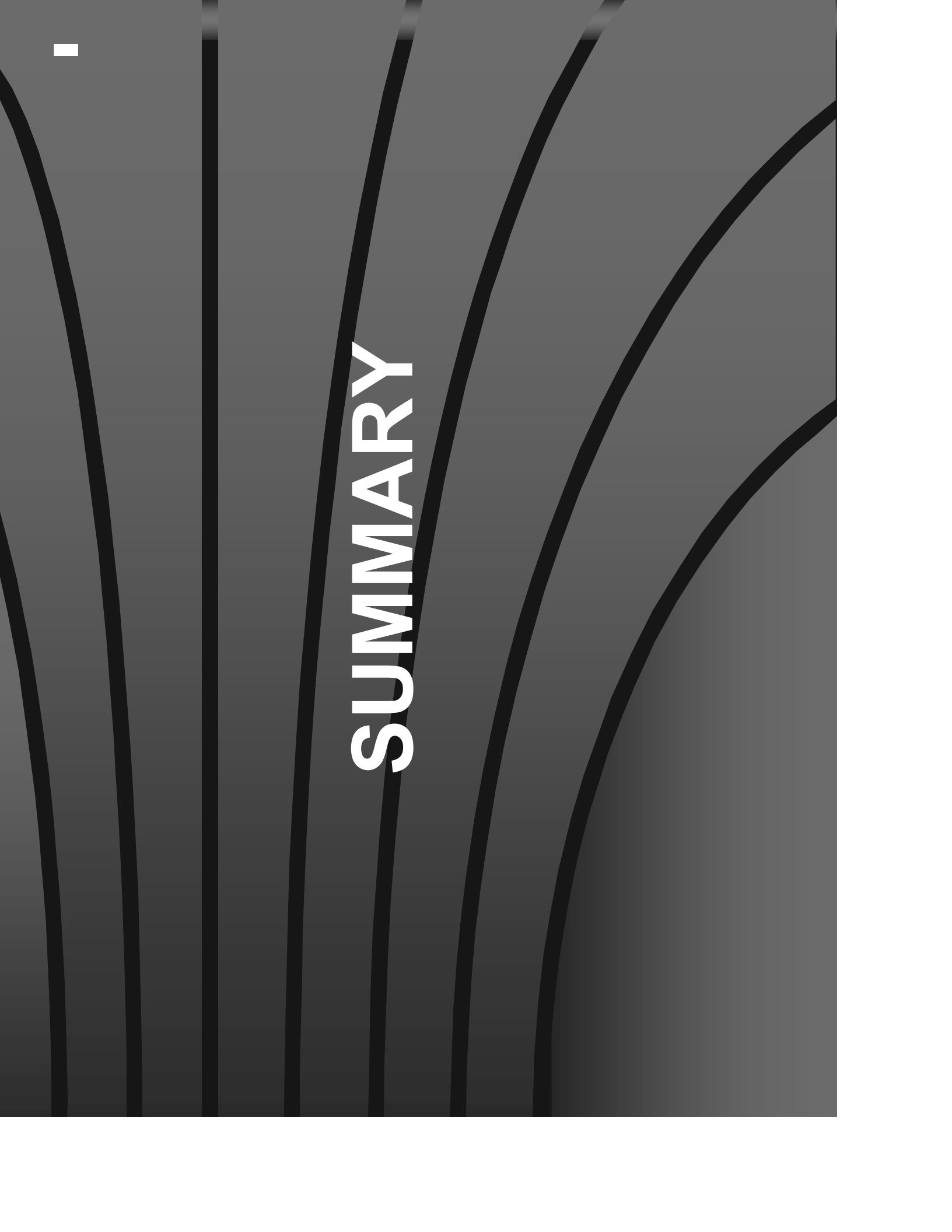
East view of Los Angeles International Airport as seen from the Future Flight Central Tower



LAX airfield conditions as depicted by the Future Flight Central simulation.



Taxiway M highlighted-location of several runway incursions



SUMMARY

RESOURCES ALLOCATED



LAWA has spent over \$5,000,000 on safety enhancements at LAX..

■ Summary of Measures Taken by LAWA to Prevent Runway Incursions at LAX

DATE	ACTION
------	--------

1994	Re-aligned Taxiway C-10 to prevent direct access to Runway 25R/7L.
------	--

9/7/96	Began publishing Runway Incursion Alert Bulletins to educate pilots and air carrier communities.
--------	--

3/1/98	Began presentations to chief pilot forums to communicate runway incursion cautions.
--------	---

7/1/98	Steam clean lamps every 2-3 week period.
--------	--

7/1/98	Refresh markings by re-painting or steam cleaning every 2-3 week period.
--------	--



DATE	ACTION
10/1/98	Contrasted the standard white runway edge markings in black paint.
12/1/98	Publishing runway incursion poster denoting runway incursion areas with cautions to educate all aviation employees.
2/20/99	Doubled the size of Runway Holding Position Markings (12" wide in yellow paint with 12" black paint outline) at all runway/taxiway intersections.
2/20/99	Painted on surface Runway Holding Position Signs, white on red paint, at all runway/taxiway intersections.



DATE	ACTION
4/28/99	Developed airport layout handout with runway hold short areas for tug drivers, taxi mechanics and others that will operate on taxiways or cross runways.
4/28/99	Developed airport layout familiarization program to educate tug drivers, taxi mechanics and others that will operate on taxiways or cross runways.
5/29/99	Added a line to the Daily Airfield Operations Inspection checklist to emphasize and correct faded paint or inoperative lighting in crucial areas.



DATE	ACTION
6/1/99	Installed 120 watt bulbs in the in-pavement hold lines with alternating flashing lights.
6/1/99	Added 120 watt Elevated Runway Guard Lights (ERGL) at the 46 most crucial runway/taxiway intersections and will add 5 more sets of lights to cover all 51 intersections.
6/1/99	ERGL placed on a separate circuit from taxiway lights and set to run for 24 hours.
6/3/99	Painted all ERGL faces in black paint to contrast and accent amber lights.
10/1999	Increased wattage in all in-pavement hold-bar lights.

DATE

ACTION

5/2000

Implementation of Tug and Tow driver Familiarization Program.

11/2000

Runway Incursion Map Distributed to Chief Pilots around the world of air carriers with LAX operations.

01/2001

Completed lighting project that extend in-pavement hold bar lights full width and upgraded ERGLS at every runway/taxiway intersection.

DATE

ACTION

01/2001-4/2001 A virtual model of LAX was constructed and run to simulate aircraft operations. Sessions with LAX Air Traffic Control personnel conducted to gather base line data on Air Traffic Control procedures and research runway incursion prevention measures without effecting actual air commerce.

03/2002 Software and electrical mechanisms upgraded for flashing mechanism of in-pavement and elevated runway guard lights systems.

DATE	ACTION	
01/17/2003	LAWA contracts with outside architectural firm to redesign the south runway complex to eliminate runway incursions.	
06/2003	Another virtual model of LAX was constructed to simulate the efficacy of a center taxiway between the runways of the south complex.	
12/2003	Distributed "Pilot's Perspective" instructional Compact Disc to airlines of pilots flying into Los Angeles International Airport. It was intended to give them greater insight into the airport layout and increase their awareness of past runway incursion areas.	
04/15/2004	LAWA has contracted with an outside architectural firm, at the cost of approximately \$10,000,000, to propose a design change of the entire geometry of the south airfield complex. This is in anticipation of	

DATE

ACTION



moving Runway 25L/7R, approximately 55 feet south to allow the insertion of a taxiway between the south complex runways. This is the first project associated with the Master Plan and this was the airport geometry change that was suggested in 2001, by pilots and controllers, to eliminate runway incursions at LAX. The projected cost of this project is estimated at \$280,000,000.

09/28/2005

Posted Runway Incursion Maps on the World Wide Web (<http://www.lawa.org/airops/acsmr.cfm>). Information regarding all runway incursions is updated and maintained to denote runway incursion hot spots and express caution to aviation employees.

DATE ACTION



10/14/2005 FAA and LAWA proposed a “Hot Spot” type chart to be placed as part of the Jeppesen publication. This chart illustrates the problematic areas of the airport and expresses caution to flight crews on inbound flights. The Jeppesen 10-9 page contains information about the airport layout and contains the following text for LAX:
“Landing Aircraft – Short distance between runways. Expect to hold short of parallel runway. Manage your taxi speed. Do not cross the hold bars to the parallel runway without ATC clearance” .



DATE

ACTION



07/28/2006

Began construction on a project that started design in April 2004 (see above) to realign the south runways to allow for a center taxiway on the south runway complex. This will provide a physical deterrent to incursions. Cost of the project is \$330,000,000.



10.25.06

Los Angeles World Airports

LAX Specific Plan Amendment Study Comments - October 2006

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

A factor affecting airfield safety at LAX is the small size of LAX relative to the large number of takeoffs & landings. Most major airports in the U.S. are several times larger than LAX but have smaller MAPs. Dallas/Ft Worth is 5 times as large as LAX & Chicago O'Hare is 4 times as large. ~~Other~~ ~~having 90% of the~~ The 6 County area serviced by LAX (Santa Barbara, Ventura, Los Angeles, Orange, Riverside & San Bernardino) has 90% of the area & 150% of the population of Ohio yet Ohio has 4 major airports an access to Detroit International & Pittsburgh International Airports. LAWA & the airlines should
-PTO-

get serious about establishing several additional major airports in the County area that it services.

The number of takeoffs & landings should be capped at a level that is safe for the airport we have

and 2 new ^{major} airports should be developed (Palm Dale, Ontario) Orange County where the airline customers are located.



10-25-04

Los Angeles World Airports

LAX Specific Plan Amendment Study Comments - October 2006

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

Great information

IF I WANTED TO BE

ABLE TO BUILD

MY OWN AIRPORT!

COMMENTS FROM AN OLD TIMER, SR.AERONAUTICAL ENGINEER.

TO WHOM IT MAY CONCERN

In reviewing LAX (D) and LAX (E) I find them full of holes and VERY EXPENSIVE

1. Leave the terminals and existing access as is. This allows people to drop off and pick up the elderly and handicapped right at their terminals. This scatter of terminals is safer than the proposed concentration.
2. Moving runways and putting a taxiway between them has not improved wing tip clearance versus 45 degree holding between existing runways. Nobody shows which way the airplanes would be going in those center taxiways. This is very unsafe.
3. The time and cost of moving a runway will effect a shortage of operational runways for a long time and with the existing air traffic will cause a real delay problem.
4. The location of the new tower solved the visibility problem that occurred on the north runway and taxiway that one time. NO VISIBILITY PROBLEMS SINCE.
5. With the financial shortage in Federal, State and City, leave as is except to improve the security in the existing terminals.
6. I went to the library to review the airport plan D and was shocked by the extent of the environmental study. About 6 feet of books full of Verbage which was hard to understand. There wasn't an acceptable plan to evaluate. What a waste of taxpayer funds.
7. Cargo truck traffic mixed with passenger traffic could be solved by utilizing Ontario airport where the truck traffic can come and go in all directions and not be restricted to approach only in one direction.
8. To accommodate the new double decker Aerobus at the terminal, a two level ramp system must be available.
9. To solve the problem of the landing Aircraft having to cross the takeoff runway to get to the terminals, switch them to land on the inbound runway, and takeoff to the outboard runway.



10/25/06



Los Angeles World Airports

LAX Specific Plan Amendment Study Comments - October 2006

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When making your comments, please be as specific as possible:

^{FORUM}
The Public comments at the 10/25/06 meeting were grossly inadequate. The written question would be incompletely answered by the Panel and never to the satisfaction of the audience. Most answers were self-serving and partial and would require a dialogue to get to solution. There has to be a way for a dialogue with the audience or the panel can get away ~~with~~ with any illogical conclusion. This meeting accomplished nothing! All this accomplished was hostility — nothing LEARNED.



10-25-06



Los Angeles World Airports

LAX Specific Plan Amendment Study Comments - October 2006

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

This Meeting was a joke!

No Public Speaking - Why?

Why isn't the community able to voice their opinion?

If you ARE going to have a public meeting - let us speak!

Tired Listening - to nothing important
By the way!! What safety issues?



10-25-06

Los Angeles World Airports

LAX Specific Plan Amendment Study Comments - October 2006

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

LAX HAS REACH ITS MAX!

INTERNATIONAL FLIGHTS - CARGO

NEW AIRPORT - PALMDALE INTERNATIONAL
AIRPORT

ALL FLIGHTS / FOREIGN PEOPLE
GO TO PALMDALE INTERNATIONAL
AIRPORT!



10-25-06

Los Angeles World Airports

LAX Specific Plan Amendment Study Comments - October 2006

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

DO NOT MOVE RUNWAY NORTH.
I DO NOT BELIEVE SAFETY IS THE
ISSUE BE CAUSING THE NORTH
RUNWAY

Non of the incursions listed by the FAA on the north runways were a result of poor planning at LAX.

Don't use safety as a reason to change the configuration of the north side runways.

The March 2006 incursion was not a Category A
on the Northside

LAX Runway Incursions

2001 – 2006

October 2006

1. 43 Incursions at LAX Since 2001

Nos. of LAX Incursions by Year, 2001-2006

Calendar Year	Total
2001	8
2002	6
2003	11
2004	5
2005	6
2006*	7
<i>Total</i>	<i>43</i>

2. 8 Incursions on the North

Since 2001, only 8 (20%) of the 43 incursions have been on the north airfield.

Nos. of LAX Incursions by Airfield, 2001-2006

C Y	S	N
2001	8	0
2002	5	1
2003	9	2
2004	3	2
2005	5	1
2006	5	2 **
<i>Total</i>	<i>35</i>	<i>8</i>
<i>43</i>	<i>(80%)</i>	<i>(20%)</i>
<i>(100%)</i>		

3. The Incursion Rate is Safer Than Other Major Airports

The rate of occurrence of incursions per 100,000 operations on LAX's north complex ranged from .31 to .68 from 2003 to 2005. Its three-year average (.54) is a lower rate of occurrence than PHX, DFW, and ATL, busy commercial airports with similar runway layouts.***

Total Operations – North Complex – Rate of Incursions

CY	Total Operations LAX N	RI Rate LAX N	RI Rate ATL	RI Rate DFW	RI Rate PHX
2003	292,337	.68	.66	.90	.68
2004	304,878	.65	.83	.74	1.02
2005	320,470	.31	.31	.56	.18
AVG	—	.54	.60	.73	.62

4. Severity: Most Incursions Involved Little or No Chance of Collision

The FAA categorizes each runway incursion by severity to determine that event's margin of safety. Category A is the most serious, and Category D, the least, an incident with "little or no chance of collision."

Since 2001, the north airfield experienced no category A, one B, one C, and six D incursions.

Categories of Runway Incursions on North Runways, 2001-2006

CY	No. of RI on North Runways	Category
2001	0	n/a
2002	1	C
2003	2	D, D
2004	2	D, B
2005	1	D
2006	2	D, D
Total	9	1 B, 1 C, 6 D

This is stats from FAA to Oct 2006

5. 4 of the 8 Incursions Involved Controller Error

The FAA categorizes incursions into three types of incidents: pilot deviations (PD); operational error (OE); and vehicle and pedestrian (V/PD). OE incidents are controller mistakes and are considered human error.

Type of Incident on North Side: 2001-2006

CY	TYPE INCDT
2001	0
2002	1 PD
2003	2 PD
2004	1 PD, 1 OE
2005	OE
2006	2 OE
<i>Total</i>	<i>4 PD</i> <i>4 OE</i>

The data in this brief is courtesy of FAA, AWP Office of Runway Safety & Operational Services.

Notes

- * Through September 2006.
- ** These two RIs resulted from one incident.
- *** PHX, DFS, and ATL are airports cited in the LAX environmental documentation to demonstrate LAX's safety issues and to justify reconfiguration of the south runways.



10-25-06

Los Angeles World Airports

LAX Specific Plan Amendment Study Comments - October 2006

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

please come you brought
in a filibuster to hold
where issues mentioned to
what is facing us?



Los Angeles World Airports

LAX Specific Plan Amendment Study Comments - October 2006

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When making your comments, please be as specific as possible:

As a resident of Playa del Rey and extremely interested in the development of this area, including the airport, it appears that of the meetings I have attended this past year related to the airport or the landscaping surrounding the airport on the North side, have had a "Ball and Chain" element. In other words, this meeting was announced as spending

to Airport Configuration, the North Runway expansion. We did not hear until today upon entering the meeting that the topic of discussion had been changed. Why did you not notify us of the change? On Tuesday of scheduling the next meeting, the first week of December is the only acceptable timing. Do not plan to schedule the meeting



Los Angeles World Airports

LAX Specific Plan Amendment Study Comments - October 2006

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

Why change agenda
at last moment?

I come to represent
my appointment to morning
North runway + report
for my Block in Westchester

My comments re: October 25, 2006

Thank you for choosing a comfortable and close location for this meeting.

Kudos on getting the meeting started on time. I wonder who the moderator was? She forgot to introduce herself.

The topic for these very important meetings has been changed two meetings in a row. It certainly negates your credibility and believability. You seem to have a grand disregard for our community . It appears to me that LAWA is going through this exercise in futility because you fear another law suit!!! Disingenuous seems to be the operative tactic that has been adopted when dealing with the public at these meetings.

I do not feel that it was appropriate for any of the speakers to tell us how to vote in the upcoming elections. It is a free country so I can accept it from that point of view.

At least Jack Raymond kept his presentation to a minimum. I want to go on record in opposition to any behavior which would move the outer North runway.

Mr. Dave Kurner,(FAA, Safety) should keep his day job. He had a message but it was lost in his over zealous, boring presentation. If your intention was to aggravate the audience, you more than accomplished your goal. I do understand the importance and value of human life. I feel that Mr. Kurner is serious in his quest for safety but his message was lost in all the Incident ABCD's. If you are trying to get us not to attend meetings, just have Dave

Any later than the first week^{of December} or we will
consider that deliberate intent to have poor or low
attendance due to the holidays.

back. The moderator could have prevented Dave's disaster if she had stopped him at 7:15 as listed in the agenda. She was too taken up with controlling the "Royal" Blue Cards.

