WELCOME TO THE LAX SPAS DRAFT EIR OPEN HOUSE / PUBLIC MEETING

WHAT IS THIS ABOUT?

Los Angeles World Airports (LAWA) has prepared a **Draft Environmental Impact Report** (Draft EIR) for the **LAX Specific Plan Amendment Study** (SPAS). The LAX SPAS serves to identify and evaluate potential alternatives to certain components of the LAX Master Plan program, referred to as Yellow Light Projects. The Draft EIR provides information regarding the proposed LAX SPAS project and the significant impacts, mitigation measures, and alternatives associated with the project.

Between July 27, 2012 and October 10, 2012 (the public comment period) LAWA is accepting comments on the Draft EIR.

NO DECISIONS ARE BEING MADE AND NO ALTERNATIVES ARE BEING SELECTED AT THIS TIME. (See Station 2 for the SPAS History & EIR Process)

WHAT DO WE DO AT THIS OPEN HOUSE/ PUBLIC MEETING?

You're invited to:

1. **REVIEW** the materials at each of the information stations
2. **LEARN** about the SPAS Draft EIR, SPAS Report, SPAS History, and SPAS Alternatives
3. **OFFER YOUR OFFICIAL COMMENTS** on the Draft EIR for the public record through multiple channels:
   a. **OPEN HOUSE**: Written comments will be accepted at Stations 2 – 8; Electronic, audio or video comments will be recorded at Station 8 (audio/video recordings will be transcribed and submitted as an official comment on the Draft EIR for public record)
   b. **PUBLIC MEETING**: Public comments via microphone with court-reporter transcription will take place during the last 90 minutes of the Open House/Public Meeting (submit a completed public speaker card to LAWA team prior to the Public Meeting)
4. **ASK QUESTIONS OF CLARIFICATION** regarding the SPAS Draft EIR to the LAWA team available at Stations 2–7

WHAT HAPPENS NEXT?
WHAT HAPPENS WITH OUR FEEDBACK AND QUESTIONS?

This Open House/Public Meeting is one of three being held near LAX and in Downtown Los Angeles on August 25, 2012, August 28, 2012, and August 29, 2012. In addition, a Virtual Meeting will be available online from September 10, 2012 through October 10, 2012, to provide an online option for stakeholders to learn about the LAX SPAS Project and Draft EIR and to submit comments regarding the Draft EIR.

Comments received at the three Open House/Public Meetings and through the Virtual Meeting, as well as other comments received during the public comment period, will be responded to in the Final EIR. (See Station 2 for more information about the Environmental Review Process)

WAYS OF PROCEEDING AT THE OPEN HOUSE/ PUBLIC MEETING

- At the Open House Stations, **LEARN** about the SPAS history, SPAS project and Draft EIR
- Bring your **QUESTIONS OF CLARIFICATION** regarding the SPAS Draft EIR and Environmental Review Process to the LAWA Team available at Stations 2 – 7
- **SUBMIT COMMENTS** on the Draft EIR at Stations 2 – 8
- Participate and/or monitor the **PUBLIC MEETING** during the last 90 minutes of the Open House/Public Meeting or continue to learn at the Open House Stations
- Be **RESPECTFUL** and offer constructive questions or feedback about the Draft EIR

HOW DO I SHARE MY COMMENTS AT THE STATIONS?

STATIONS 2 – 7 include a box labeled "Submit Comments Here" where you can submit written comments.

STATION 8 offers various ways to submit comments, including: audio, video, written, and via laptop. If you would like to provide comments at the microphone during today's Public Meeting, please complete a public speaker card and submit it to the LAWA team prior to the Public Meeting, which takes place the last 90 minutes of today's Open House/Public Meeting.

OPEN HOUSE/PUBLIC MEETING OUTREACH

A variety of multi-channel and lingual communications were used to notify the public of the Open House/Public Meetings:

- Print advertisements – Hoy, The Daily Breeze, The Argonaut, LA Times
- Local and regional libraries received copies of the SPAS Draft EIR – Westchester-Loyola Village Branch Library, El Segundo Library, Dr. Mary McLeod Bethune Regional Branch Library, Hawthorne Library, Culver City Library, Inglewood Library
- State Clearinghouse received information regarding the release of the Draft EIR
- Direct Mail
- Canvassed LAX terminals and LAX FlyAway locations (handed out postcards)
- Community group meeting announcements
- Email announcements
- Social Media Posts (Facebook/Twitter)
- Website dedicated to the SPAS process (www.laxspas.org)

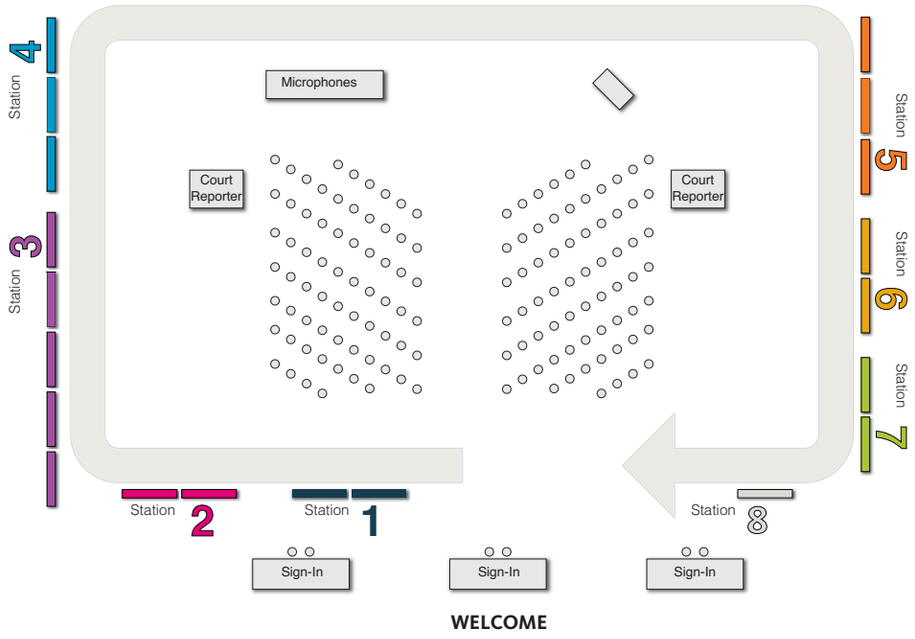
A Virtual Meeting platform will also be available to provide online access to Open House/Public Meeting Station boards and an additional online opportunity for public comment submission (www.LAXSPASVirtualMeeting.com).

Los Angeles World Airports

WELCOME

HOW IS THIS ROOM SET-UP?

The Open House/Public Meeting Room Layout includes **eight information stations** located around the room. You're invited to work your way through all eight stations during the course of the 2½ hour Open House/Public Meeting.



ROOM DIAGRAM

1. WELCOME

Provides an overview of the Open House/Public Meeting.

2. HISTORY & EIR PROCESS

Includes information about the history of the LAX Specific Plan Amendment Study (SPAS) and an overview of the SPAS process and Environmental Review Process.

3. OBJECTIVES & ALTERNATIVES

Introduces the methodology and project objectives used to develop the SPAS Alternatives along with an overview of the alternative concepts themselves.

4. AVIATION SAFETY

Describes analysis of impacts related to aviation safety associated with the implementation of the LAX SPAS Project, depending upon the alternative selected and approved, if any.

5. AIRCRAFT NOISE

Describes analysis of aircraft noise impacts associated with the implementation of the LAX SPAS Project, depending upon the alternative selected and approved, if any.

6. AIR QUALITY

Describes analysis of air quality impacts associated with the implementation of the LAX SPAS Project, depending upon the alternative selected and approved, if any.

7. TRAFFIC

Describes the analysis of traffic impacts associated with the implementation of the LAX SPAS Project, depending upon the alternative selected and approved, if any.

8. PUBLIC COMMENTS

Offers various ways to submit comments into the LAX SPAS Draft EIR official record, including: audio, video, written, and via laptop.

LOS ANGELES WORLD AIRPORTS THANKS YOU FOR PARTICIPATING!

HISTORY & EIR PROCESS

HISTORY

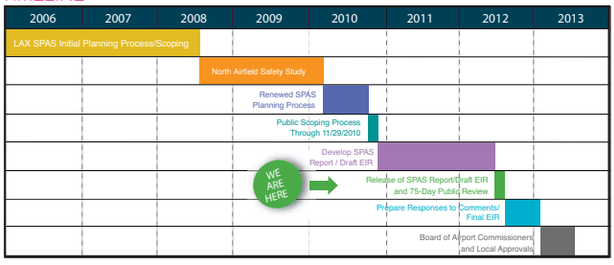
In 2004, **the City of Los Angeles approved the LAX Master Plan.** It provides a conceptual planning framework for future improvements at LAX and serves as a working guideline to be consulted by LAWA as site-specific projects transpire. The LAX Master Plan provides for the modernization of the runway and taxiway system, redevelopment of the terminal area, improvement of access to the airport, and enhancement of passenger safety, security, and convenience.