The use of the question cards is stiff. The moderator said that "all questions" would be answered and then a new rule was made up that the presence of the sacred FAA prevented certain topic (North Runway) questions as not allowed. Stick to your own rules. We did and then you changed the rules mid meeting to suit whose purposes???

Suggestion:

Move the inner north runway toward the Central Terminal. Move the Central terminal easterly and use people movers to get passengers to the planes. Do all the check in and safety inspections in a Easterly located Central Terminal.

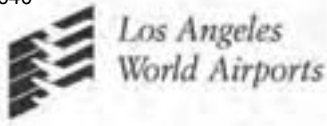
Change the take off planes from the current method – take off on the outer runway only. We own the airport. Can't we make the rules? The air traffic controllers could be asked to try this for a three month period and then "safety" Dave could see how well it works. This would not require any building at all. LAX might go in the annals of history .

In closing , Please keep to your word.

1. Eminent Domain- No, we are not.

2.We are not talking about expanding the Boundary.

Attachment 6
LAX Specific Plan Amendment Study
Community Meeting Materials -
December 6 and December 9, 2006



LAX Specific Plan Amendment Study Public Outreach Meetings December 6 and 9, 2006

Los Angeles World Airports (LAWA) welcomes the public to attend the next meetings in the community-based planning process for the modernization of LAX. The focus of these meetings will be to review and obtain community input on the North Airfield Preliminary Concepts, and reuse opportunities for the Manchester Square area, and LAX Northside properties. The concepts will be accessible on the LAX Master Plan website on November 28, 2006.

The next set of meetings to be held as follows:

**When: Wednesday, December 6, 2006 from 6:00 p.m. to 9:00 p.m. OR
 Saturday, December 9, 2006 from 9:00 a.m. to 12:00 noon**

For public convenience, two meetings have been scheduled. Attendance is not necessary at both meetings as the same material will be presented.

**Where: Flight Path Learning Center
 Imperial Terminal
 6661 W. Imperial Highway
 Los Angeles, CA 90045
 *Free parking is available on site.***

To view the North Airfield Preliminary Concepts, please visit our website at <http://www.laxmasterplan.org/publicMeetings.cfm?>. For more information on the outreach meetings, please contact Los Angeles World Airports at (800) 919-3766.



Los Angeles World Airports

LAX Specific Plan Amendment Study December 6 & 9, 2006

Welcome . . .

Los Angeles World Airports (LAWA) is pleased to welcome you to the seventh series of meetings in the community-based planning process for the LAX Specific Plan Amendment Study.

The focus of these meetings will be to obtain community input on the North Airfield Preliminary Concepts and reuse opportunities for the Manchester Square area and LAX Northside properties.

For public convenience, two meetings have been scheduled. Attendance is not necessary at both meetings as the same material will be presented.

Agenda

- I. Sign-In/Welcome**
- II. Opening and Introductions**
- III. Presentation**
- IV. Public Questions**
- V. Next Steps**
- VI. Adjournment**

Thank you for attending.

www.laxmasterplan.org



LAX Specific Plan Amendment Study Community Meeting

Date: Wednesday, Dec. 6th, 2006



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Maria Thomas	Resident ?	8110 Fordham Rd	90045			
Susan Hegmann	"	1900 Emerson Ave	90045	310 649-3188		
Sandra Bauer	Century LA					ADW. Cantor LSA
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LANCE PERNA	Resident	7533 W 89th St	90045	310 215 8405		SECRET_CHW@T4400.com
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LAX Specific Plan Amendment Study Community Meeting

Date: Wednesday, December 6th, 2006

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DEC-12-2005 13:48

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LAX Specific Plan Amendment Study Community Meeting

Date: Wednesday, December 1st



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LAX Specific Plan Amendment Study Community Meeting

Date: Wednesday, Dec. 6th, 2006



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LAX Specific Plan Amendment Study Community Meeting

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Heather Vey						



LAX Specific Plan Amendment Study Community Meeting

Date: Wednesday, December 6, 2006

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Russell Ivy	"	"	"	"		"



LAX Specific Plan Amendment Study Community Meeting

Date: Wednesday, Dec. 6th, 2006



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LAX Specific Plan Amendment Study Community Meeting

Date: Wednesday, December 6th, 2006



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LAX Specific Plan Amendment Study Community Meeting

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LAX Specific Plan Amendment Study
Community MeetingDate: Wednesday, December 10th, 2008

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LAX Specific Plan Amendment Study Community Meeting

Date: Wednesday, December 6th, 2006



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Date: Wednesday, Dec. 6th 1906

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LAX Specific Plan Amendment Study Community Meeting

Date: Wednesday, December 10, 2008

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Madeleine Labdon	"	"	"	"		"
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LAX Specific Plan Amendment Study Community Meeting

Date: Wednesday, December 6th 1990



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JOHN BRADY	LA MAYORS					
Isaac Lieberman	Bill Rosendahl					
Carol Jacobson	GS City Commission					
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LAX Specific Plan Amendment Study Community Meeting

Date: Saturday, December 9th, 2006



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David Herbst	City of El Segundo					
Isaac Liberman	Bill Rasmussen					



LAX Specific Plan Amendment Study Community Meeting

Date: Wednesday, December 6th

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LAX Specific Plan Amendment Study Community Meeting

Date: Saturday, December 9th, 2006



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Dayle Fredrickson		8707 Falmouth Ave #210	90293			
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David Weiss		" "	" "			
Sue Charka		183 E. OAK B. Sanyal	90245			
Deborah Cavallaro		7446 W. 89 TH ST L.A.	90045			
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LAX Specific Plan Amendment Study Community Meeting

Date: Saturday, December 9th, 2006



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**LAX Specific Plan Amendment Study
Community Meeting**
Date: Sat. December 9th, 2006



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LORI EREMANSON	HOMEOWNER	8371 STEWART AVE WESTCHESTER CA	90045	310/641-3131		ocemac@BIGPLANET.COM
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Kathy Loftus	homeowner	2016 Earldom PDR	90293	310 822 0799		kloftus@att.net



LAX Specific Plan Amendment Study Community Meeting

Date: Saturday, 12/9/2006

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GILLIAN ZOLKOWSKI		8900 L'AMARQUE AVE. CA. 90245	90045			
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Thomas Richter		6220 Pacific Ave Playa del Rey	90297			RTR@Comcast.net
Lore Pekarek		7822 W. Montebello #4 PO BOX 60653	90243			elpe2@aattbi.net
Jan Bryant	student	-				sneakerman@aol.com
Rusty Rouse	1.B.E.W. L.W. #11	8333 ARPAR BLVD	90045	(310) 645-7637	(310) 645-0308	



LAX Specific Plan Amendment Study Community Meeting

Date: Saturday, December 9th, 2006



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NAME	ORGANIZATION	ADDRESS/CITY/STATE	ZIP CODE	PHONE	FAX	E-MAIL
P.A. CONINE R.D. CONINE		7907 WEST 80 TH ST	90293	(310) 822-3947		
DAN CONVILLE		9606 19th AVE	90045	310-646-1146		
MARK						
JOYCE CURRAN		8180 MANITOBA PLAYADEL REFFA 42	90293	310-822-8466		
Jeff Shuin		1228 W. 90th Street LA CA 90045	90045	310 413 4222		
JAMES PATRICK SMITH	SELF	9417 VAGUINIA EL SEGUNDO, CA	90245	(213) 312-9552		
TERRY LEE	ELAC	29 N. CURTIS AVE, ALHAMBRA	91801	(626) 216-2267		
John Ramey		6546 W. 82nd 90045		(310) 955-2460		jdr436@yahoo.com
DAN DESFORGES		7260 W. 91ST STREET 90045	90045	310-417-8396		ddesforges@ca.rr.com
Frank Parrish		17917 Yorktown Ave L.A. CA 90045	90045	310-645-5296		



LAX Specific Plan Amendment Study Community Meeting

Date: 12/9/06 Saturday



Los Angeles World Airports

GENERAL PUBLIC

PLEASE PRINT CLEARLY

SIGN - IN

NAME	ORGANIZATION	ADDRESS/CITY/STATE	ZIP CODE	PHONE	FAX	E-MAIL
Guillermo Fierro		8701 FLOWERS AVE #108 PO BOX LA	90293	310 822 2612		gferro@usa.net
DAVID CAGE		7723 HOSFORD AVE LA	90045	310 337-0717		dcage1@hotnail.com
Herbert Gross		7307 W. 87th Street LA	90045	310 378-9977		herbertgross@AOL.com
Brian Larson Debbie Larson		6551 W 85 PLACE LA 46	90045	310-641-4244		dcompellaron@yahoo.com
Michael Koshuk		6327 Riggs Pl.	90045	310 337 9639		Mouthfish@aol.com
Hilary Hanafin		6335 Riggs Pl.	90045	310 670 0340		hhanafin@comcast.net
Lorrie Seufert		7278 W 90th	90045	310 670- 3661		Lorrie52@hotmail.com
Ann LA-GREEN		8711 Falmouth Ave #115 LA 46	90255	310 9628565		



**LAX Specific Plan Amendment Study
Community Meeting**

Date: Saturday, December 9th, 2006



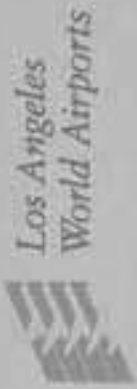
Los Angeles World Airports

PLEASE PRINT CLEARLY

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LAX Specific Plan Amendment Study

CONCEPT DEVELOPMENT

Public Meeting Series #7

December 6 & 9, 2006

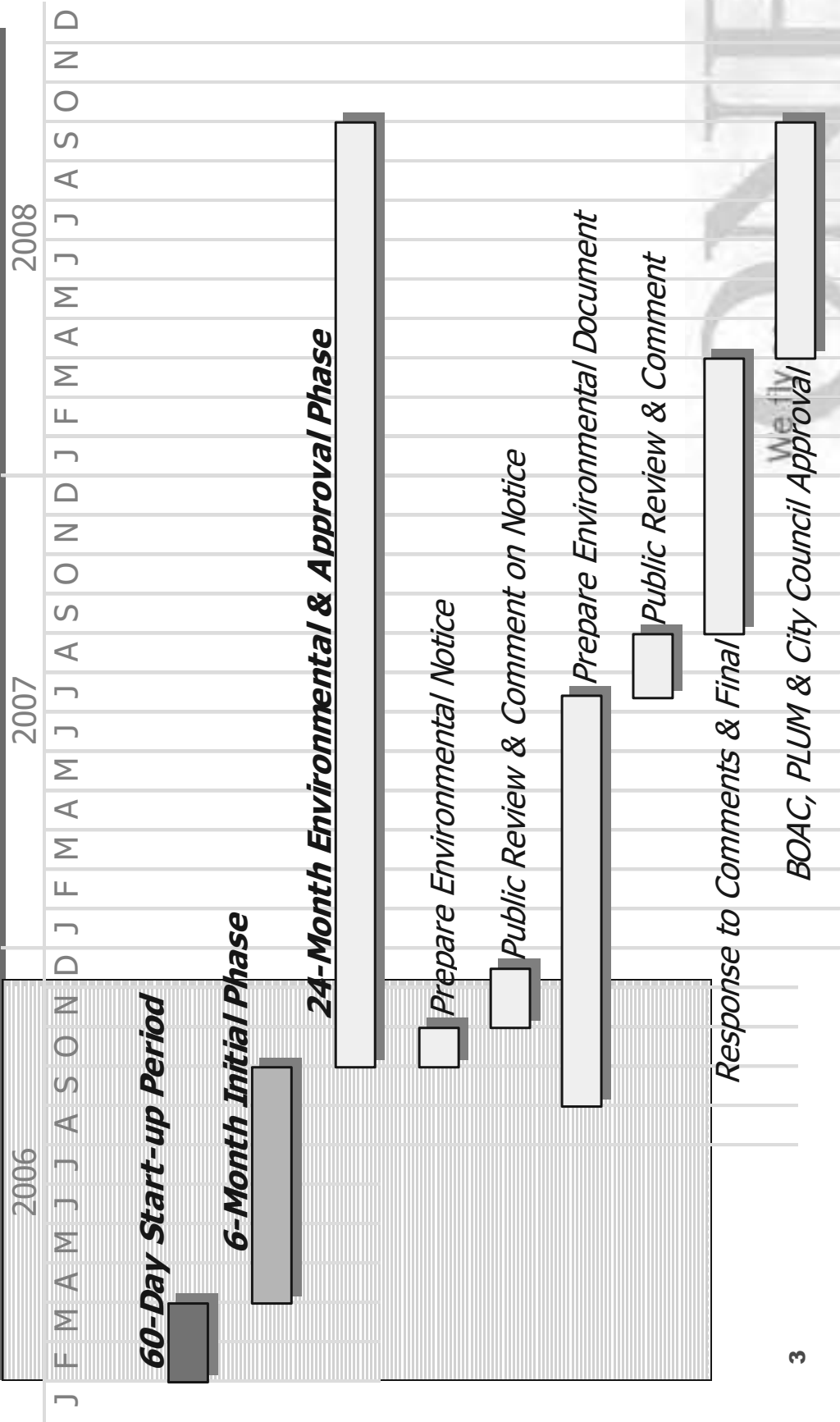
We fly as
ONE

Agenda

- Background on public planning process
- Regional planning update
- LAWA progress on settlement commitments
- Review North Airfield options
- Review Collateral Land Use options
- Questions and Answers
- Next Steps



Project Schedule



Settlement Study Requirements

The LAX Specific Plan Amendment Study requires:

1. “Potential **alternative designs, technologies and configurations** for the LAX Master Plan Program that would provide solutions to the problems that the Yellow Light Projects were designed to address consistent with the practical capacity of LAX at 78.9 million annual passengers (the ‘Alternative Projects’). The West Satellite Concourse and associated Automated People Mover segments shall not be considered Yellow Light Projects for the purposes of this Settlement.”



Settlement Study Requirements (cont)

The LAX Specific Plan Amendment Study requires:

2. “Security, traffic and aviation activity of such alternative designs, technologies, and configurations for the Alternative Projects.”



Settlement Study Requirements (cont)

The LAX Specific Plan Amendment Study requires:

3. “Potential environmental impacts that could result from replacement of the Yellow Light projects with the Alternative Projects, and potential mitigation measures that could provide **a comparable level of mitigation** to that described for the Yellow Light Projects in the LAX Master Plan Program EIR.”



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
- Meeting Series #5 – Access Concepts
- Meeting Series #6 – Airfield Safety

Today's meeting topic:

- Meeting Series #7 – North Airfield Options and Collateral Land Use Options

Upcoming topics:

- Meeting Series #8 – Environmental Alternatives

LAWA Progress

- \$51.7 Million in 2006 Noise Mitigation Funding
- FlyAway system expansion underway
- Green Line & Transit Access improvement study underway
- Remote baggage check-in services started
- \$1.8 Million for new Palmdale air service
- Air Quality improvement initiatives underway
- SCRAA restarted; 1st Meeting held October 12, 2006



SCRAA Goals and Objectives

- Regionalize air traffic among Southern California airports
- Formulate ideas to promote regional dispersion of air traffic
- Joint-planning and joint-marketing efforts to promote regional air traffic
- Document and monitor airport planning in Southern California
- Develop and adopt a vision for aviation in the region
- Develop a regional aviation plan



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



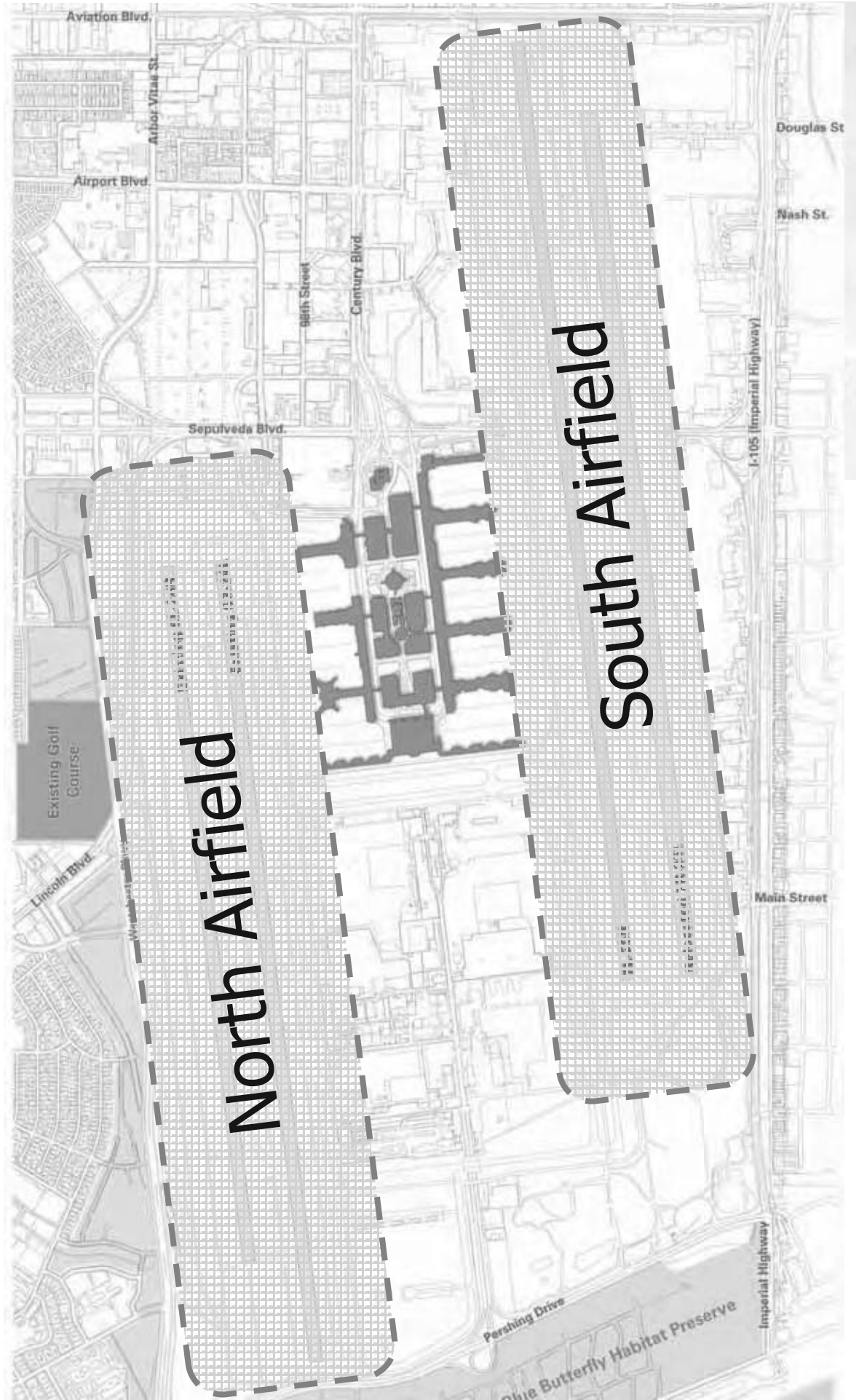
Concept Development Goals - Airfield

1. Address safety concerns with 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 and safety.



Existing Airport Layout

Definitions



Runway Incursion Overview

- Definition Review
 - Runway Incursion
 - Runway Incursion Categories
 - Collision Risk Category
- Airfield Layout