In 2004, **the City also adopted the LAX Specific Plan**, which is the guiding regulatory document for Master Plan implementation. A number of lawsuits were filed challenging the approval of the LAX Master Plan and the adoption of the LAX Specific Plan. In February 2006, pursuant to the settlement of those lawsuits and in accordance with the LAX Specific Plan, LAWA initiated the current Specific Plan Amendment Study (SPAS), which, among other things, evaluates potential alternatives to the so-called “Yellow Light Projects” (see "What Is SPAS?" section).

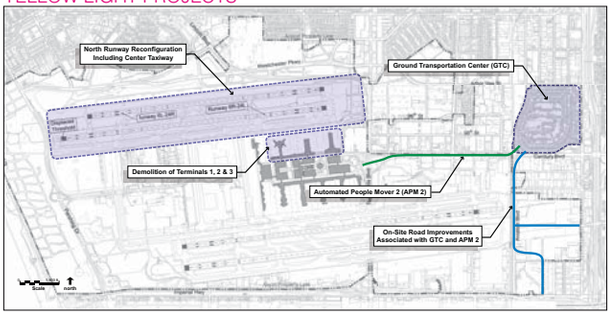
Based on input from the public, SPAS Advisory Committee, Board of Airport Commissioners, FAA, and North Airfield Safety Studies conducted in 2007, in early 2008 **LAWA identified several possible options to the Yellow Light Projects** and issued a Notice of Preparation (NOP) of an Environmental Impact Report (EIR). Between 2007 and 2010, a subsequent North Airfield Safety Study, referred to as the LAX NASS, was initiated and completed to estimate the level of future safety associated with several alternate configurations of the LAX North Airfield.

This study further informed the SPAS process and LAWA refined various options to be evaluated in the SPAS and the SPAS EIR and issued a revised NOP in October 2010.

TIMELINE



YELLOW LIGHT PROJECTS



WHAT IS SPAS?

The Specific Plan Amendment Study (SPAS) identifies potential amendments to the LAX Specific Plan that plan for the **modernization and improvement of LAX** in a manner that is designed for a practical capacity of 78.9 million annual passengers (MAP) while **enhancing safety and security, minimizing environmental impacts on the surrounding communities**, and creating conditions that encourage airlines to go to other airports in the region, particularly those owned and operated by LAWA.

The LAX SPAS focuses on providing solutions to the problems that the Yellow Light Projects were designed to address in the LAX Master Plan Program (see Station 3 regarding Project Objectives).

The Yellow Light Projects are:

- Development of the **Ground Transportation Center (GTC)**, including the baggage tunnel, associated structures and equipment
- Construction of the **Automated People Mover (APM) from the GTC to the Central Terminal Area (CTA)**, including its stations and related facilities and equipment
- Demolition of **CTA Terminals 1, 2 and 3**
- Reconfiguration of the **North Airfield** as contemplated in the LAX Master Plan, including center taxiways
- Improvements to **on-site roadways** associated with (a) and (b) above

The LAX SPAS also focuses on security, traffic, and aviation activity of such alternatives; potential environmental impacts that could result from replacing Yellow Light projects with alternative projects; and potential mitigation measures that compare to mitigation levels in the LAX Master Plan EIR.

WHAT IS IN THE SPAS REPORT?

The **EIR and LAX SPAS Report together make up the LAX SPAS**. The purpose of the LAX SPAS Report is to **identify potential LAX Specific Plan amendments** that are consistent with the requirements of the LAX Specific Plan and the LAX Master Plan Stipulated Settlement (as described in Station 2). The LAX SPAS Report also **documents the process** used to identify the potential amendments to the LAX Specific Plan and potential alternative designs, technologies and configurations for the LAX Master Plan Program.

The amendments and alternatives identified in the LAX SPAS Report have been evaluated in the LAX SPAS Draft EIR. The LAX SPAS Report also includes an analysis of the financial aspects of each alternative as well as an evaluation of security for the alternatives.

HISTORY & EIR PROCESS

WHAT IS AN ENVIRONMENTAL IMPACT REPORT?

The State of California, through the California Environmental Quality Act (CEQA), requires projects receiving discretionary approval from a government agency be **subjected to a detailed environmental assessment** to determine whether environmental impacts exist and whether mitigation measures can be implemented to avoid such impacts.

The environmental review required imposes, at a minimum, an initial review of the project and its environmental effects. Depending on the potential effects, a further, and more substantial, review may be conducted in the form of an environmental impact report (EIR).

An Environmental Impact Report:

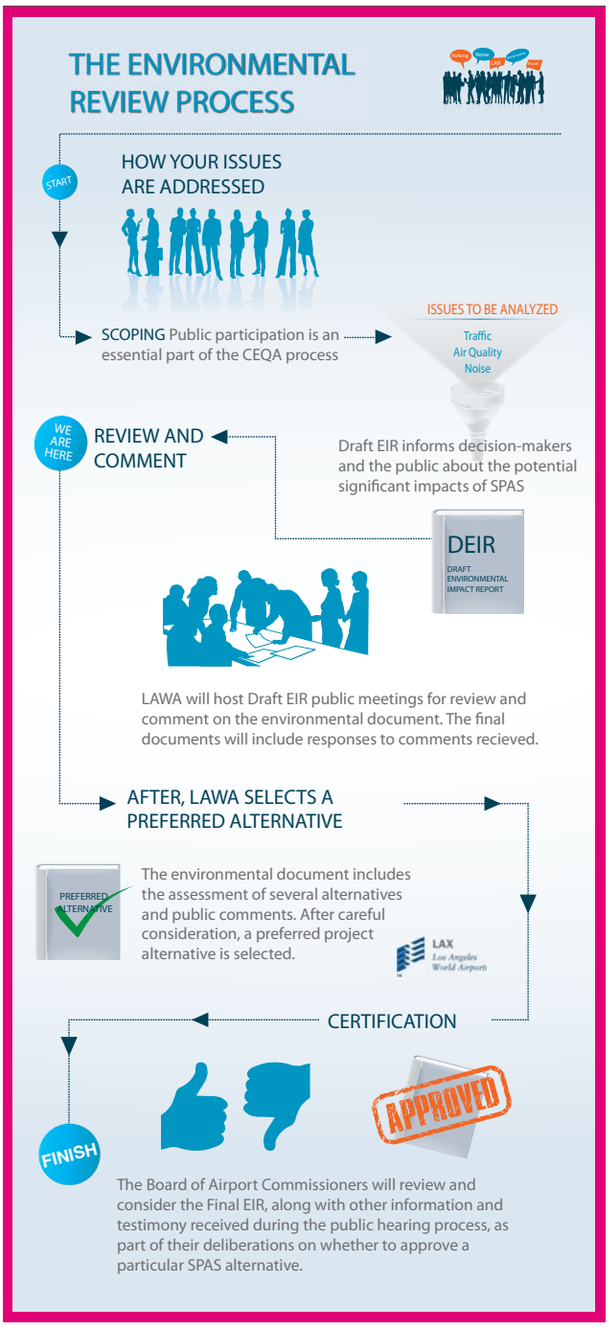
- **Evaluates and discloses environmental impacts** of project alternatives
- **Discusses possible mitigation measures** to offset the impacts
- **Provides an informational document** for public and agency review
- **Includes a process** to obtain public and agency input as part of the evaluation

The preparation of an EIR is **initiated with a Notice of Preparation** (NOP). Shortly after the NOP issuance, the Scoping Process takes place. The purpose of Scoping is to provide the public and affected agencies with **an overview of the proposed project and an opportunity to identify the issues and concerns** that should be addressed in the environmental assessment documentation. (Scoping for the LAX SPAS Draft EIR occurred both in May/June 2008 and in October/ November 2010.)

Comments provided during the NOP process are considered during preparation of the Draft EIR. After the Draft EIR is prepared by the lead agency (in this case LAWA), it is published and circulated for public review. (The LAX SPAS Draft EIR comment period began July 27, 2012 and ends October 10, 2012.)

A Notice of Availability (NOA) is published and public notices circulated to inform the public and agencies that the Draft EIR is available for review and comment. (The NOA for LAX SPAS Draft EIR was provided on July 27, 2012.) During the public review period, the lead agency is to **provide information to the public and answer questions** regarding the content of the Draft EIR. (LAWA is hosting three Open House/Public Meetings and a Virtual Meeting.)

At the close of the public review period, the **comments received are reviewed and written responses to those comments are prepared** by LAWA to be included in the Final EIR. For the LAX SPAS project, the Board of Airport Commissioners will review and consider the Final EIR, along with other information and testimony received during the public comment period, as part of their deliberations on whether to approve a particular LAX SPAS Alternative.



Any approval action by the Board of Airport Commissioners is also **subject to review and approval by other City decision-making bodies** including, but not limited to, the Los Angeles City Planning Commission and the Los Angeles City Council. Various state and federal reviews and approvals, including that of the Federal Aviation Administration, will also be required prior to implementing any LAX SPAS Alternative approved by the City.

OBJECTIVES & ALTERNATIVES

PROJECT OBJECTIVES

The project is to complete a Specific Plan Amendment Study (SPAS) consistent with the LAX Specific Plan and the LAX Master Plan Stipulated Settlement (as described in Station 2.1). The objectives associated with completion of the SPAS process, including the identification and evaluation of alternatives to the Yellow Light Projects, are the following:

1 Provide North Airfield Improvements that Support the Safe and Efficient Movement of Aircraft at LAX

The runways and taxiways within the north airfield at LAX were designed and constructed in the late 1960s. The commercial aircraft fleet in operation at that time, and used as the basis for designing the airfield, consisted of aircraft types that were substantially smaller and lighter than today's commercial aircraft.

2 Improve the Ground Access System at LAX to Better Accommodate Airport-Related Traffic, Especially as Related to the Central Terminal Area (CTA)

Ground access within the CTA, where departing and arriving passengers are dropped off and picked up at curbside or can park their vehicles, is provided by upper and lower-level roadways that loop around the center of the CTA and connect with surface streets on the east side of the CTA. These roadways pose a number of concerns relative to traffic flows.

3 Maintain LAX's Position as the Premier International Gateway Supporting and Advancing the Economic Growth and Vitality of the Los Angeles Region

LAX serves a key role in the region's economy, particularly as related to LAX's position as the international gateway for the western United States. Given the continued growth in and reliance on new large aircraft such as the Airbus A380 and Boeing 747-8 by major airlines operating international routes, it is important that LAX be able to effectively accommodate those aircraft. Through its operations, LAX is a major employer on both a local and regional level. In addition, LAX is a major provider of construction jobs, particularly over the last several years through the economic recession.

4 Plan Improvements That Do Not Result in More Than 153 Passenger Gates at 78.9 Million Annual Passengers (MAP)

In identifying and evaluating alternatives to the demolition of Terminals 1, 2 and 3, LAWA is seeking to maintain consistency with the LAX Master Plan design for a total of 153 passenger gates, which was based on a future passenger activity level of 78.9 MAP at LAX in 2015.

5 Enhance Safety and Security at LAX

In identifying and evaluating alternatives to the Yellow Light Projects, which are key elements of the LAX Master Plan, LAWA is seeking to maintain the ability of the LAX Master Plan, if and as modified by the outcome of the SPAS process, to enhance safety and security at LAX.

6 Minimize Environmental Impacts on Surrounding Communities

LAX is a major international airport located within an urbanized area, with communities situated directly to the north, east and south. These communities are affected to varying degrees by existing operations at the airport. Recognizing that these existing effects to the surrounding communities may change based on the alternatives being considered in SPAS, LAWA seeks to identify and apply ways to avoid, reduce or minimize environmental impacts on surrounding communities.

7 Produce an Improvement Program that is Efficient, Sustainable, Feasible and Fiscally Responsible

The nature and scope of improvements associated with the Yellow Light Projects are substantial. The costs for each of these major improvement projects would be financed primarily by Airport Improvement Program grants, Passenger Facility Charges (PFCs) and bond sales, all of which are subject to federal requirements regarding expenditure of airport funds. The ability to successfully fund such improvements is, to a large extent, dependent on whether certain airport activity levels are reached. Additionally, the types of improvements associated with the Yellow Light Projects and the alternatives represent major long-term investments in the airport's infrastructure that must be efficient and sustainable for years. The construction of these major improvements poses the potential for major disruptions to existing airport operations.

OBJECTIVES & ALTERNATIVES

ALTERNATIVES OVERVIEW

There are **nine LAX SPAS Alternatives included in the Draft EIR**, each proposing various options to the Yellow Light Projects. The Alternatives address improvements related to the north airfield, terminal and ground transportation.

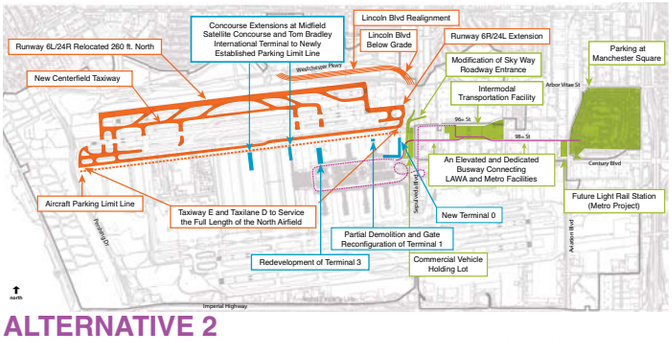
Airfield improvements include changes to the runways, taxiways, navigational aids, and service and maintenance roads associated with the north airfield. Terminal improvements consist primarily of additions or demolitions to existing terminals and concourses, and, for most Alternatives, the construction of a new terminal – Terminal 0. Ground transportation improvements consist of changes to on-airport and off-airport roads, addition of specific transportation facilities, development of dedicated access into the CTA, and changes in parking locations.

In addition, the Alternatives take into consideration key non-Yellow Light Projects that are integral parts to the overall ground access system.

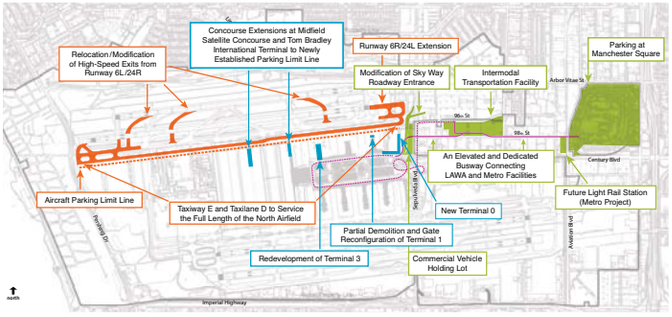
INTEGRATED ALTERNATIVES

Alternatives 1 through 4 are "fully integrated" alternatives that combine specific improvements in all three categories: north airfield, terminal and ground transportation. Within these four Alternatives, Alternative 4 proposes none of the Yellow Light Projects and Alternative 3 provides for implementation of all the Yellow Light Projects. Below, you will find Alternatives 1 through 4 organized with a graphic depiction and supporting text that demonstrates how each addresses north airfield, terminal and ground transportation improvements.

ALTERNATIVE 1

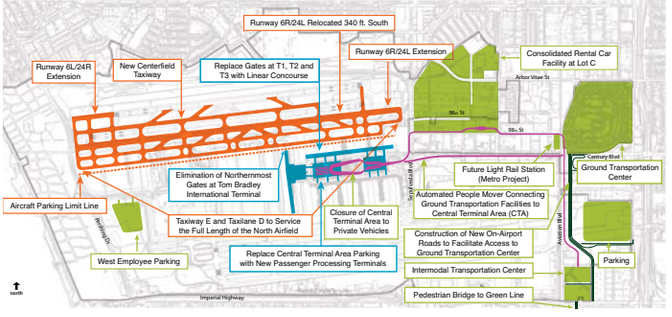


ALTERNATIVE 2



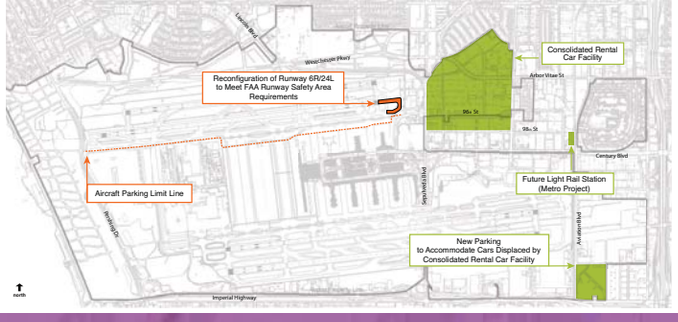
North Airfield	Terminals	Ground Transportation
• Addition/modification of high-speed exits from Runway 6L/24R • Extension of Runway 6R/24L • Reconfiguration of Taxiway E and Taxilane D to service the full length of the north airfield	• Construction of a new Terminal 0 east of Terminal 1 and west of Sepulveda Boulevard • Concourse extensions for the new TBIT and the future Midfield Satellite Concourse to newly established aircraft parking limit line • Partial demolition and gate reconfiguration of Terminal 1 • Redevelopment of Terminal 3 • Elimination of West remote gates • Total of 153 passenger gates	• Maintain private vehicle access to CTA • Modification of Sky Way roadway entrance to CTA • Development of ITF at 98th Street and Airport Boulevard • Parking at Manchester Square • Development of an elevated/ dedicated busway along 98th Street with a bridge over Sepulveda Boulevard serving LAWA and Metro facilities