Runway Incursion Definition

“Any occurrence at an airport involving an aircraft, vehicle, person or object on the ground that creates a collision hazard or results in loss of separation (inside one mile) with an aircraft taking off, intending to takeoff, landing, or intending to land”



Runway Incursion Categories

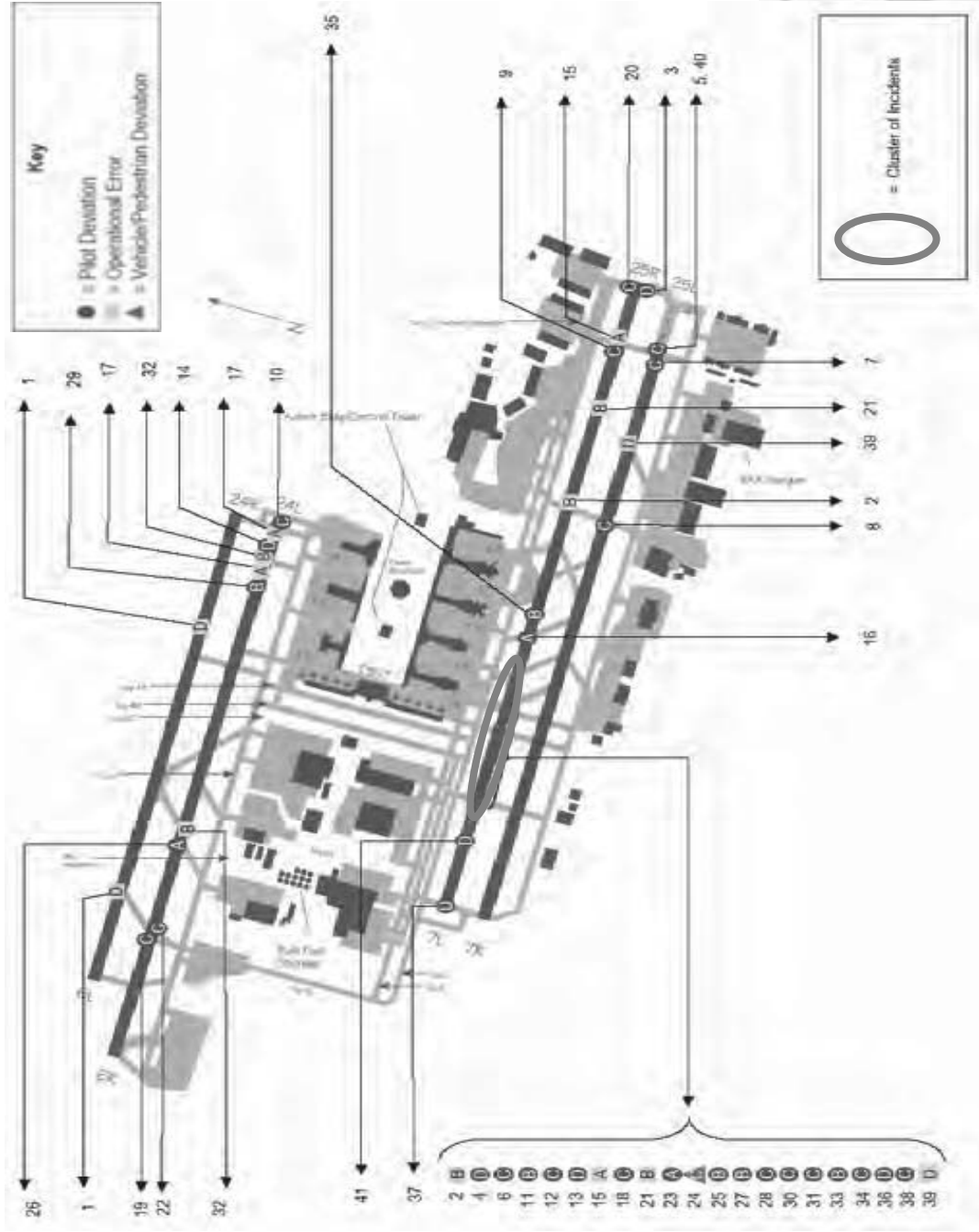
PILOT DEVIATIONS – A Violation of Federal Air Regulations by a Pilot

OPERATIONAL ERRORS / DEVIATIONS – The failure of an Air Traffic Controller to follow procedures resulting in a loss of separation or instructing an aircraft to take off or land on a closed runway

VEHICLE/PEDESTRIAN DEVIATIONS – Any unauthorized entry to an Airport Movement Area by a Vehicle, Pedestrian, or Object or failure to follow procedures and/or Air Traffic instruction

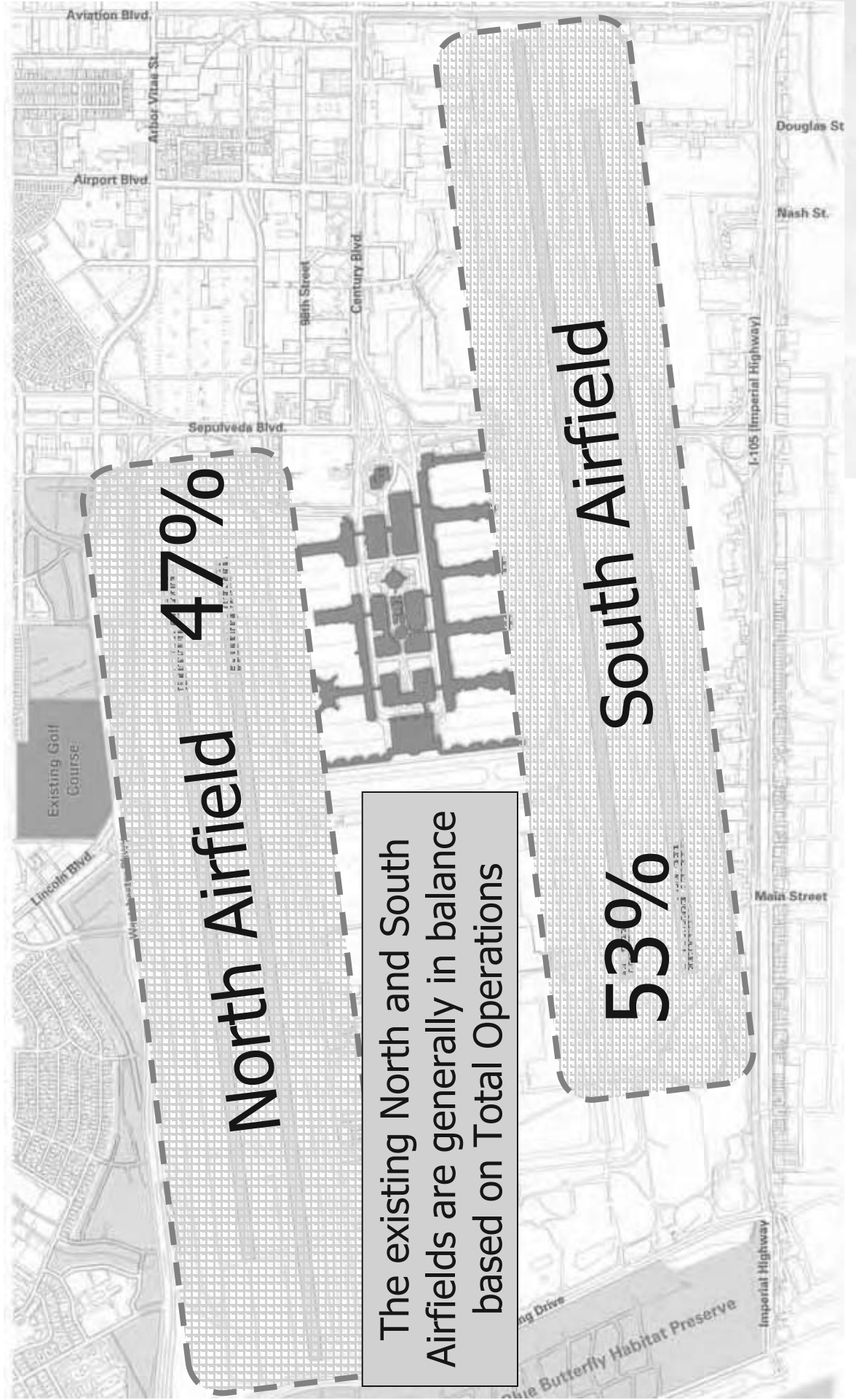


Runway Incursion Location Diagram



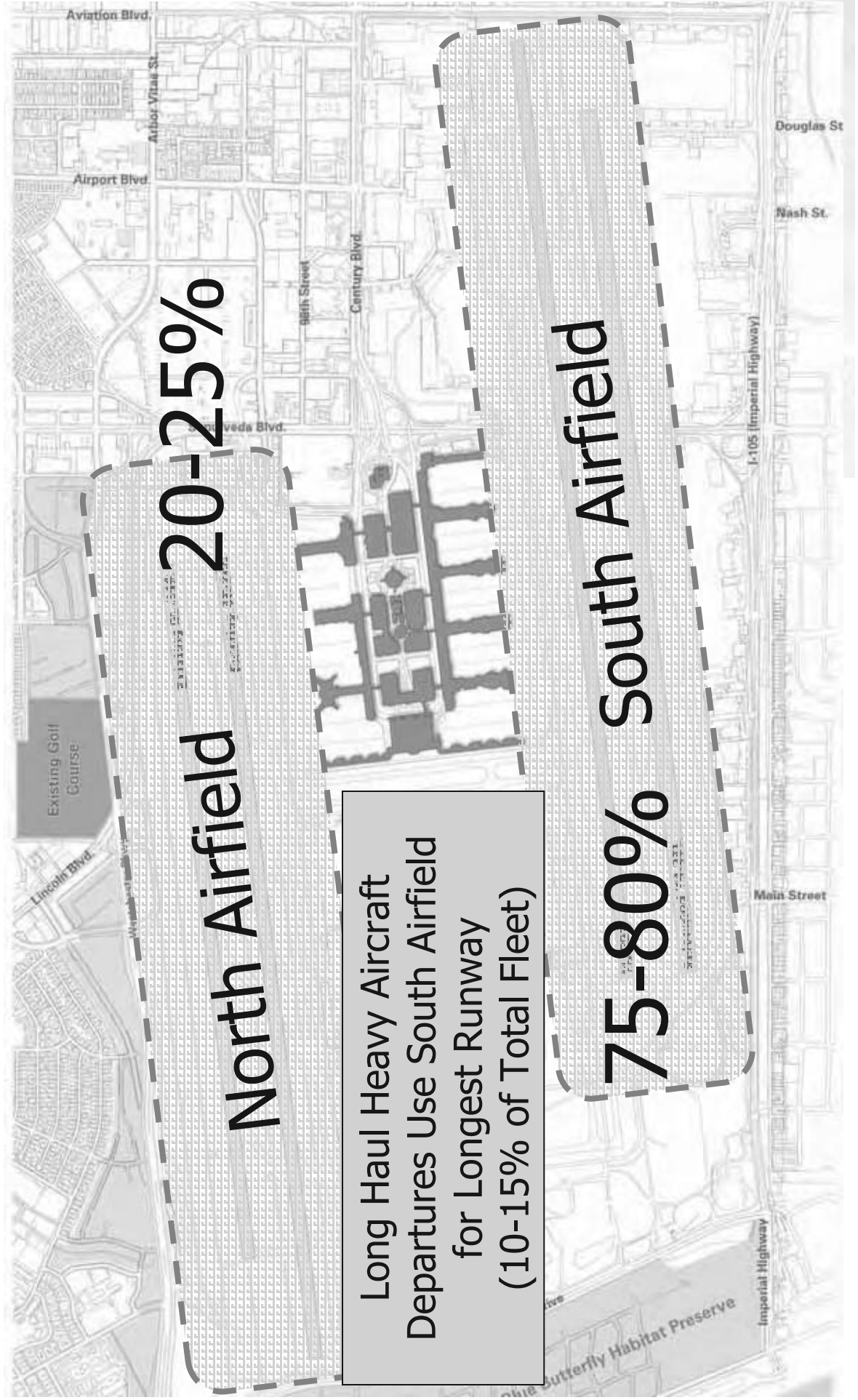
Balance Airfield Activity

Existing Conditions – Total Aircraft Operations



Balance Airfield Activity

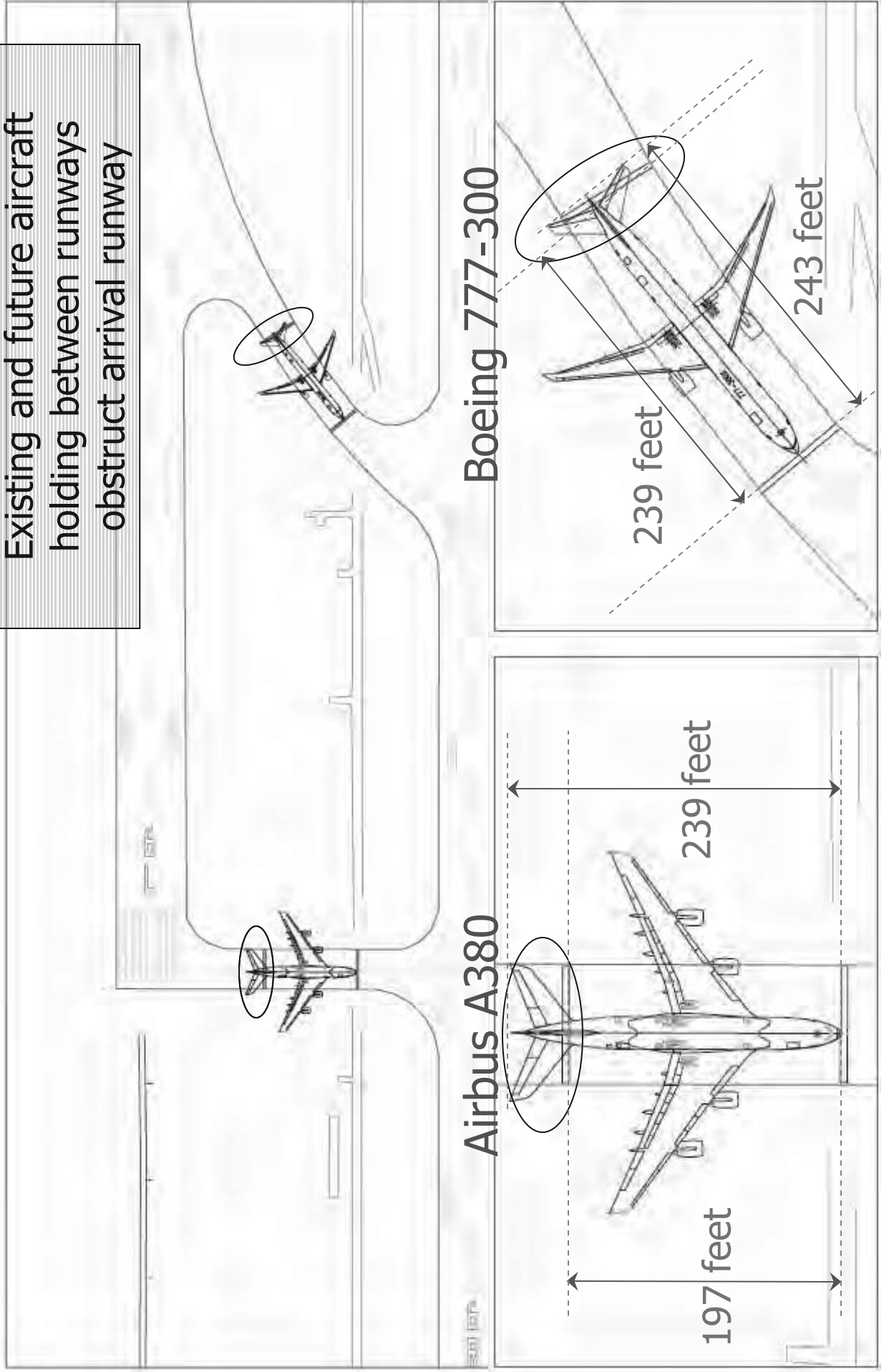
Existing Conditions – Long Haul Heavy Takeoff



North Airfield

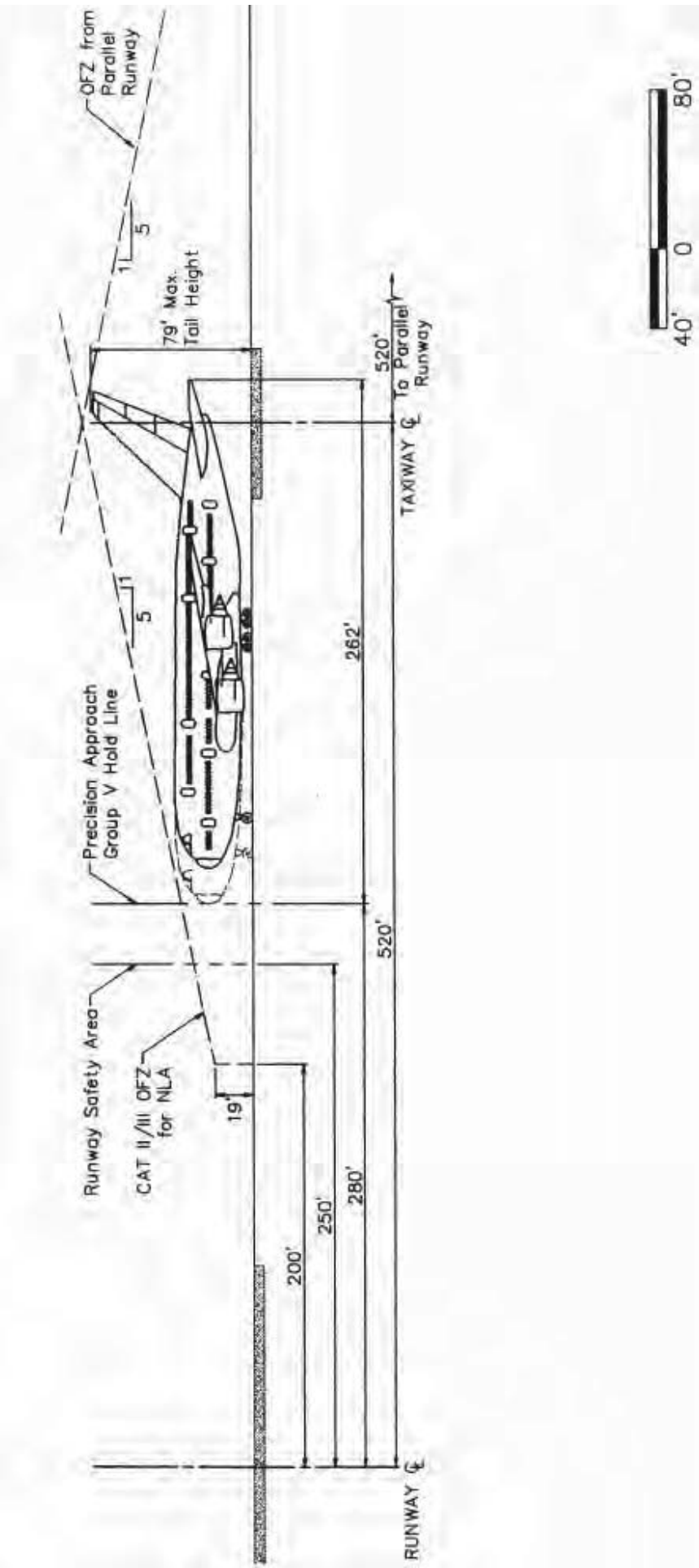
Existing Limitations

Existing and future aircraft
holding between runways
obstruct arrival runway



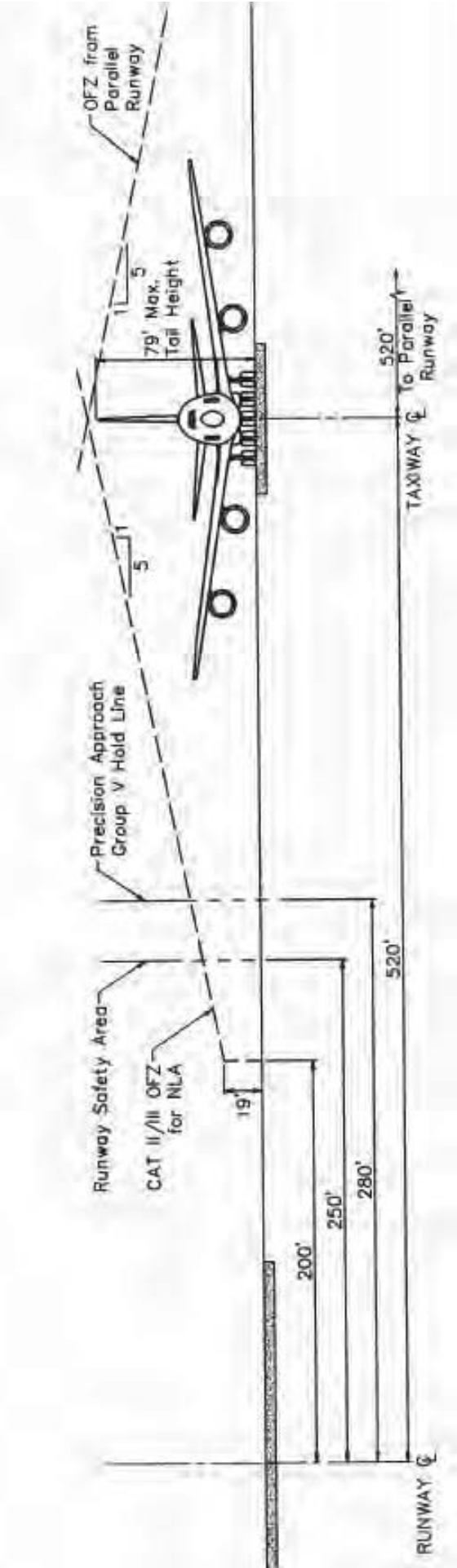
North Airfield

Design Criteria



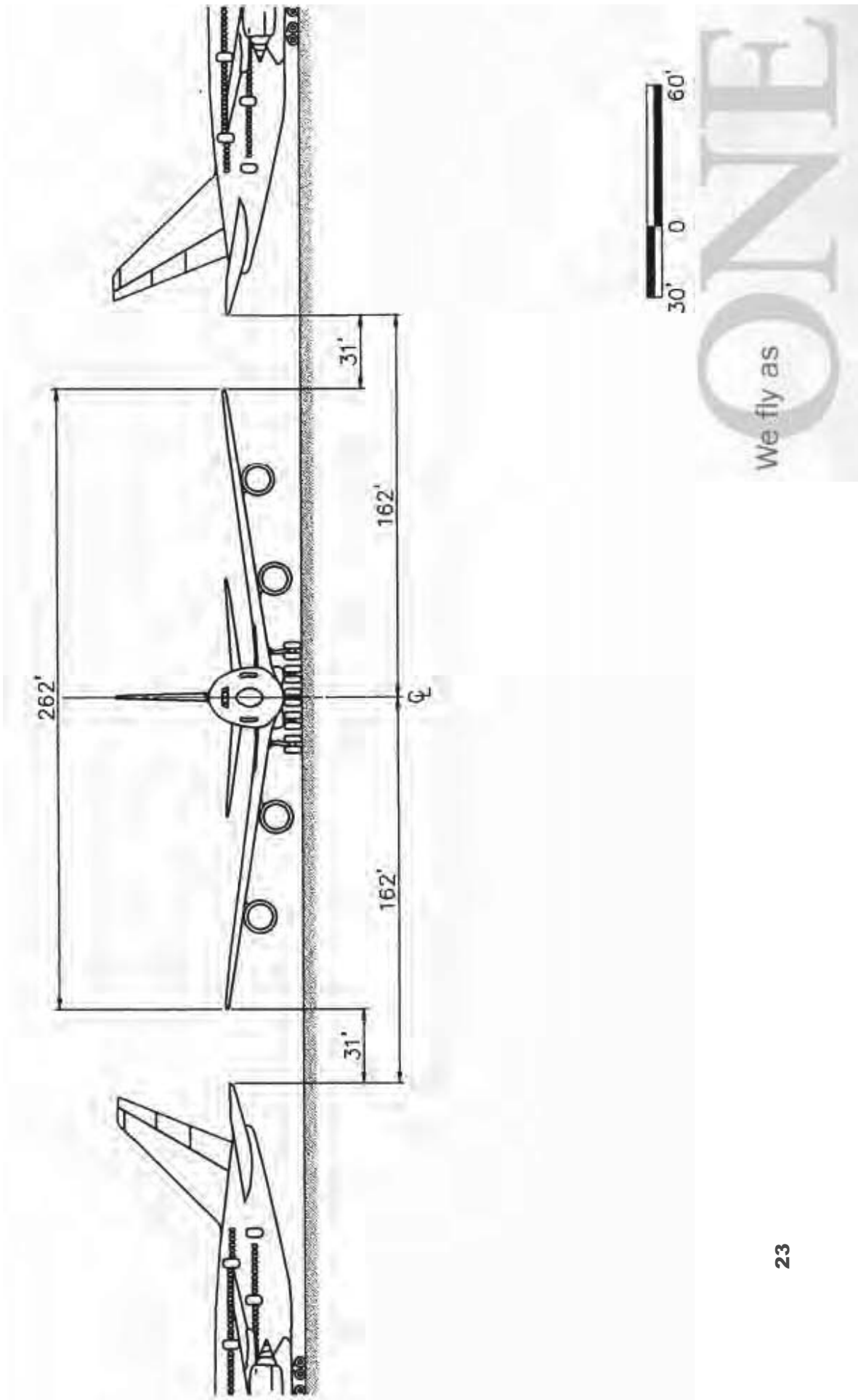
North Airfield

Design Criteria



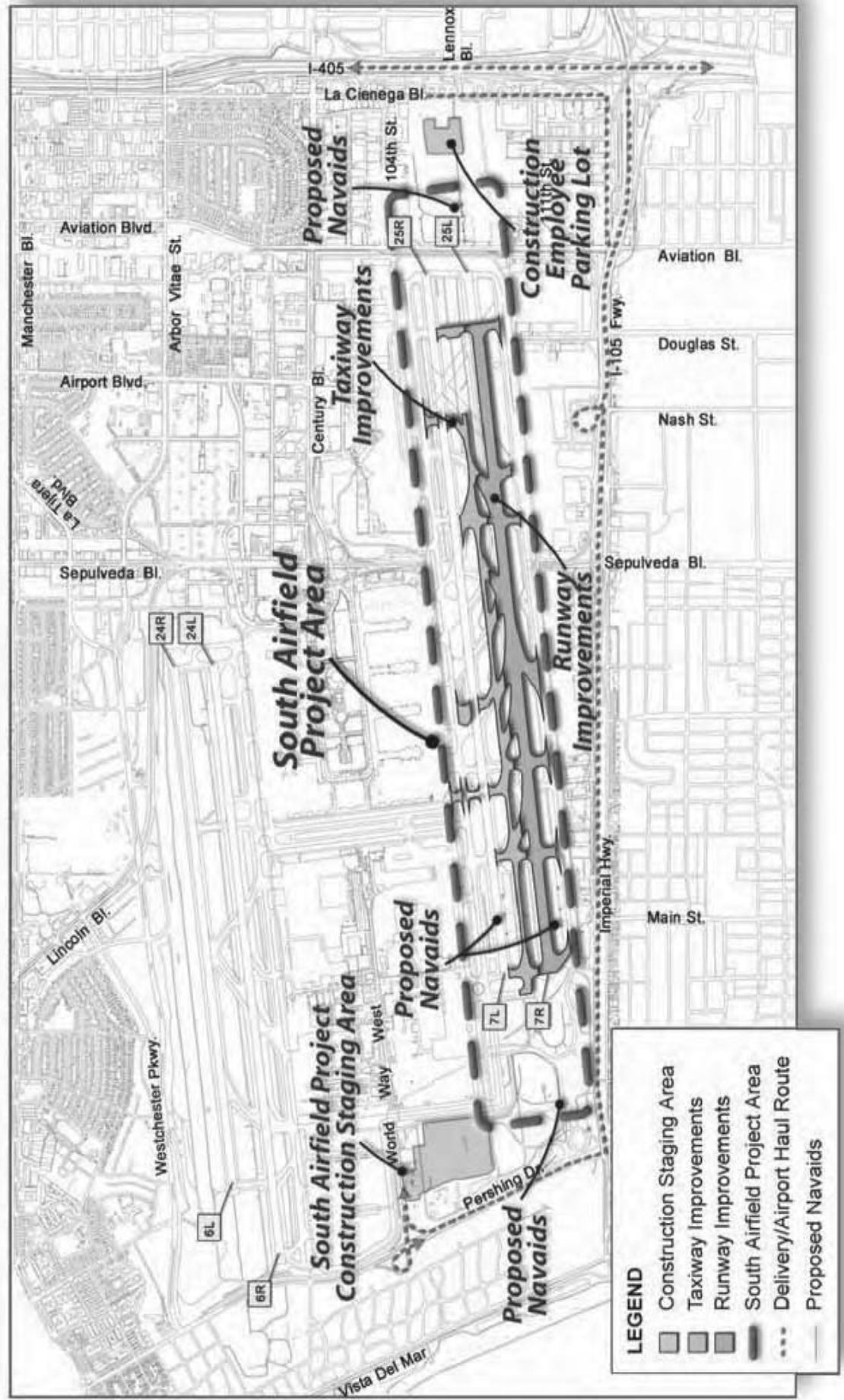
North Airfield

Design Criteria



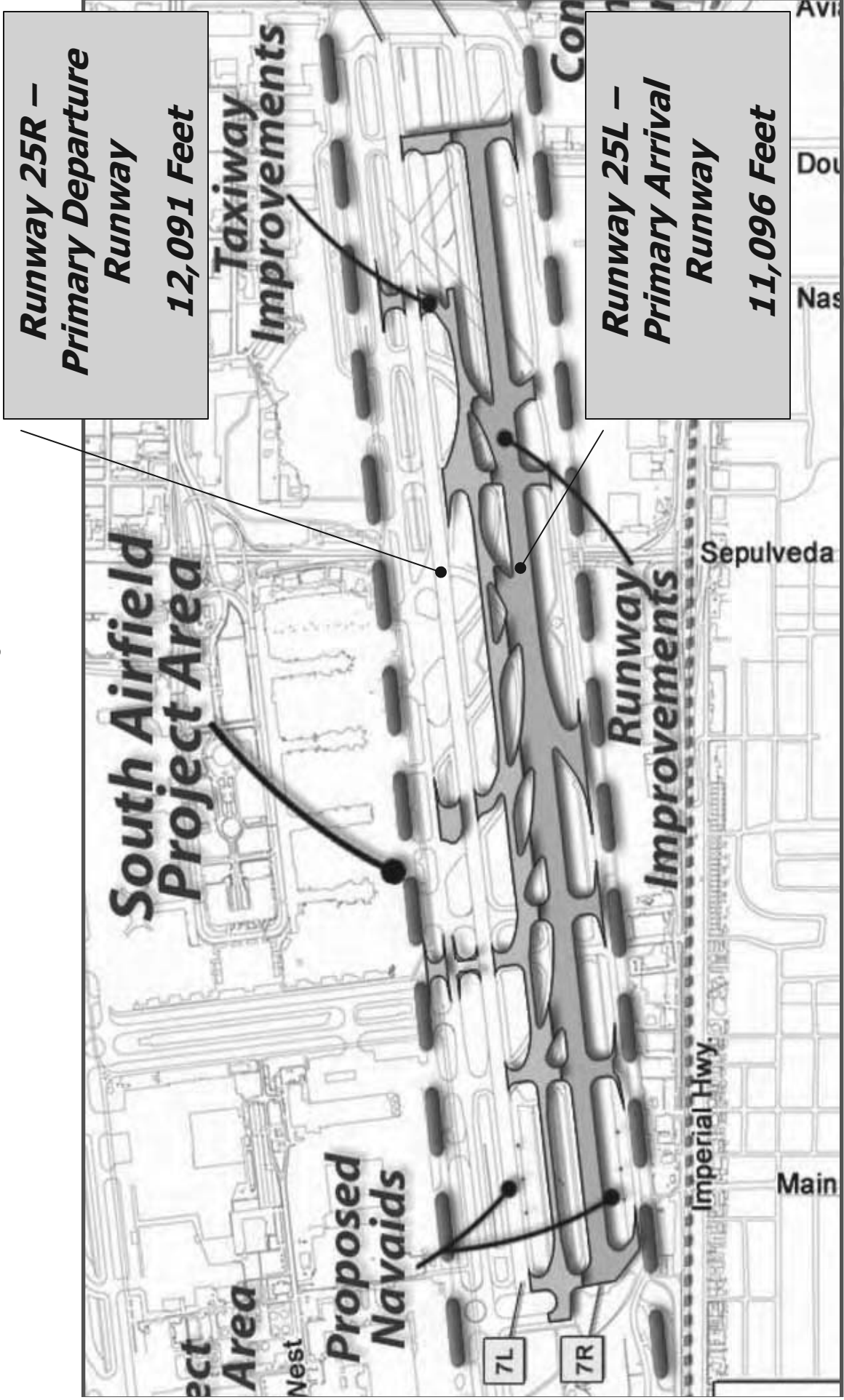
South Airfield Improvement Project

Construction Underway