ALTERNATIVE 3



North Airfield	Terminals	Ground Transportation
• Movement of Runway 6R/24L 340 feet south • New centerfield taxiway • Extensions of Runway 6L/24R and Runway 6R/24L • Relocation and improvements to Taxiway E and Taxilane D to service the full length of the north airfield	• Replacement of north concourses/gates at Terminals 1, 2 and 3 with a new linear concourse • Elimination of the northernmost gates at TBIT • Replacement of the existing CTA parking structures with new passenger processing terminals • Elimination of West remote gates • Total of 153 passenger gates	• Closure of the CTA to private vehicles • Development of a Ground Transportation Center (GTC) to provide pick-up and drop-off location for airport users at Manchester Square • Intermodal Transportation Center (ITC) at Continental City site with a pedestrian bridge to the existing Metro Green Line Station • Consolidated Rental Car (CONRAC) facility at Lot C • Development of two Automated People Mover (APM) systems to link the GTC and CTA, and to link the ITC, CONRAC and CTA • Construction of new on-airport roads east of and parallel to Aviation Boulevard to facilitate access to the GTC and ITC • Construction of a West Employee Parking Facility

ALTERNATIVE 4



North Airfield	Terminals	Ground Transportation
• Extension of Runway 6R/24L and Taxiway E to meet FAA Runway Safety Area requirements	• No improvements	• CONRAC facility at Lot C • New parking at Continental City site to accommodate parking displaced by the CONRAC

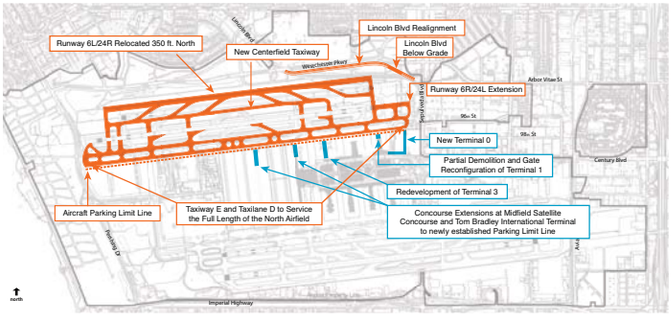
Los Angeles World Airports

AIRFIELD/TERMINAL ALTERNATIVES*

Alternatives 5 through 7 focus on variations to the north airfield improvements. Airfield improvements in turn affect terminal improvements. Alternatives 5 through 7 do not contain ground transportation elements. Below, you will find Alternatives 5 through 7 organized with a graphic depiction and supporting text that demonstrates how each addresses north airfield and terminal improvements.

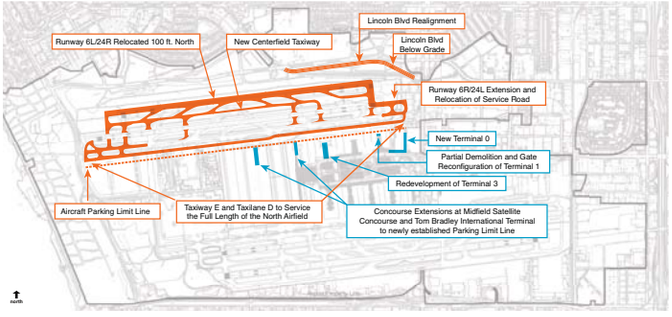
**Each of these Alternatives would be combined with ground transportation improvements proposed in Alternatives 1, 2, 8 or 9.*

ALTERNATIVE 5



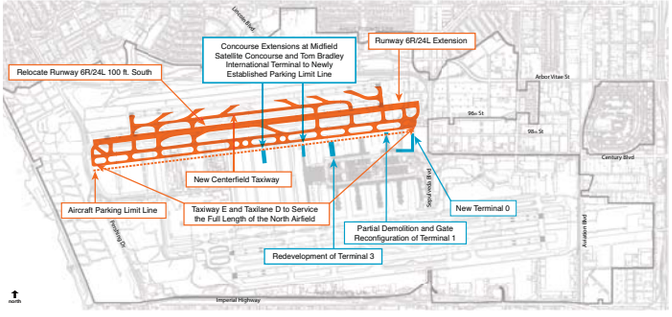
North Airfield	Terminals	Ground Transportation
• Movement of Runway 6L/24R 350 feet north • New centerfield taxiway • Extension of Runway 6R/24L • Reconfiguration of Taxiway E and Taxilane D to service the full length of the north airfield • Relocate Lincoln Boulevard northward to be compatible with the relocated Runway 6L/24R	• Construction of a new Terminal 0 east of Terminal 1 and west of Sepulveda Boulevard • Concourse extensions for the new TBIT and the future Midfield Satellite Concourse to newly established aircraft parking limit line (to a lesser degree than Alts. 1, 2 and 6) • Partial demolition and gate reconfiguration of Terminal 1 (to a greater degree than Alts. 1, 2 and 6) • Redevelopment of Terminal 3 • Elimination of West remote gates • Total of 153 passenger gates	*This Alternative only contains airfield and terminal elements*

ALTERNATIVE 6



North Airfield	Terminals	Ground Transportation
• Movement of Runway 6L/24R 100 feet north • New centerfield taxiway • Extension of Runway 6R/24L • Reconfiguration of Taxiway E and Taxilane D to service the full length of the north airfield • Relocate Lincoln Boulevard northward to be compatible with the relocated Runway 6L/24R	• Construction of a new Terminal 0 east of Terminal 1 and west of Sepulveda Boulevard • Concourse extensions for the TBIT and the future Midfield Satellite Concourse to newly established aircraft parking limit line • Partial demolition and gate reconfiguration of Terminal 1 • Redevelopment of Terminal 3 • Elimination of West remote gates • Total of 153 passenger gates	*This Alternative only contains airfield and terminal elements*

ALTERNATIVE 7



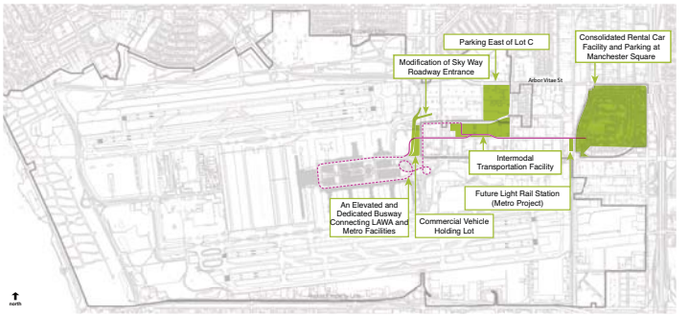
North Airfield	Terminals	Ground Transportation
• Movement of Runway 6R/24L 100 feet south • New centerfield taxiway • Extension of Runway 6R/24L • Reconfiguration of Taxiway E and Taxilane D to service the full length of the north airfield	• Construction of a new Terminal 0 east of Terminal 1 and west of Sepulveda Boulevard • Concourse extensions for the new TBIT and the future Midfield Satellite Concourse to newly established parking limit line (to a lesser degree than Alts. 1, 2, 5 and 6) • Partial demolition and gate reconfiguration of Terminal 1 (to a greater degree than Alts. 1, 2, 5 and 6) • Redevelopment of Terminal 3 • Elimination of West remote gates • Total of 153 passenger gates	*This Alternative only contains airfield and terminal elements*

GROUND TRANSPORTATION ALTERNATIVES*

Alternatives 8 and 9 focus on variations to the ground transportation improvements. These Alternatives do not contain north airfield or ground transportation elements. Below, you will find Alternatives 8 and 9 organized with a graphic depiction and supporting text that demonstrates how each addresses ground transportation improvements.

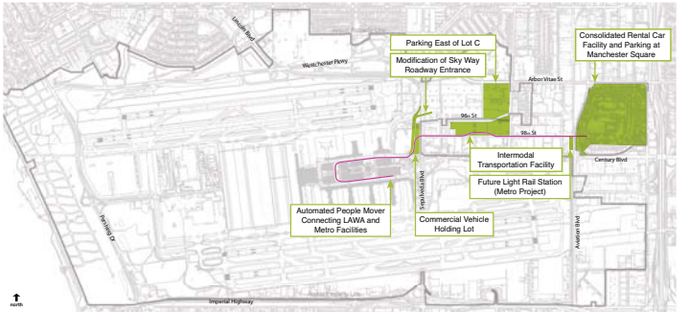
**Each of these Alternatives would be combined with airfield/terminal improvements proposed in Alternatives 1, 2, 5, 6 or 7.*

ALTERNATIVE 8



North Airfield	Terminals	Ground Transportation
This Alternative only contains ground transportation elements	*This Alternative only contains ground transportation elements*	• Maintain private vehicle access to the CTA • Modification of Sky Way roadway entrance to the CTA • Development of an ITF at 98th Street and Airport Boulevard • Parking lot east of Lot C • Development of a CONRAC facility and parking at Manchester Square • Development of an elevated/ dedicated busway along 98th Street, connecting LAWA and Metro facilities

ALTERNATIVE 9

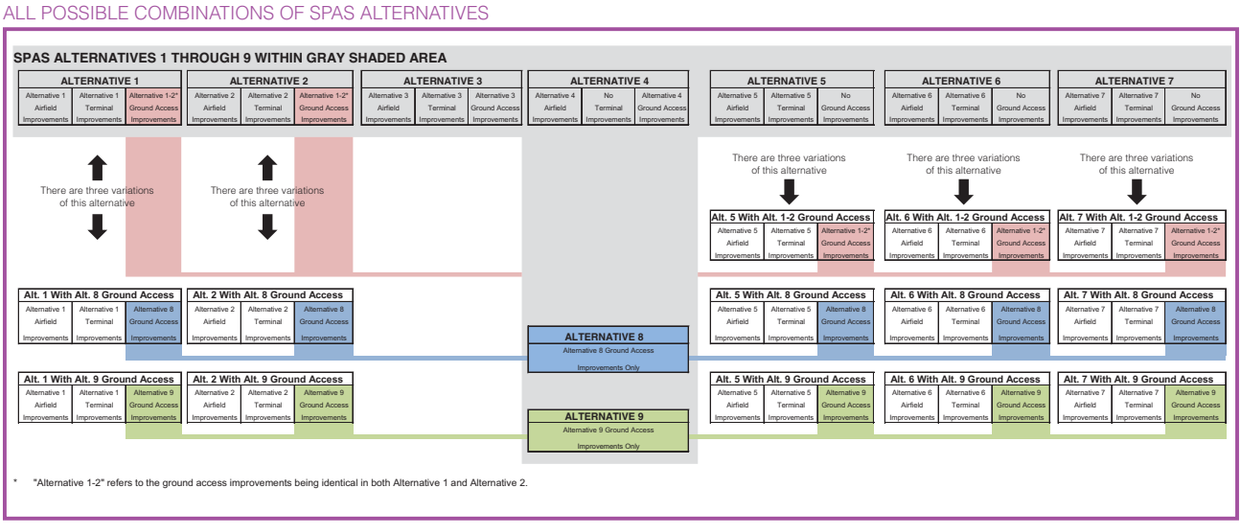


North Airfield	Terminals	Ground Transportation
This Alternative only contains ground transportation elements	*This Alternative only contains ground transportation elements*	• Maintain private vehicle access to the CTA • Modification of Sky Way roadway entrance to the CTA • Development of an ITF at 98th Street and Airport Boulevard • Parking lot east of Lot C • Development of a CONRAC facility and parking at Manchester Square • Development of an APM system along 98th Street, connecting LAWA and Metro facilities

INTERCHANGEABILITY BETWEEN SPAS ALTERNATIVES

There is a certain amount of compatibility or "interchangeability" between Alternatives 1, 2, 5, 6, 7, 8 and 9. Specifically, the airfield and terminal improvements in Alternatives 5 through 7 are equally compatible with the ground transportation improvements in Alternatives 1, 2, 8 and 9. Likewise, the ground transportation improvements in Alternatives 8 and 9 are equally compatible with the airfield and terminal improvements in Alternatives 1, 2, 5, 6 and 7. On the other hand, Alternatives 3 and 4 are unique "fully-integrated" alternatives and are not considered to have elements that are "interchangeable" with the other SPAS alternatives.

ALL POSSIBLE COMBINATIONS OF SPAS ALTERNATIVES



* "Alternative 1-2" refers to the ground access improvements being identical in both Alternative 1 and Alternative 2.

PRELIMINARY EVALUATION OF RELATIONSHIP BETWEEN PROJECT OBJECTIVES AND SPAS ALTERNATIVES

Based on the project objectives presented in Station 3.1 and the characteristics of the nine SPAS Alternatives highlighted in Station 3.2, the following table presents a preliminary evaluation of the relationship between each project objective and each SPAS Alternative.

	FULLY INTEGRATED ALTERNATIVES (AIRFIELD, TERMINAL & GROUND)				AIRFIELD/TERMINAL IMPROVEMENT OPTIONS			GROUND TRANSPORTATION IMPROVEMENT OPTIONS	
	1	2	3	4	5	6	7	8	9
OBJECTIVE 1: Provide north airfield improvements that **support safe and efficient movement of aircraft** at LAX (i.e., meet FAA design standards for large aircraft, minimize non-standard operating procedures, reduce potential for incursions, improve balance with South Airfield, reduce RPZ in residential areas)	◕	◕	●	○	●	◑	◑	N/A	N/A
OBJECTIVE 2: Improve ground access system to better accommodate airport-related traffic, especially as related to CTA. Types of improvements could include: (1) redesign CTA roadway segments/ curbsides prone to traffic bottlenecks; (2) reduce traffic volumes within CTA by providing transportation facilities outside of CTA; (3) provide grade-separated/dedicated access route into CTA; and (4) integrate CTA with regional transit facilities	●	●	●	◕	N/A	N/A	N/A	●	●
OBJECTIVE 3: Maintain LAX's position as the **premier international gateway** supporting and advancing the economic growth and vitality of the Los Angeles region *(A- Airfield, T- Terminal, G- Ground)*	A: ◕ T: ● G: ●	A: ◕ T: ● G: ●	A: ● T: ● G: ●	A: ○ T: ○ G: ◕	A: ● T: ◑ G: N/A	A: ◑ T: ● G: N/A	A: ◑ T: ◑ G: N/A	A: N/A T: N/A G: ●	A: N/A T: N/A G: ●
OBJECTIVE 4: Plan improvements that **do not result in more than 153 passenger gates** at 78.9 MAP	●	●	●	●	●	●	●	●	●
OBJECTIVE 5: Enhance Safety and Security at LAX	SAF: ◕ SEC: ●	SAF: ◕ SEC: ●	SAF: ● SEC: ●	SAF: ○ SEC: ●	SAF: ● SEC: ●	SAF: ◑ SEC: ●	SAF: ◑ SEC: ●	SAF: N/A SEC: ●	SAF: N/A SEC: ●
OBJECTIVE 6: Minimize environmental impacts on surrounding communities	*Numerous LAX Master Plan commitments and mitigation measures, as well as additional new mitigation measures, are identified for each SPAS alternative to minimize environmental impacts.*								
OBJECTIVE 7: Produce an improvement program that is **efficient, sustainable, feasible, and fiscally responsible**	●	●	○	●	●	●	●	●	◑

LEGEND

- ● = Alternative Fully Responds to Objective
- ◕ = Alternative Largely Responds to Objective
- ◑ = Alternative Partially Responds to Objective
- ◔ = Alternative Minimally Responds to Objective
- ○ = Alternative Does Not Respond to Objective

AVIATION SAFETY

SAFETY CONCEPTS

The following topics include specific areas of analysis related to aviation safety to demonstrate the differences between the Alternatives in these areas. All graphics are intended to illustrate concepts only and are not to scale.

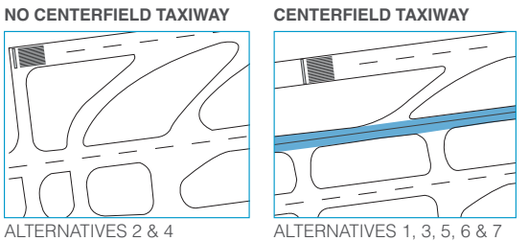
STANDARDIZED RUNWAY OPERATIONS

ALTERNATIVES 2, 4, 6 & 7 | ALTERNATIVE 1 | ALTERNATIVES 3 & 5

The existing north airfield complex does not allow for standardized operation of all aircraft currently serving LAX under all visibility conditions.