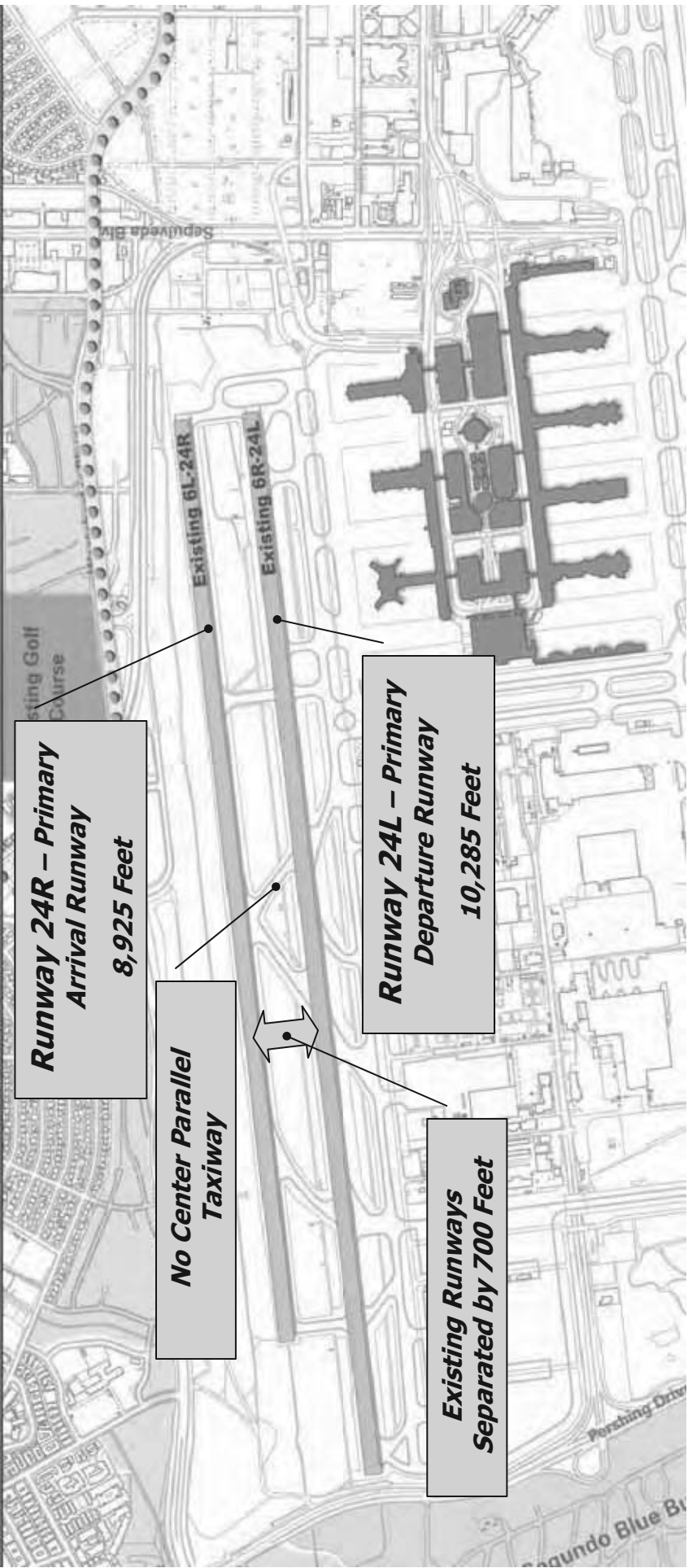
South Airfield Improvement Project

Construction Underway



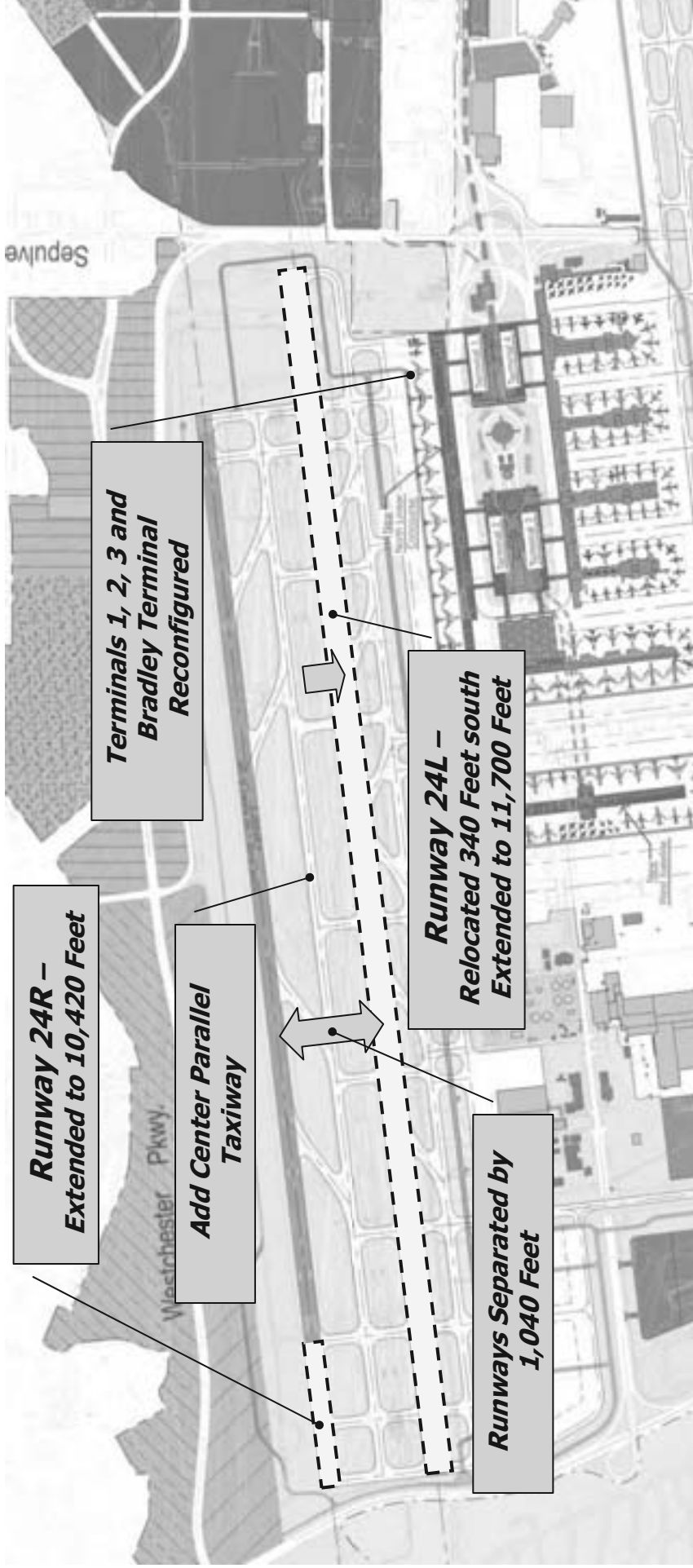
North Airfield

Existing Conditions



North Airfield

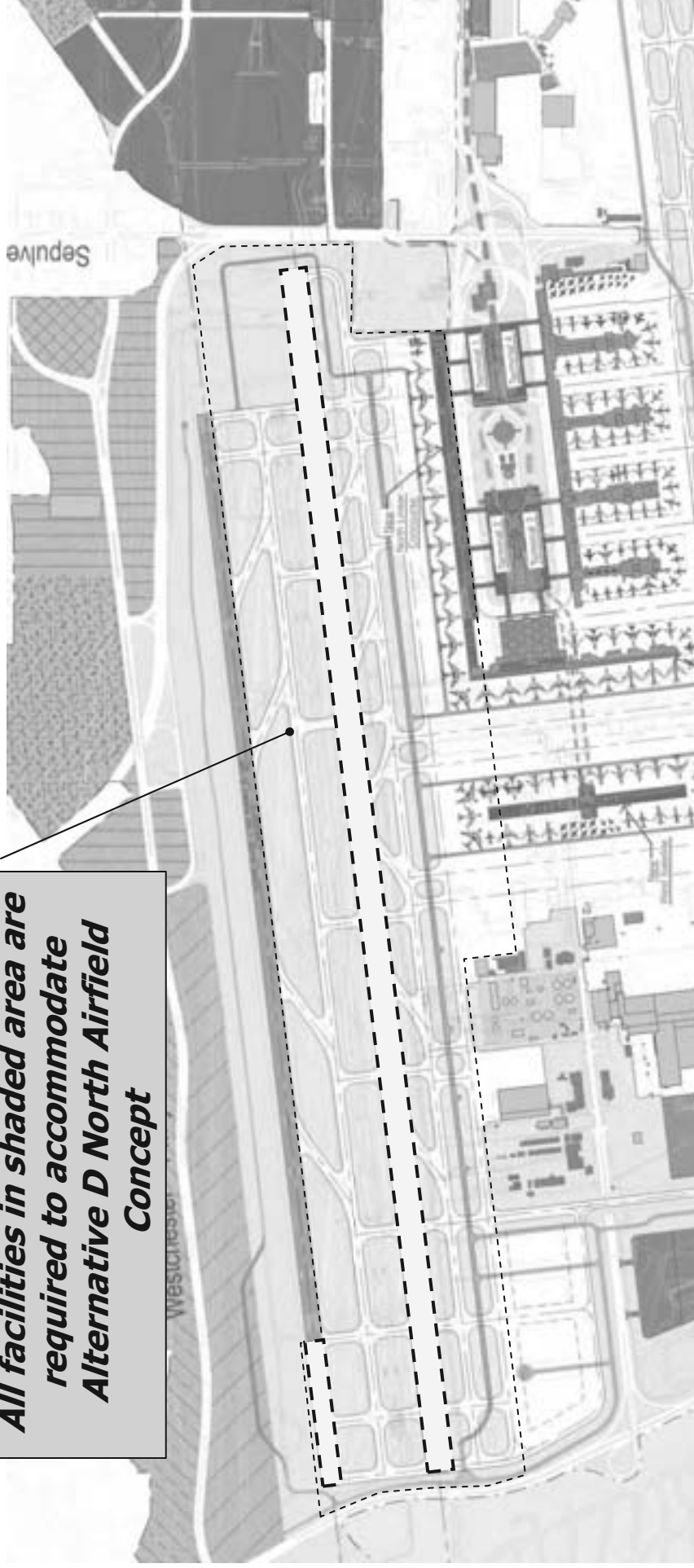
Approved Master Plan North Airfield



North Airfield

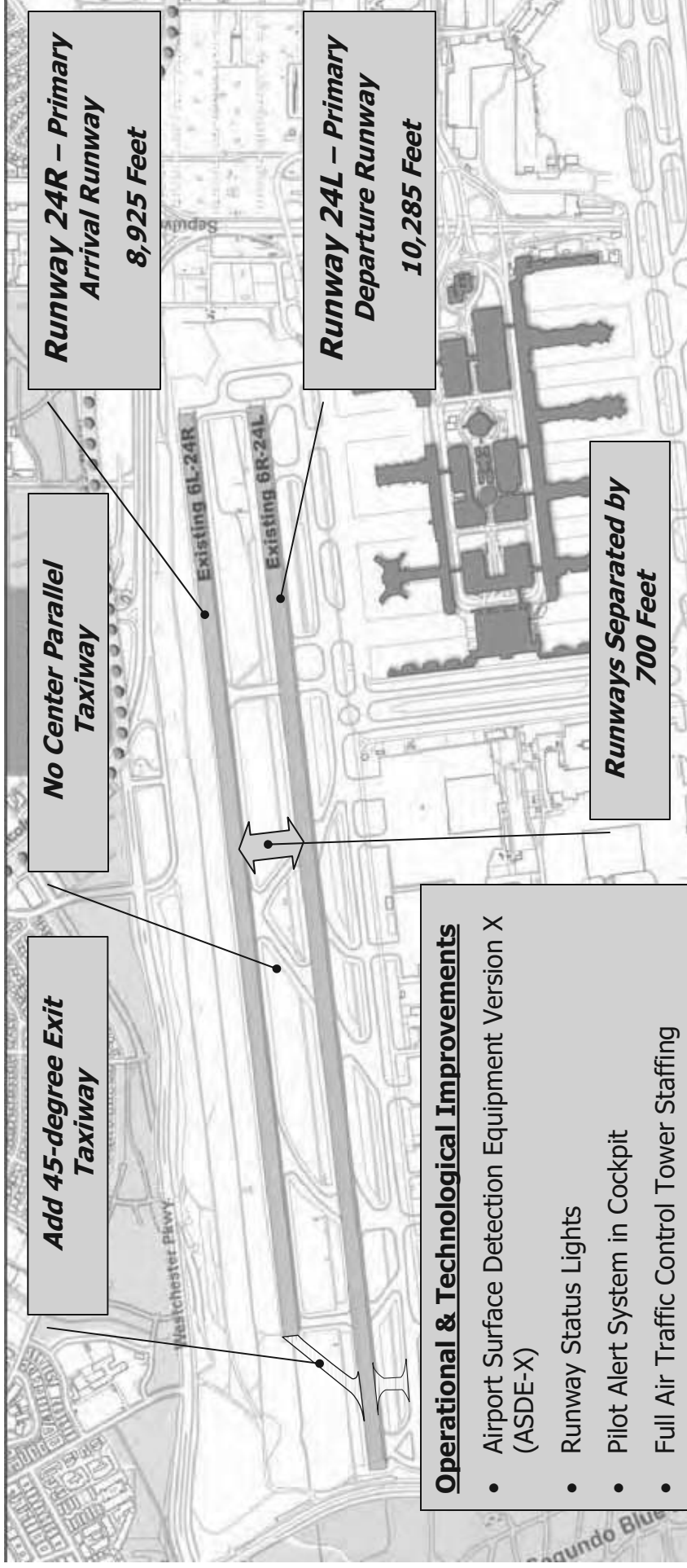
Approved Master Plan North Airfield

All facilities in shaded area are required to accommodate Alternative D North Airfield Concept