Certain Alternatives would permit additional aircraft types to operate in a standardized manner.

CENTERFIELD TAXIWAY

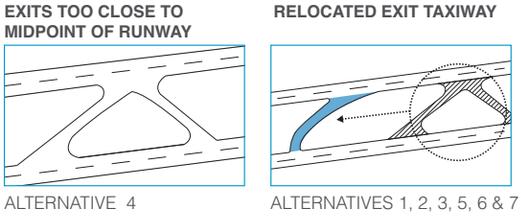


ALTERNATIVES 2 & 4 | ALTERNATIVES 1, 3, 5, 6 & 7

The existing north airfield configuration does not have a centerfield taxiway.

Certain Alternatives provide for the installation of a centerfield parallel taxiway that provides more time and options for FAA air traffic controllers to manage aircraft exiting the outboard runway; improves geometry, length and space for pilots to exit the outboard runway, slow down and hold before crossing the inbound runway; and reduces the potential for incursions and other hazards.

RELOCATED EXIT TAXIWAYS

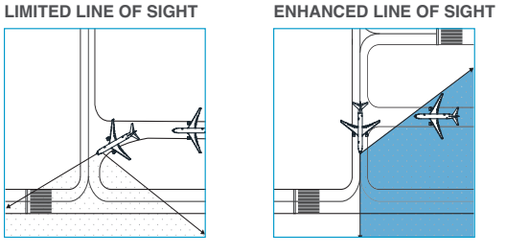


ALTERNATIVE 4 | ALTERNATIVES 1, 2, 3, 5, 6 & 7

The existing high-speed exits are too close to the midpoint of Runway 6L/24R, and do not provide sufficient distance for pilots to safely cross Runway 6R/24L without potential conflicts to departing aircraft.

Certain Alternatives improve the locations of high-speed exit taxiways from the outboard runway.

AIRCRAFT LINE OF SIGHT



ALTERNATIVES 2, 4, 6, & 7 | ALTERNATIVES 1*, 3 & 5

Under existing conditions, pilots in arriving aircraft have limited line of sight when holding to cross the inboard runway.

Certain alternatives substantially enhance pilot situational awareness through changes in taxiway geometry that improve pilot line of sight.

**Excludes ADG 6 aircraft*

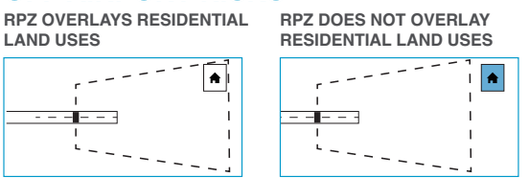
STANDARDIZED TAXIWAY OPERATIONS

ALTERNATIVE 4 *A section of Alt. 4 does not meet ADG 4 standards | ALTERNATIVES 1, 2, 6 & 7 | ALTERNATIVES 3, 5 & 7

The existing Taxiway E and Taxilane D, because of their limited length and inconsistent geometry, do not allow for standardized aircraft movement as aircraft depart or approach the terminal complex nor do they provide space for the queuing and sequencing of aircraft.

Certain Alternatives provide taxiway improvements that would standardize operations on the north airfield taxiway system.

OFF AIRPORT RISKS



ALTERNATIVES 2, 3, 4 & 7 | ALTERNATIVES 1, 5 & 6

Currently, the Runway Protection Zones (RPZs) associated with the airfield overlay certain residential uses in Westchester.

Certain alternatives shift the RPZ for the runways westward and eliminate RPZ-residential incompatibility.

All graphics are intended to illustrate concepts only and are not to scale.

AVIATION SAFETY

SAFETY & EFFICIENCY ENHANCEMENT CHECKLIST
(NORTH AIRFIELD OPERATIONS)

The LAX SPAS safety analysis addresses whether and how the Alternatives could affect the potential for aviation incidents and accidents as well as runway incursions at LAX and evaluates the extent to which the Alternatives would increase the space used for the safe and efficient movement of aircraft at LAX compared to baseline conditions. This is done by assessing the extent to which the airfield layout proposed under each alternative complies with FAA design standards and requirements, given that such standards and requirements are specifically intended to support the safe and efficient movement of aircraft, consistent with FAA's mission. The analysis also takes into account other key considerations typically associated with safe airfield operations.

The following table provides a summary of the safety and efficiency enhancements to the north airfield operations that would occur with implementation of airfield improvements under Alternatives 1, 2, 3, 4, 5, 6 and 7. Alternatives 8 and 9 are not included below because they do not include airfield elements.

ENHANCEMENT	ALTERNATIVE						
	1	2	3	4	5	6	7
Achieves full Runway Safety Area (RSA) compliance	✈	✈	✈	✈	✈	✈	✈
Shifts the arrival Runway Protection Zone (RPZ) for Runway 24R westward, **resulting in residences and the vehicle staging area west of Sepulveda Boulevard no longer being located within the RPZ**	✈				✈	✈	
Provides greater amount of runway and taxiway facilities that meet FAA Airport Design Standards for ADG 5 and 6 aircraft, particularly as it relates to separation requirements	✈	✈	✈[1]		✈[1]	✈	✈[1]
Reduces the need for special operations restrictions, modifications of standards, and waivers from FAA	✈	✈	✈		✈	✈	✈
Provides increased separation between runways and between runways and taxiways, which better enables taxiing and holding aircraft to stay clear of runway OFZ and RSA surfaces	✈		✈		✈	✈	✈
Allows addition of a centerfield parallel taxiway with high-speed exits from Runway 6L/24R, which provides more time and options for FAA air traffic controllers to handle aircraft exiting the runway; more time and distance for the pilot of an arriving aircraft to exit the runway, slow down and hold before crossing Runway 6R/24L; and reduces the potential for safety hazards/incursions.	✈		✈		✈	✈	✈
Improves the locations and design of crossing points (i.e., 90-degree crossing angle) at Runway 6R/24L, which provides better pilot visibility down Runway 6R/24L before crossing	✈		✈		✈	✈[2]	✈[2]
Realigns/straightens Taxilane D to provide a full-length parallel taxiway **designed for ADG 5 aircraft**	✈	✈				✈	✈
Realigns/straightens Taxilane D to provide a full-length parallel taxiway **designed for ADG 6 aircraft**			✈		✈		
Relocates vehicle service road adjacent to Taxiway E and Taxilane D out from between two active surfaces	✈	✈			✈	✈	✈
Provides more aircraft holding areas near the end of runways, improving the ability for sequencing departures	✈	✈	✈		✈	✈	✈
Improves high-speed exit locations from Runway 6L/24R and improves crossing angles at Runway 6R/24L with **better pilot visibility down Runway 6R/24L before crossing**	✈	✈	✈		✈	✈	✈

Notes: RSA = Runway Safety Area RPZ = Runway Protection Zone ADG = Aircraft Design Group OFZ = Obstacle Free Zone
1- Improves to a greater degree than Alternatives 1, 2 and 6
2- Improves to a more limited degree than Alternatives 1, 3 and 5

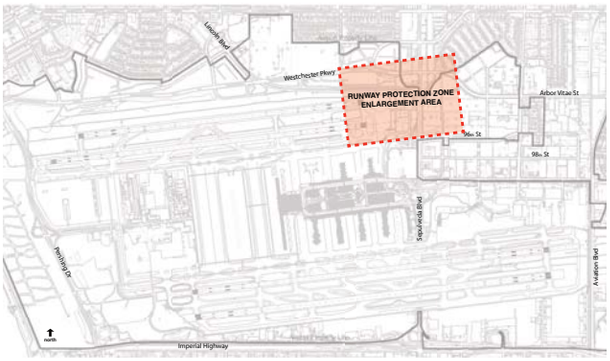
AVIATION SAFETY

RUNWAY PROTECTION ZONES

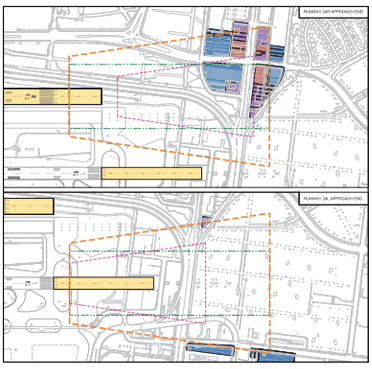
Runway Protection Zones (RPZs) are trapezoidal-shaped areas located at ground level beyond each end of a runway. The purpose of the RPZ is to enhance the protection of people and property on the ground. RPZs vary in size depending upon the type of landing approach available at an airport and the characteristics of the critical aircraft operating at the airport. RPZs are divided into "object free" and "controlled activity" areas. FAA guidelines state that "it is desirable to clear the entire RPZ of all above ground objects." The FAA recommends that airport operators control the land within the RPZ.