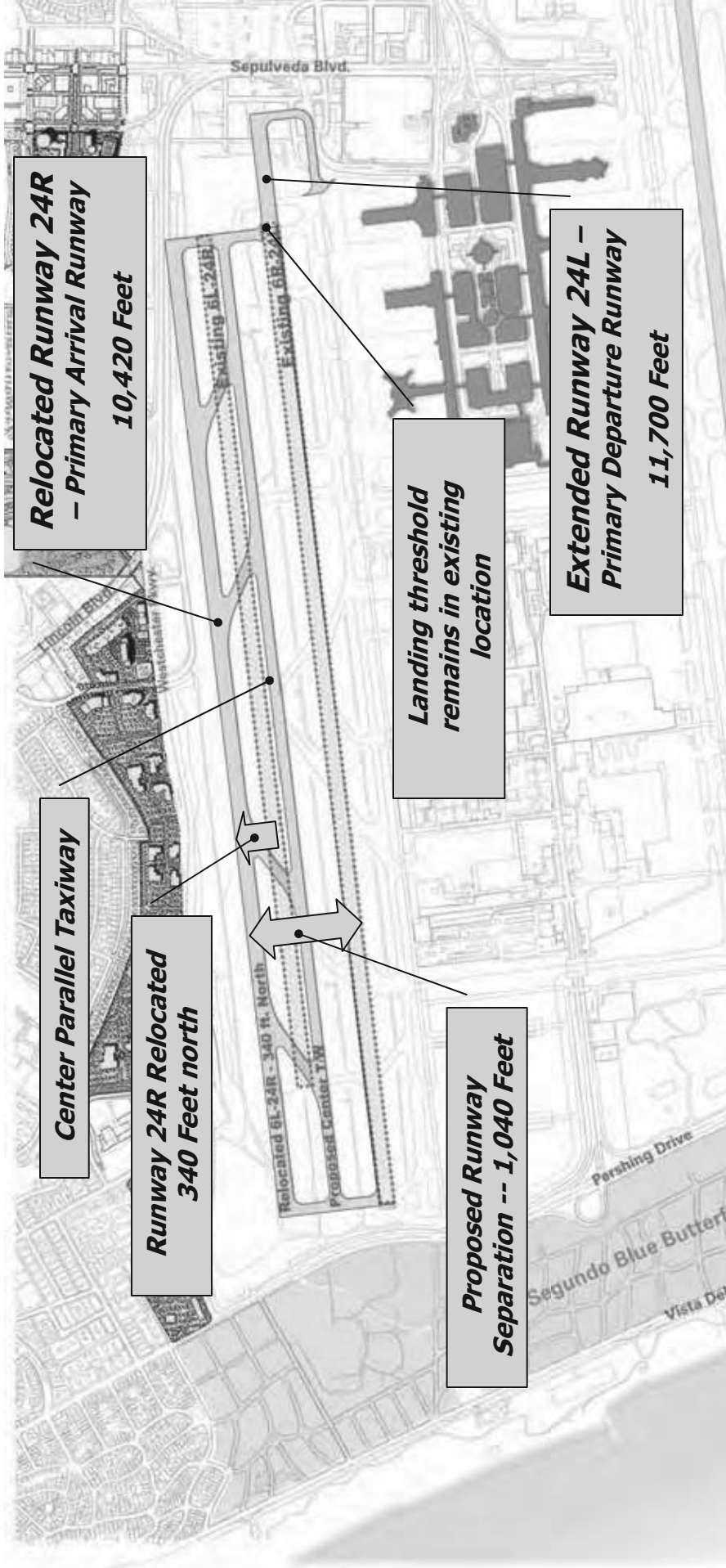
North Airfield

Minimal Change Concept



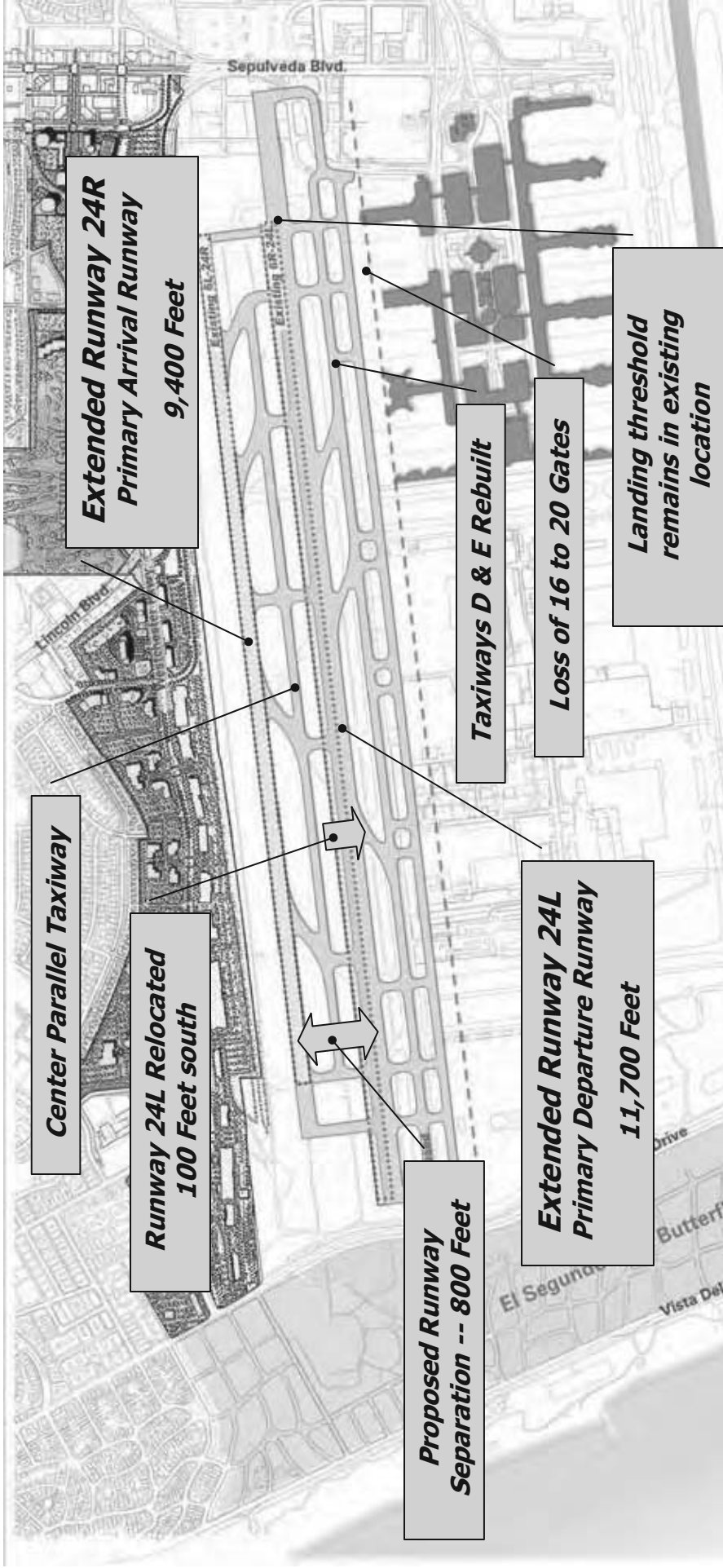
North Airfield Concepts

Shift Runway 24R 340 Feet North



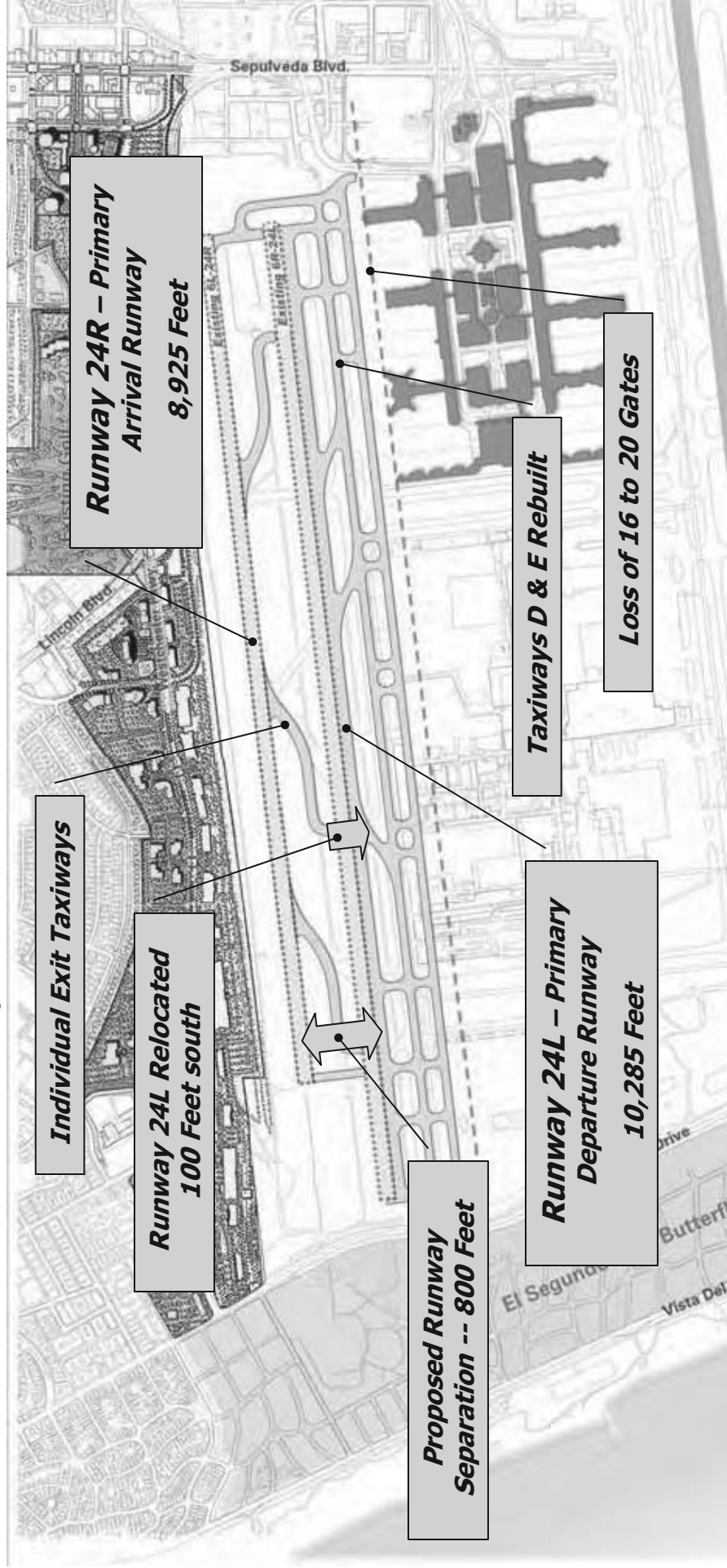
North Airfield Concepts

Shift Runway 24L 100 Feet South



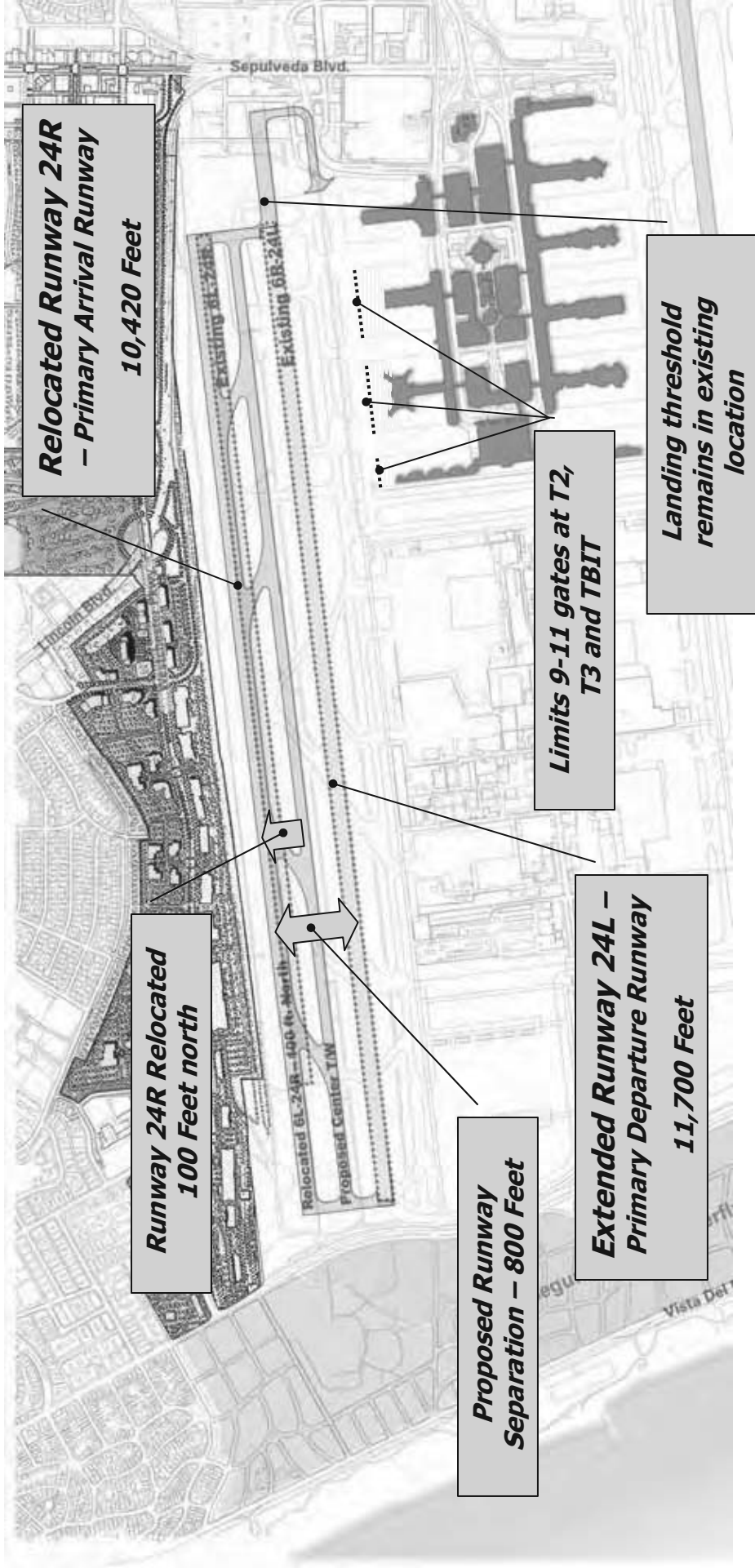
North Airfield Concepts

Shift Runway 24L 100 Feet South



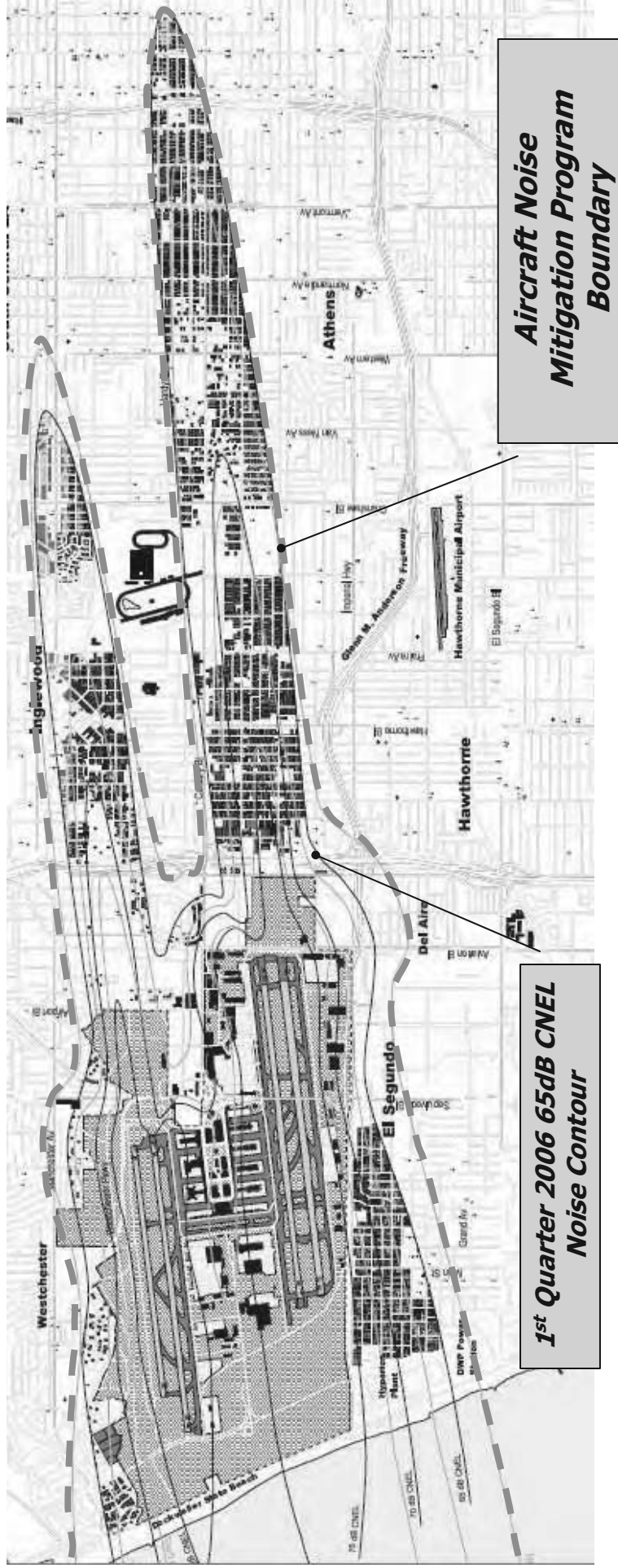
North Airfield Concepts

Shift Runway 24R 100 Feet North



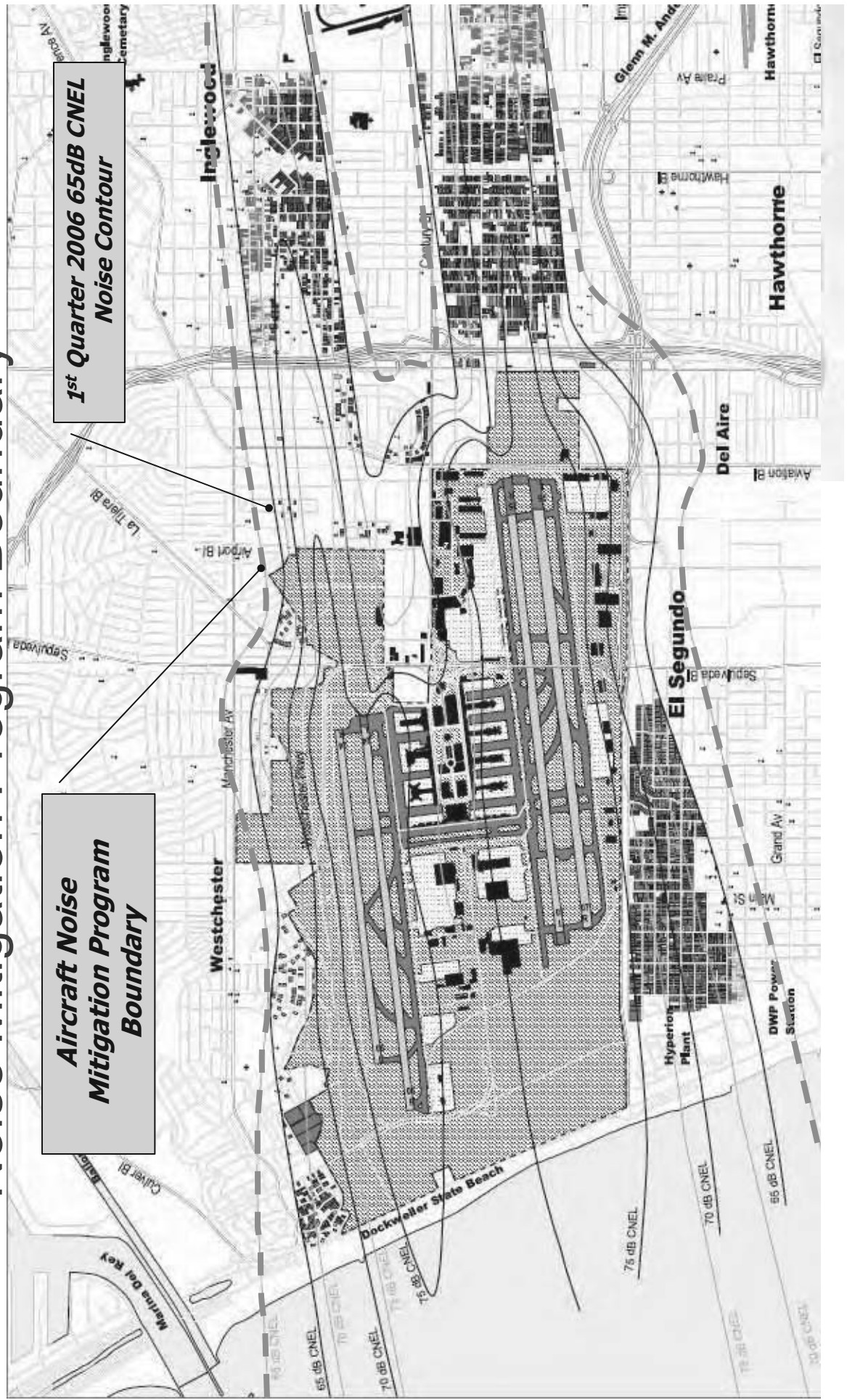
North Airfield Concepts

Existing Noise Contours Contained by Aircraft Noise Mitigation Program Boundary



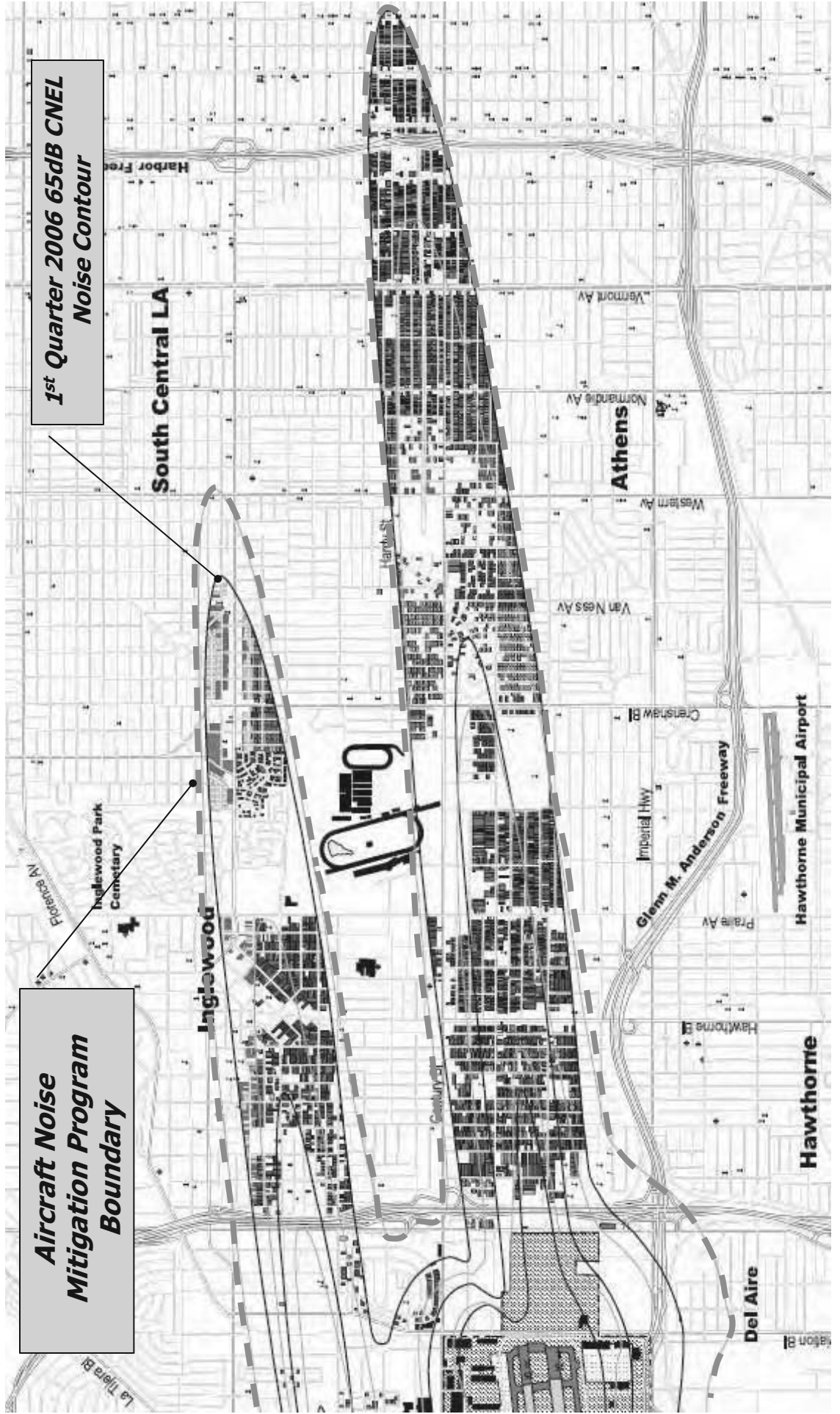
North Airfield Concepts

Existing Noise Contours Contained by Aircraft Noise Mitigation Program Boundary

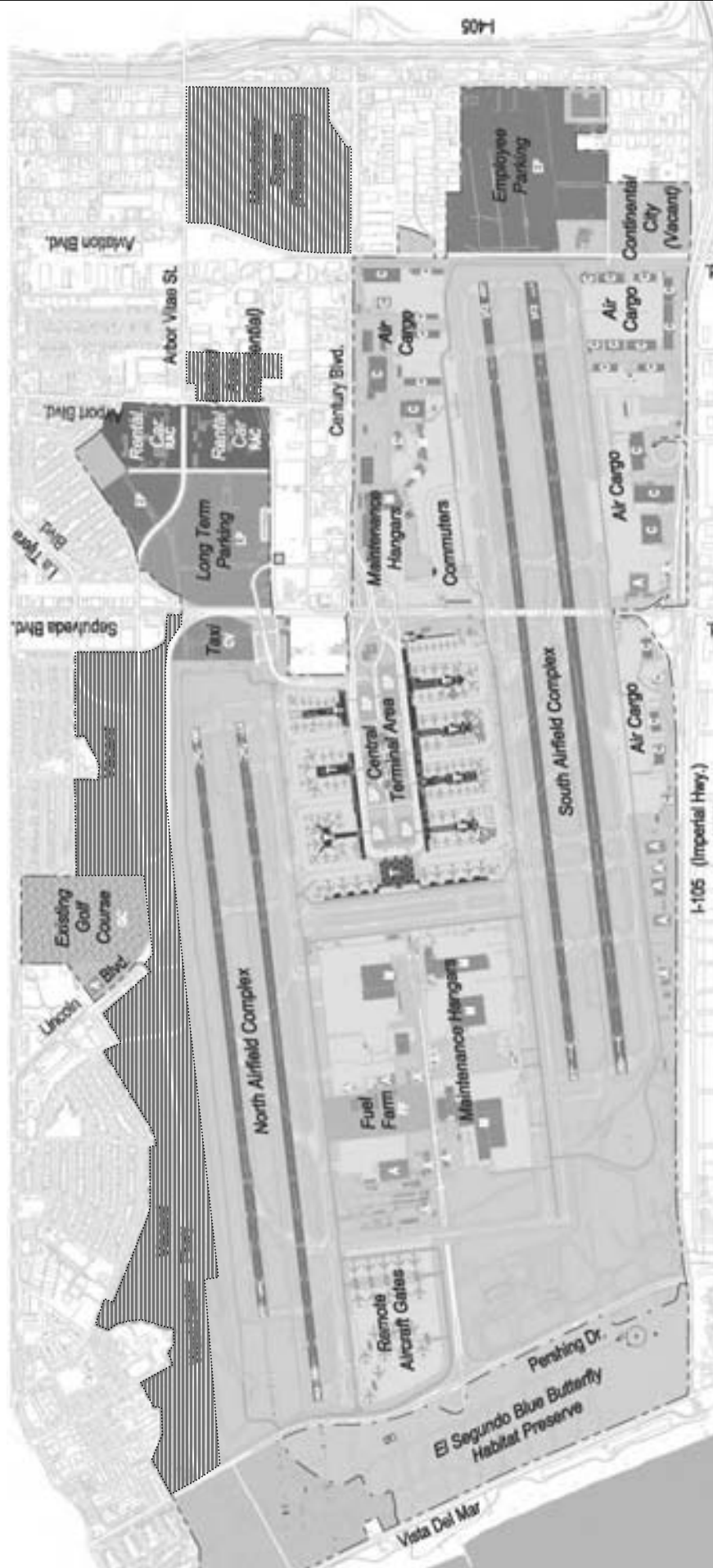


North Airfield Concepts

Existing Noise Contours Contained by Aircraft Noise Mitigation Program Boundary



Collateral Land Use Options



ONE

We fly as

Collateral Land Use Options

LAX Northside



Collateral Land Use Options

LAX Northside



Collateral Land Use Options

LAX Northside



Collateral Land Use Options

LAX Northside



Collateral Land Use Options

LAX Northside



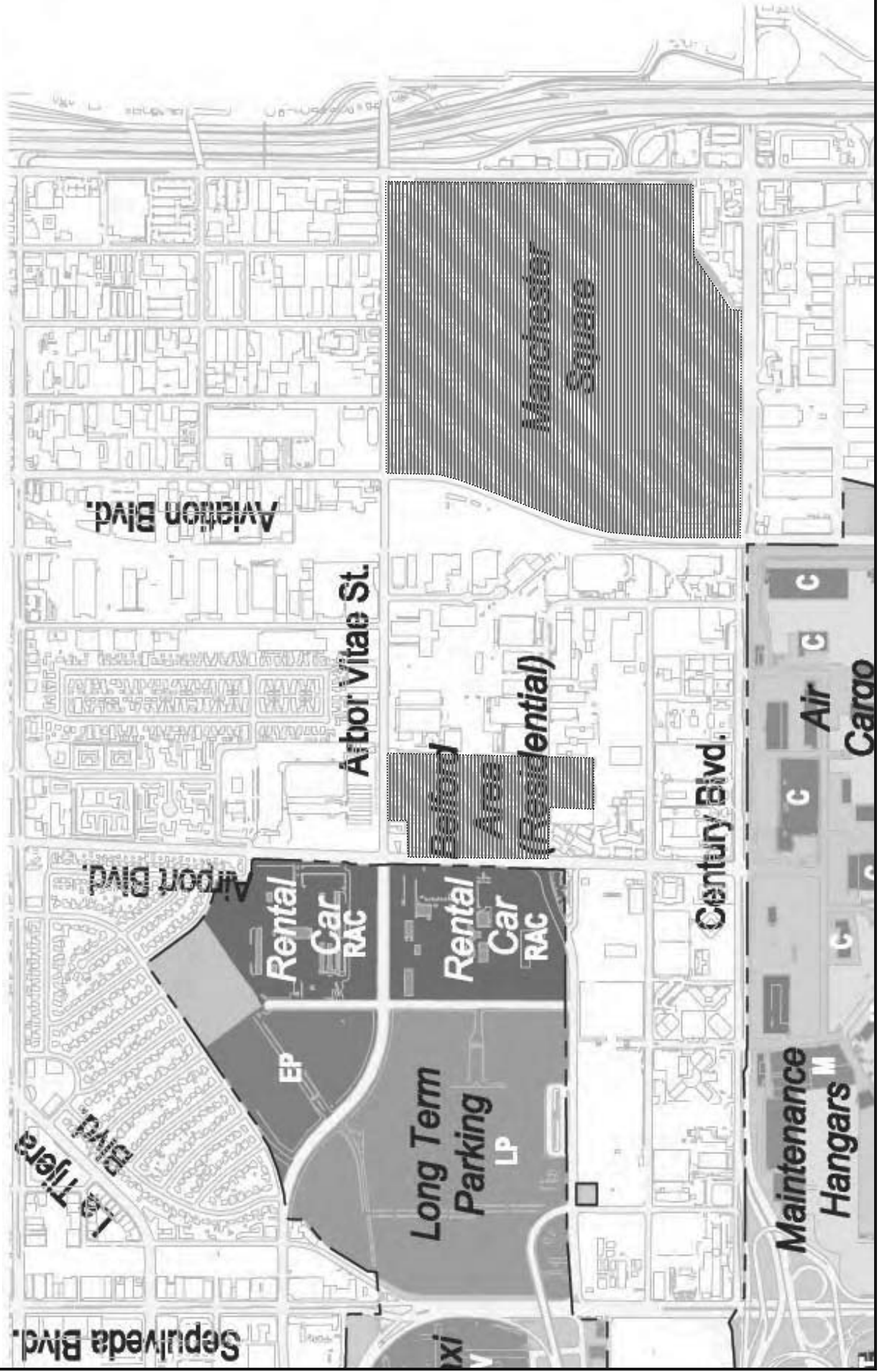
Collateral Land Use Options

LAX Northside



Collateral Land Use Options

Manchester Square and Belford Reuse



Collateral Land Use Options

Manchester Square and Belford Reuse



Next Steps

- January – Public meetings: Environmental Alternatives





LAX Specific Plan Amendment Study

Comments

Meeting Date: 12-05-06

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

please don't build light industry north of Westchester parkway - we don't need anymore air pollution - the aircraft are gagging us now please work with the community and turn this into a greenbelt. please return the three holes to the golf course.

please excuse the handwriting

(If necessary, please use the reverse side of the paper.)

Dear Sir or Madam:

As a neighbor of Los Angeles International Airport, I recently received a flyer at my door discussing, in frankly hysterical terms, the LAX Specific Plan Amendment Study and public outreach meetings scheduled for December 6 and December 9. While I cannot attend either meeting, I wanted to express my opinions about LAX.

While there is a vocal constituency that appears to be opposed to any improvements whatever at LAX, I am not a member of that population. Instead, I want to make mention of the considerable advantages that accrue to me, as a frequent traveler, in being adjacent to a busy airport like LAX. In particular, it is most appreciated that I can fly nonstop to so many places from LAX. I also appreciate the pricing pressure that emanates from LAX being able to host discount airlines like Southwest. Southwest's advantages spill over to all travelers, including those who never fly Southwest, as other airlines are forced to be price competitive. It would be most distressing to me if the availability of flights into and out of LAX declines or if prices go up. One need only look to John Wayne Airport to see the pernicious effects of flight restrictions.

Obviously, LAX generates a certain amount of noise. However, my condominium complex, like most housing near LAX, was built subsequent to the airport being there. So it isn't clear we neighbors have much ground for complaint. The building is well-insulated, given it was designed with cognizance of LAX. New jets are much quieter than earlier aircraft.

- 2 -

Further, my neighbors and I received sound mitigation from LAX a few years ago. Though the process was bureaucratic, it was accomplished successfully. The soundproofing personnel I dealt with were uniformly professional and pleasant to deal with.

In short, while I am aware of the potential disadvantages associated with improvements at LAX, I am in favor of reforms that, while being appropriately considerate to residents' interests, maintain LAX's status as a premier air hub on the West Coast.

Thank you for your consideration.



LAX Specific Plan Amendment Study Comments

Meeting Date: Dec. 06, 2006

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

LAWA CLAIMS TO BE MAKING THESE "NOTED" AIRFIELD CONCEPTS UNDER THE GUISE OF A CONCERN FOR SAFETY.

IF LAWA IS SO CONCERNED ABOUT LAX AIRPORT TRAFFIC SAFETY, THEN WHY ARE THEY ONLY ATTEMPTING TO INCREASE TRAFFIC/EXPAND OPERATIONS AT THIS AIRPORT? INCREASED TRAFFIC WILL NEVER RESULT IN A SAFER RUNWAY ENVIRONMENT.

THE ABSOLUTE LEAST THAT LAWA COULD DO IS ADMIT THAT THEIR ONLY CONCERN IS EXHAUSTION FOR BUSINESS PURPOSES (OTHERWISE KNOWN AS

GREED.)

(If necessary, please use the reverse side of the paper.)



LAX Specific Plan Amendment Study Comments

Meeting Date: 12/6/06

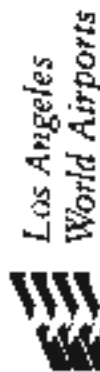
Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

NORTH FLIGHT FIELD; NO MOVEMENT NORTH, NO LENGTHENING OF RUNWAYS, MITIGATE TAXYING POLLUTION BY USE OF ELECTRIC TRUCKS, BUILD LA A REAL WORLD CLASS AIRPORT LOCATED IN THE MIDDLE OF NOWHERE JUST LIKE THE CIVILIZED PEOPLE DO!

LAX NORTHSIDE & MANCHESTER SQUARE; OPEN SPACE... OPEN SPACE... OPEN SPACE! PARKLAND, YOUTH FIELDS, GOLF COURSES, NATURAL OPEN LAND WITH HIKING TRAILS, LANA HAS SYSTEMATICALLY DESTROYED OUR COMMUNITY, WE DESERVE TO BE COMPENSATED FOR THIS.

(If necessary, please use the reverse side of the paper.)



LAX Specific Plan Amendment Study Public Outreach Meeting Comments

MEETING DATE: 12/16/06

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

I am a resident of Westchester and a Board Member of the West Bluffs Conservancy. I'm standing here before you to encourage Los Angeles World Airports to side with the majority of community sentiment that you will hear tonight and again on Saturday, and please consider a revised development plan for LAX's north side.

Specifically, our community does not support moving LAX's north runway any number of feet, nor do we support an increase in heavy aircraft traffic. Any movement north of the runway weighs heavily on the already highly impacted communities of Westchester and Playa del Rey. The amount of pollution (air, noise and particulate) has already increased with other huge developments underway in Playa Vista, on the West Bluffs, and at the intersection of Lincoln & Manchester.

Additionally, I understand that LAX's north side is zoned for massive commercial development. Westchester and Playa del Rey have adequate existing commercial areas and supplemental commercial growth underway. I urge airport planners and the Board of Airport Commissioners to be visionary, to be courageous, and to be creative by incorporating a substantial amount of open space in the way of recreational opportunities for people as well as habitat reserve for wildlife.

(If necessary, please use the reverse side of the paper.) -- please see reverse

Please complete the information below and print clearly to ensure that your comments are included.

The best option for development on LAX's north side, of course, is no development — To gift our community with the open space it sorely lacks would be welcome for aesthetic enjoyment and recreation. Additionally, our city's history of "paving the way" through much of its infrastructure planning is having serious consequences on our natural environment. LA continues to be overwhelmed with contaminated storm water runoff, and is still plagued by some of the nation's dirtiest air. Green space and trees allow for natural filtration that helps combat these urban issues.

If setting aside the entire acreage is not an option, then I propose that the airport set an ambitious target of preserving as open space a minimum of 50 percent of the 350 acres.



LAX Specific Plan Amendment Study Comments

Meeting Date: 12-6-06

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

We are attending this meeting and specifically request a meeting between LAX and 99 Street Homeowners to mitigate and discuss our present concerns and future concerns over any LAX expansion and any LAX development. We expect you to contact us before the end of the year and schedule to meet with us as soon as possible. Thank you.

(If necessary, please use the reverse side of the paper.)



LAX Specific Plan Amendment Study Comments

Meeting Date: 12-6-06

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

91 Street Homeowners are the closest single family homes to the North of LAX (refer to Northside Project previous plans for our concerns), which include: Noise, traffic, pedestrian, people "resistant" to services

We are opposed to any change of the North runway. We lost a natural sand dune sound barrier / buffer when Westchester Parkway was built. A huge increase in airport, vans, cabs, and cargo trucks are evident in our area and cause the existing impacts to LAX must mitigate.

(If necessary, please use the reverse side of the paper.)



LAX Specific Plan Amendment Study Comments

Meeting Date: Jan 6 - 2016

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

Currently, LAX property between Westchester Parkway, along Lorgola to 91 Street is not maintained even after several attempts to find who to contact - who do we contact.

For example:

The Second interior double chain link fence on Lorgola needs to be removed

For example:

People "resistant to services" dump debris/garbage over the chain link fence - and it has not be cleaned up (vegetation removal does not go beyond inner fence. Thank you.

(If necessary, please use the reverse side of the paper.)



LAX Specific Plan Amendment Study Comments

Meeting Date: December 6, 2006

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

1. No Northern Runway Expansion;

- * No movement North or lengthening of Runways.
- * Install Modern Air Traffic Control Systems,
- * Increase Staffing at LAX Tower
- * Install Runway Status lights,

2. NO LAX Northside Development;

- * No direct aviation uses such as cargo or maintenance
- * Restore 3 holes of Westchester Golf Course.
- * Soccer fields, open space and Habitat Development.

3. Manchester Square / Bedford Square;

- * No direct aviation uses such as cargo or maintenance.
- * Community uses - Open Spaces, Golf Course Expansion, Tennis court, soccer fields, community farms, etc.

(If necessary, please use the reverse side of the paper.)