The following maps depict the extent to which the north airfield RPZs associated with each Alternative overlay land uses to the east of the north airfield complex.

KEY MAP



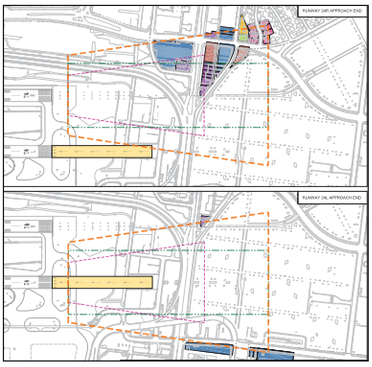
ALTERNATIVE 1



RUNWAY 24R	
PARCEL USE	NUMBER OF PARCELS IN RPZ
Parking	12
Sales & Service	12
Office	5
Vacant	1
24R TOTAL	30

RUNWAY 24L	
PARCEL USE	NUMBER OF PARCELS IN RPZ
Parking	4
Sales & Service	1
24L TOTAL	5

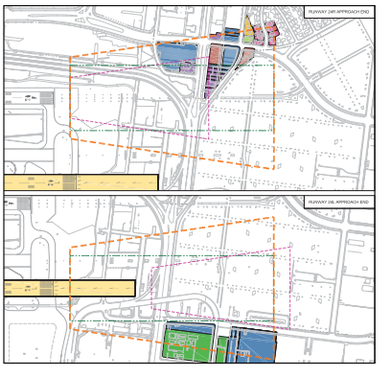
ALTERNATIVE 2



RUNWAY 24R	
PARCEL USE	NUMBER OF PARCELS IN RPZ
Parking	7
Sales & Service	8
Office	2
Residential- Single	8
Residential-Multi	1
Vacant	4
Government	1
24R TOTAL	31

RUNWAY 24L	
PARCEL USE	NUMBER OF PARCELS IN RPZ
Parking	4
Sales & Service	1
24L TOTAL	5

ALTERNATIVE 3

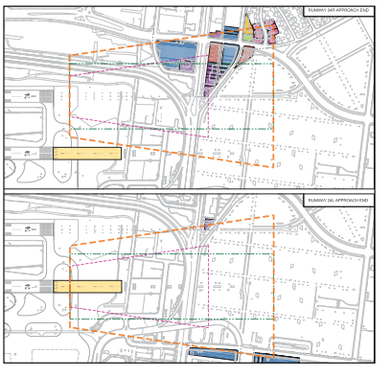


RUNWAY 24R	
PARCEL USE	NUMBER OF PARCELS IN RPZ
Parking	7
Sales & Service	8
Office	2
Residential- Single	8
Residential-Multi	1
Vacant	4
Government	1
24R TOTAL	31

RUNWAY 24L	
PARCEL USE	NUMBER OF PARCELS IN RPZ
Parking	5
Vacant	2
Misc.	2
24L TOTAL	9

Note 1: Includes rights of way, streets, transmissions lines, sewer, utility lines, rivers and lakes

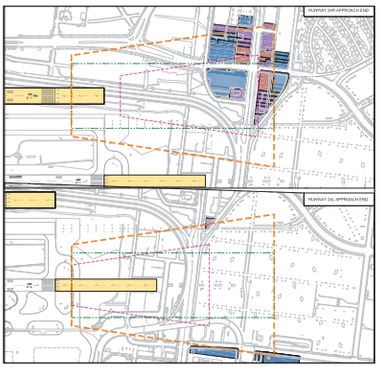
ALTERNATIVE 4



RUNWAY 24R	
PARCEL USE	NUMBER OF PARCELS IN RPZ
Parking	7
Sales & Service	8
Office	2
Residential- Single	8
Residential-Multi	1
Vacant	4
Government	1
24R TOTAL	31

RUNWAY 24L	
PARCEL USE	NUMBER OF PARCELS IN RPZ
Parking	4
Sales & Service	1
24L TOTAL	5

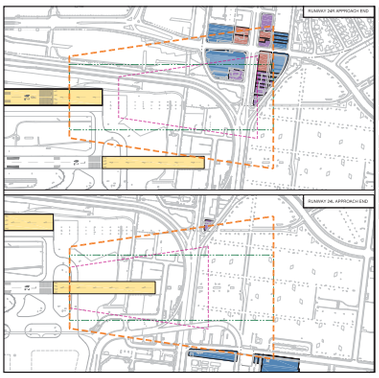
ALTERNATIVE 5



RUNWAY 24R	
PARCEL USE	NUMBER OF PARCELS IN RPZ
Parking	14
Sales & Service	14
Office	5
Vacant	1
24R TOTAL	34

RUNWAY 24L	
PARCEL USE	NUMBER OF PARCELS IN RPZ
Parking	4
Sales & Service	1
24L TOTAL	5

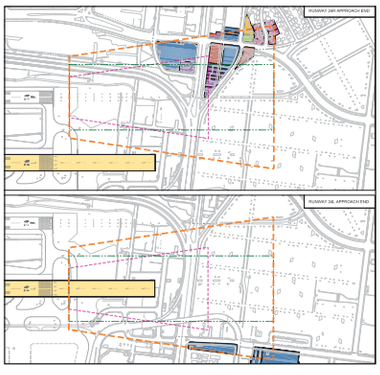
ALTERNATIVE 6



RUNWAY 24R	
PARCEL USE	NUMBER OF PARCELS IN RPZ
Parking	9
Sales & Service	9
Office	5
Vacant	1
24R TOTAL	24

RUNWAY 24L	
PARCEL USE	NUMBER OF PARCELS IN RPZ
Parking	4
Sales & Service	1
24L TOTAL	5

ALTERNATIVE 7



RUNWAY 24R	
PARCEL USE	NUMBER OF PARCELS IN RPZ
Parking	7
Sales & Service	8
Office	2
Residential- Single	8
Residential-Multi	1
Vacant	4
Government	1
24R TOTAL	31

RUNWAY 24L	
PARCEL USE	NUMBER OF PARCELS IN RPZ
Parking	5
Vacant	2
24L TOTAL	7

AIRCRAFT NOISE

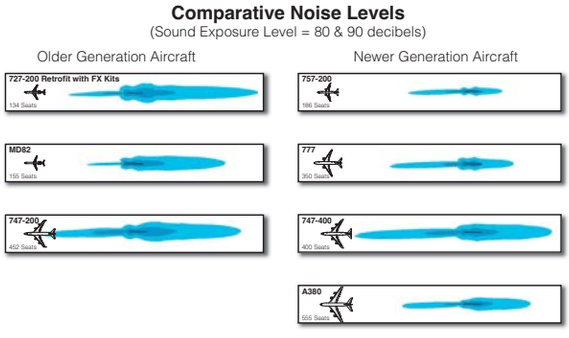
INTRODUCTION

The analysis presented in the Aircraft Noise section of the LAX SPAS Draft EIR addresses aircraft noise levels associated with aviation activity at LAX under baseline (2009) and future (2025) conditions with the Alternatives that relate to airfield operations (Alternatives 1 through 7).

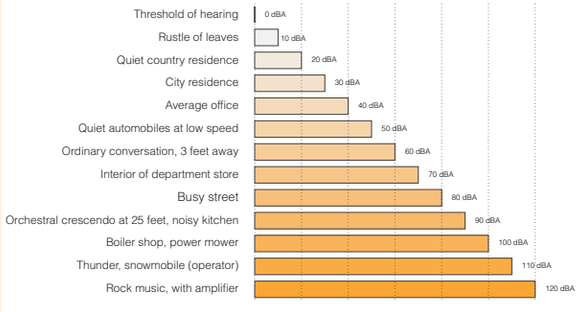
The effects of aircraft noise on surrounding communities are presented in terms of the total area, population, residences and other non-residential noise-sensitive facilities within various noise exposure contours estimated for each scenario based on average annual day aircraft operations at LAX.

DID YOU KNOW?

Newer generation aircraft are less noisy



Do You Know The Decibel Levels of Common Sounds?



FREQUENTLY ASKED QUESTIONS

Q What is a noise contour?

A noise contour is a graphic depiction of aircraft noise levels on the ground presented as contour lines connecting points of equal exposure. The exposure levels are usually presented as annual averages unless specifically noted. Noise levels are higher within each contour interval moving toward the center of the noise source (the airport). Development of noise contours through computer modeling requires the integration of data relating to airfield geometry, weather conditions, number and type of aircraft operations, time of day of aircraft operations, aircraft fleet mix, runway use patterns, and flight tracks.