LAX Specific Plan Amendment Study Comments

Meeting Date: 12/10/06

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

No movement North or long turning of runways
No direct aviation uses such as cargo or maintenance. In
North side development a Manchester Square put open
space, golf course, other athletic activities. put 3 holes
back in golf course
Install runway status lights now
Bring tower staff to full staff

(If necessary, please use the reverse side of the paper.)



LAX Specific Plan Amendment Study Comments

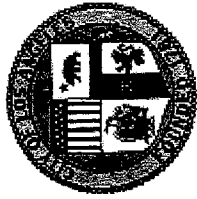
Meeting Date: 12-6-06

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

Since the beginning of the objection of
obtaining Revenue (Money) To the city
Doesn't the obtaining of land & contracts in
the area of North Development violate the
newly ~~adopted~~ voted on & passed, illegal?

(If necessary, please use the reverse side of the paper.)



LAX Specific Plan Amendment Study

Comments

Meeting Date: Dec 6, 2016

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

WHAT LOS ANGELES HAS ENOUGH OF IS TRAFFIC,
HOTELS & SHOPS; WHAT WE DO NOT HAVE IS OPEN
SPACE PLEASE LEAVE THE OPEN AREA ALONG
WESTHESTER PARK IN ITS NATURAL STATE
ALLOW THE TREES AND PLANTS TO CLEAN THE
AIR AS WELL. THERE ARE SO MANY RESIDENTS IN
PASADENA CURRENTLY AND RECENTLY BATTLING
CANCER, THERE HAS TO BE A CORRELATION WITH
THE AIRPORT POLLUTION

(If necessary, please use the reverse side of the paper.)



LAX Specific Plan Amendment Study Comments

Meeting Date: 12/6/06

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

I cannot FATHOM the north runway. I
closer to my home than it already is!
If my house shakes anymore, I will never
sleep. Safety issues? Let's see the
data that PROVES moving the
north runway will improve safety.
Listen to the community.

NO MOVEMENT OF NORTH RUNWAY!

(If necessary, please use the reverse side of the paper.)



LAX Specific Plan Amendment Study Comments

Meeting Date: 6 DEC 2006

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

IT IS MY VIEW THAT THE NORTHERN RELOCATION OF THE NORTHERN MOST RUNWAY AND THE RELOCATION OF LINCOLN BOULEVARD AS NECESSARY IS A BRILLIANT MEASURE TO INSURE NOT ONLY THE OPERATING EFFICIENCY AND THE SAFETY OF THE AIRPORT, BUT ALSO THE STANDARDS COMMUNITY OPINIONS.

I VIGOROUSLY OPPOSE SUBSIDIZING ANY BECOME TO AIRPORT AIR TRAFFIC BOTH PAX AND AIRCRAFT, TO PWD. I DO SUPPORT MEASURES THAT WILL PERMIT EFFICIENT INVESTMENT IN INFRASTRUCTURE TO CREATE IN PWD A MORE CLAS, SUFFICIENT REGIONAL AIRPORT IN PWD. (If necessary, please use the reverse side of the paper.)



LAX Specific Plan Amendment Study Comments

Meeting Date: _____

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

1. Since at the last meeting at the Board Brief the FATA man stated that the minimum runway separation is 800', hasn't it already been decided to move the north north runway?
2. If the runway is moved, will that mean the removal of more of our friend & neighbors & schools & businesses?

(If necessary, please use the reverse side of the paper.)



LAX Specific Plan Amendment Study Comments

Meeting Date: _____

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

I AM OPPOSED TO ANY MOVEMENT OF THE AIRPORT UNLESS
CLEAR SAFETY ISSUES ARE DEMONSTRATED.
MANY OF US HAVE ALREADY SUFFERED FROM AIRPORT INCURSIONS.
OUR HOUSES OF WORSHIP ARE BASICALLY FUNCTIONING AT THIS WITH
THE CURRENT NOISE LEVEL. MOVING IT CLOSER IS NOT
IN ANYWAY ACCEPTABLE.

THE PEOPLE OF WEST GLENVIEW CHURCHES MAY HAVE BECOME
THE AMERICAN INDIANS OF THE 20TH CENTURY. COULD
PROMISES HAVE BEEN MADE TO US ABOUT AIRPORT EXPANSION
ALL OF THOSE PROMISES HAVE BEEN BROKEN.
IT IS TIME FOR ALL OF THIS TO STOP. IT MUST STOP NOW.

(If necessary, please use the reverse side of the paper.)



LAX Specific Plan Amendment Study Comments

Meeting Date: DECEMBER 9, 2006

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

I TOTALLY OPPOSE ANY NORTHWARD
MOVEMENT OF RUNWAY 24R. EXISTING
NOISE POLLUTION FROM AIRPORT
OPERATIONS ALREADY NEGATIVELY IMPACTS
QUALITY OF LIFE ISSUES FOR RESIDENTS
OF THE PLAYA DEL REY COMMUNITY,
ESPECIALLY DURING THE EARLY MORNING
HOURS BETWEEN MIDNIGHT & 6A.M.
INCONVENIENCE CAUSED BY THE "BUBBLE" FOR
CLASS 5+6 AIRCRAFT NOW AFFECTS PASSENGERS
(COVER)

(If necessary, please use the reverse side of the paper.)

ON A TEMPORARY BASIS, WHILE
NORTHWARD RUNWAY ENCROACHMENT
WOULD CAUSE INCREASED AND
PERMANENT DISTRESS TO THE
SURROUNDING COMMUNITIES



LAX Specific Plan Amendment Study Comments

Meeting Date: DEC 9 - 2006

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

I'M OPPOSED TO ANY DEVELOPMENT OF
REAL ASSETS NORTH OF LAX.

I WOULD LIKE TO SEE THE ACRES DEVELOPED
FOR COMMUNITY PURPOSES, LIKE RECREATIONAL
PURPOSES (ATHLETIC FIELDS, COMMUNITY GARDENS,
EXPAND THE EXIST EXPOSE, TALL TREES AT
PARK LAND

(If necessary, please use the reverse side of the paper.)



LAX Specific Plan Amendment Study Comments

Meeting Date: 12/9/06

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

I strongly agree with HRSAC. If Heathrow can handle 20 MAF with two runways, why do we need four? As most of the incursions are pilot error or air controller error on the 24 complex, why change? We do not need anything on the North side park that generates traffic. Open space and park combination would be nice as we are desperately short of both. Why does the airport schedule these hearings at Christmas time? Is it to cut down on public attendance?
How when 20 min delay - not all the time
No prob. will 10 min. work up.

(If necessary, please use the reverse side of the paper.)



LAX Specific Plan Amendment Study Comments

Meeting Date: 12/9/06

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

^{WILL}
WE CAME TO A MEETING 60-72 YEARS
AGO AND LEFT WRITTEN COMMENTS WHICH
WERE SUPPOSED TO BE RESPONDED TO
BUT NEVER WERE, WHY MAKE NEW
COMMENTS?

(If necessary, please use the reverse side of the paper.)



LAX Specific Plan Amendment Study

Comments

Meeting Date: SEP. DEC. 09, 2006

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

NO RING ROAD -

USE CENTURY ONLY. STOP BUILDING PARKING LOTS/STRUCTURES, IE FOLKS CAN'T PARK, THEY HAVE TO USE ALTERNATE TRAVEL ROUTES. ADVERTISE THOSE ALTERNATIVES MORE. GIVE PRIORITY TO VEHICLES THAT ARRIVE THAT CARRY MULTIPLE PASSENGERS, I.E. - FLIGHTS & SHUTTLES.

ALSO - FIND BETTER PARKING FOR THE LIMOS, GET THEM OUT OF OUR BUSINESS PARKING. GO TO THE RAMP'S SHOPPING CTR ON SEPULVEDA AT ANY TIME -- THERE ARE ALWAYS 10-20 LIMOS PARKED THERE & MOST OF THEM TAKE UP MORE THAN 1 SPACE BECAUSE THEY ARE SO BIG. I UNDERSTAND LAX CHARGES THEM A DAILY FEE TO PARK & THEY DON'T WANT TO PAY THAT. THEY ALSO GET BEVERLYHILLS (?) WHEN ASKED TO MOVE, YOUR HELP ON THIS WOULD BE APPRECIATED!

PROBLEM OF SHUTTLE VANS; PARKING ALL THE TIME ON LATITUDA (BETWEEN PANDORA & LATITUDA) (CURVE IN WESTCOURT)
(If necessary, please use the reverse side of the paper.)



LAX Specific Plan Amendment Study Comments

Meeting Date: SAT. - DEC 09, 2006

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

ENOUGH ALREADY. LAXIA HAS DONE EVERYTHING POSSIBLE TO KEEP PEOPLE FROM
ATTENDING THIS MEETING. SCHEDULED 3 DIFFERENT DATES & NOW IT'S BETWEEN
THANKSGIVING & XMAS WHEN PEOPLE ARE EXTREMELY BUSY. THE CAT APP TURNED INTO A
FAA SAFETY MSG w/DAVE KUNER. HE COMPARED NEWLY OUD PLANES. NEW PLANES ARE BIGGER &
FASTER NEED MORE ROOM. HE NEVER MENTIONED THAT NEW PLANES HANDLE MUCH EASIER THAN
OLD; THEY REQUIRE SHORTER RUNWAYS FOR TAKEOFFS, LANDINGS & THEY HAVE A MUCH BETTER
QUICKER BRAKING SYSTEMS. THERE WON'T BE THAT MANY SUPER-JUMBOS (GROUPS) - THEY WILL
ONLY BE USED ON INTERNATIONAL ROUTES. LAX CAN REQUIRE SPARE SCHEDULES. GET MORE
AIR TRAFFIC CONTRACTOR'S w/PROPER TRAINING. ALSO ALLOW LESS FLIGHTS IN & OUT OF LAX!

(If necessary, please use the reverse side of the paper.)



LAX Specific Plan Amendment Study Comments

Meeting Date: SAT. DEC. 09, 2006

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

NORTHSIDE DEVELOPMENT -

NO HOTELS!!!

IDEAS FOR USE:

CHART STORE (like MICHAEL'S)

EMERGENCY VET/ANIMAL CLINIC

A COUPLE OF NICE RESTAURANTS

A REALLY GOOD, WELL STOCKED HARDWARE STORE (like GERARDS' w/EVERYTHING - NOT A HOME DEPOT)

A PARK w/TRAILS

BOOK STORE

SEARS

OTHER COMPARABLE-TYPE RETAIL STORES, (FOR BOOKSTORE WORD USE, NOT A BOOK STORE.)

(If necessary, please use the reverse side of the paper.)



LAX Specific Plan Amendment Study Comments

Meeting Date: SAT - DEC 09, '06

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

NORTH RUNWAYS - LEAVE TO US. THE LONGEST, WIDEST TAXIWAYS IN THE WORLD WON'T PREVENT PILOT ERRORS & AIR TRAFFIC CONTROLLER ERRORS, THAT WAS THE CAUSE OF THE TERRIBLE GROUND CRASH, ATC ERROR. IF YOU NEED TO HAVE A RUNWAY, THEN MOVE 24L TOWARDS THE AIR TERMINALS!

DON'T TAKE OUT MORE OF WESTCHESTER!!

ADVISE THE FAA TO HIRE MORE CONTROLLERS

(If necessary, please use the reverse side of the paper.)



LAX Specific Plan Amendment Study Comments

Meeting Date: Dec 09, 2006 - SAT

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

MANCHESTER SQ -

CONVERT LAND INTO A PARK w/ PLAYING FIELDS + BUILD
AFFORDABLE HOUSING BACK ON IT.

(If necessary, please use the reverse side of the paper.)



LAX Specific Plan Amendment Study

Comments

Meeting Date: 9 Dec 2006

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

Can Elevators (Lifts) in Terminal 7
and Terminal 6 be modernized
(and add a second one to each for
redundance) so that LAX has fewer
out of service elevators and does not
violate the ADA - especially on the
public side (not the secure side).

(If necessary, please use the reverse side of the paper.)



LAX Specific Plan Amendment Study Comments

Meeting Date: 12/9/66

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

I would be opposed to taking a direct away land space inside of the airport to renovate the terminal as it is presently there so much more airplane noise from jets leaving at 12:30 - 1:00 P.M.

We should be every effort to use the space within the airport such as making the ramp closer to the towers.

(If necessary, please use the reverse side of the paper.)



LAX Specific Plan Amendment Study Comments

Meeting Date: 12-9-06

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

How confident are you that the community
Benefits Pkg will be signed? Why?

(If necessary, please use the reverse side of the paper.)



LAX Specific Plan Amendment Study Comments

Meeting Date:

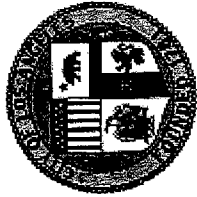
9 Dec 2006

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

Why do people who buy houses
next to airports complain about-
the noise?

(If necessary, please use the reverse side of the paper.)



LAX Specific Plan Amendment Study

Comments

Meeting Date: 12-9-'06

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

Please

- NO GROWTH!
- NO EXPANSION!
- MODERNIZATION ONLY

(If necessary, please use the reverse side of the paper.)



LAX Specific Plan Amendment Study Comments

Meeting Date: DECEMBER 3 2006

Please use this page to submit your questions or comments regarding the LAX Specific Plan Amendment Study. Your comments are an important part of this community-based planning process.

When making your comments, please be as specific as possible:

WHAT IS NOT CLEAR WHY PROPOSALS WOULD BE AT
PUTTING THE LARGEST NEW PLANS ON THE SWIFTEST
RUNWAYS. THE SOUTH RUNWAYS ARE ALREADY MUCH
LARGER - CLARIFY THE OBVIOUS LOCATION FOR THE
LARGER AIRCRAFT.

(If necessary, please use the reverse side of the paper.)

COMMENTS FROM AN OLD TIMER ,SR.AERONAUTICAL ENGINEER.

TO WHOM IT MAY CONCERN

In reviewing LAX (D) and LAX (E) I find them full of holes and VERY EXPENSIVE.

1. Leave the terminals and existing access as is. This allows people to drop off and pick up the elderly and handicapped right at their terminals. This scatter of terminals is safer than the proposed concentration.
2. Moving runways and putting a taxiway between them has not improved wing tip clearance versus 45 degree holding between existing runways. Nobody shows which way the airplanes would be going in those center taxiways. This is very unsafe.
3. The time and cost of moving a runway will effect a shortage of operational runways for a long time and with the existing air traffic will cause a real delay problem.
4. The location of the new tower solved the visibility problem that occurred on the north runway and taxiway that one time. NO VISIBILITY PROBLEMS SINCE.
5. With the financial shortage in Federal, State and City, leave as is except to improve the security in the existing terminals.
6. I went to the library to review the airport plan D and was shocked by the extent of the environmental study. About 6 feet of books full of Verbage which was hard to understand. There wasn't an acceptable plan to evaluate. What a waste of taxpayer funds.
7. Cargo truck traffic mixed with passenger traffic could be solved by utilizing Ontario airport where the truck traffic can come and go in all directions and not be restricted to approach only in one direction.
8. To accommodate the new double decker Aerobus at the terminal, a two level ramp system must be available.
9. To solve the problem of the landing Aircraft having to cross the takeoff runway to get to the terminals, switch them to land on the inboard runway, and takeoff to the outboard runway.

LAWA - Public Meeting at Flight Path Center on Wed., Dec. 6, 2006 at 6:00P

- 1) North Runway - LAWA proposes to move it 100 to 360 ft. to the north next to residential areas.
Note: This is a violation of consent agreement.
- 2) Hotel on Century Blvd. - LAWA wants to buy it to add to their portfolio of properties near LAX.
Note: The purchase would be viewed as part of renewed expansion plans, which would also be a violation of the consent agreement.
- 3) Manchester Square neighborhood - LAWA must cease and desist in their efforts to acquire all the properties in the area. Actually, the land should be relinquished by LAWA in order for the area to be rebuilt as a residential neighborhood with soundproofed homes, since there is a housing shortage in the Los Angeles County region.
Note: Retention of properties in ^{the} Manchester Square neighborhood would constitute a desire by LAWA to expand LAX Airport.
- 4) Metro Rail (Green Line) - LAWA needs to plan for the extension of the rail line into, around, and beyond LAX Airport that will utilize express and dedicated trains for passengers, with and without luggage, from other parts of L.A. County in order to help ~~reduce~~ vehicle traffic on our freeway system.
Note: If any member of the Board of Airport Commissioners does not want to agree to wishes of the Citizens, then they should immediately resign!

Comments regarding December 6, 2006 Meeting LAX Specific Plan

Congratulations you had the meeting in a neighborly location with lots of parking and security. You had plenty of chairs and plenty of locals to fill the room. The staff was cordial as they greeted us in the sign in area.

The agenda did not have time constraints. Kudos that left time for the taxpaying, flying, public to reiterate what we have been saying since The "Settlement"—

No Northside Expansion

While Mr. Dussett felt the need to repeat the historical reasons for our meeting, he should have minimized it and referred the uninitiated to a handout which could cover the salient points in one page. Perhaps one could be readied for the next meeting??

To be frank, I felt that Mr. Dussett was "tap dancing" to waste time in hopes that we would tire and go home. A big improvement is noted in that everyone who wanted to make a statement or ask questions was able to do so. That is a major improvement.

Suggestion—Hire 2 court reporters and have them take turns recording the statements. In that format we would not have to take a break.

Suggestion—Keep data as to how well LAX works under the 3 runway system. Incursions? Does LAX handle the same number of flights (people) as when all 4 runways are functional? It just

could be that the Southern Improvements will fix whatever the professionals perceive to be a problem.

Suggestion—Fully staff the tower now!!! According to FAA that would solve a lot of issues. I figure that it would be far more cost effective. You have a budget to hire these people. You do not need public hearings to run the airport as safely as possible!!! When people retire hire new people immediately. It should not be a problem. Get on with it.

Suggestion—Give Pilots fine\$ for Incursions. Rate the fine (\$) to fit the incursion. A B C D, each class would require a commensurate fine. It would be like demerits at a school, or docking of pay for workplace issues.

In summation

Leave the North Runways as they are.
Use the empty parkland for recreation and
put in the missing 3 holes at the golf
course. That will be a moneymaker and a crowd pleaser.