Q What is dBA?

The decibel (dB) is a unit used to describe sound pressure level. When expressed in dBA, the sound has been weighted to reflect how the human ear filters sound frequencies, reducing the effect of very low and/or very high frequency sounds that the human ear typically cannot hear.

Q What is CNEL?

Community Noise Equivalent Level (CNEL), expressed in dBA, is the standard metric used in California to represent cumulative noise exposure. The metric provides a single-number description of the sound energy to which a person or community is exposed over a minimum period of 24 hours, although typically the CNEL contours represent annual average values. CNEL includes penalties applied to noise events occurring after 7:00 pm and before 7:00 am, when noise is considered more intrusive.

Q Will moving the north airfield runway result in more people being impacted by aircraft noise compared to future conditions with no movement of the airfield?

No. Any increase in the number of people that would be impacted by aircraft noise will be due to natural growth in aircraft activity projected to occur by 2025. The SPAS noise analysis indicates that reconfiguring the north airfield would actually impact fewer people than leaving the runways in their current locations. This is due to the relationship between the noise contours and the affected land uses and residential densities in the LAX region.

Q What does the airport do now to reduce noise impacts?

Current LAX policies promote airfield operations intended to reduce noise impacts related to aircraft activity. For instance, aircraft departures (which are noisier than arrivals) generally occur on the inboard runways at LAX (those closest to the CTA), while arrivals occur on the outboard runways (those further from the CTA). At night, aircraft operations are typically limited to the inboard (or interior) runways to keep noise further from the community, and late at night, aircraft arrivals and departures primarily occur over the ocean to further reduce noise impacts. In addition, residential soundproofing has been completed for thousands of homes affected by aircraft noise.

AIRCRAFT NOISE

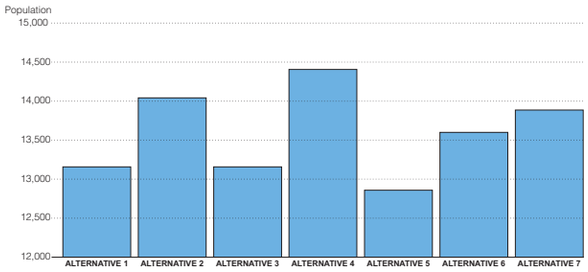
AIRCRAFT NOISE IMPACTS BY ALTERNATIVE DWELLING UNITS AND POPULATION

Aircraft noise levels will increase with natural growth in aircraft activity at LAX by 2025; however, the Alternatives would better balance aircraft operations on the north and south airfields. Shifts in noise contours, as a result of airfield improvements, would result in fewer homes and people exposed to high noise levels compared to future conditions with no airfield improvements due to lower land use and population densities in the affected areas.

The following set of charts depicts aircraft noise impacts to population and dwellings with the implementation of Alternatives compared to baseline conditions.

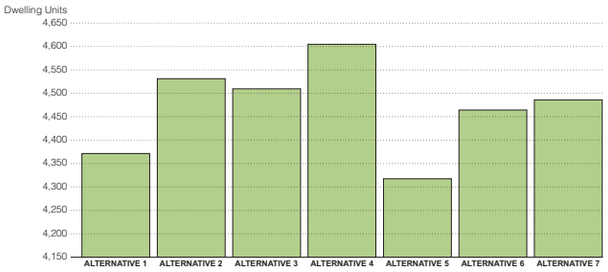
Change in Population Exposed to >65 CNEL

Year 2025 Conditions Compared to Baseline Conditions*



Change in Number of Dwelling Units Exposed to >65 CNEL

Year 2025 Conditions Compared to Baseline Conditions*

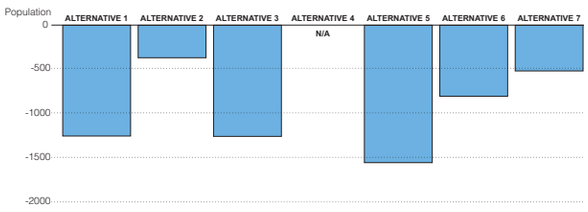


* In this comparison, the "Year 2025 Conditions" include the airfield improvements proposed under each alternative at buildout in 2025 and the natural growth in aircraft activity at LAX projected to occur by 2025, as compared to "Baseline Conditions" which include the existing airfield configuration and the aircraft activity levels that occurred at LAX in 2009.

The following set of charts depicts aircraft noise impacts to population and dwellings with the implementation of Alternatives compared to future conditions with no airfield improvements.

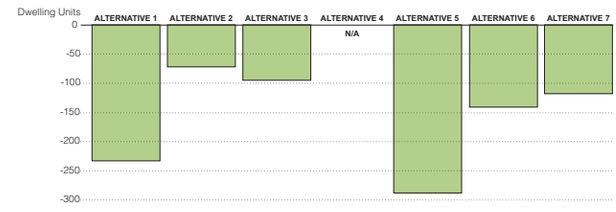
Change in Population Exposed to >65 CNEL

Year 2025 Conditions With Versus Without Airfield Improvements**



Change in Number of Dwelling Units Exposed to >65 CNEL

Year 2025 Conditions With Versus Without Airfield Improvements**



** In this comparison, "Year 2025 Conditions With Airfield Improvements" include the airfield improvements proposed under each alternative at buildout in 2025 and the natural growth in aircraft activity at LAX projected to occur by 2025, and the "Year 2025 Conditions Without Airfield Improvements" includes the natural growth in aircraft activity at LAX projected to occur by 2025, but does not include any airfield improvements other than minimum required safety improvements. As such, this comparison delineates the future noise impacts that are directly related to operations-related airfield improvements specific to each alternative (i.e., Alts. 1, 2, 3, 5, 6, and 7), as compared to the future noise impacts that would occur if no operations-related airfield improvements occurred (i.e., Alt. 4).

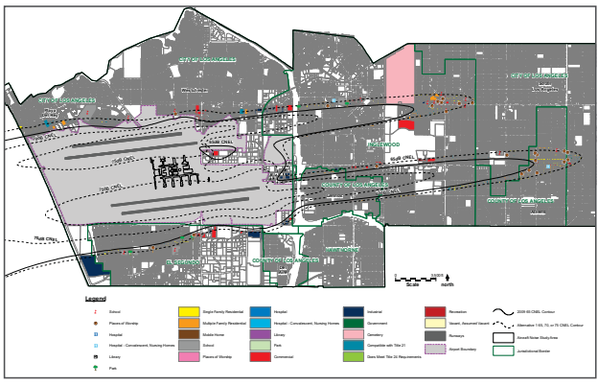
AIRCRAFT NOISE

AIRCRAFT NOISE CONTOURS FOR CURRENT AND FUTURE CONDITIONS

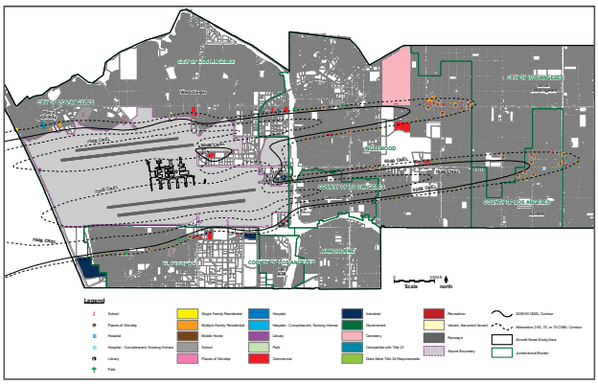
The contours below compare future noise levels to baseline conditions for each alternative and identify affected land uses. Based on the analysis conducted, there would be a shift of the aircraft noise contour with each Alternative.

The change in the overall size of the future noise contour is primarily due to the overall increase in aviation activity that would occur with or without implementation of any of the Alternatives.

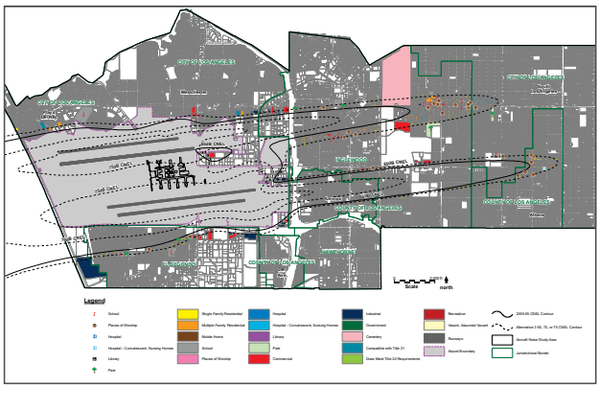
ALTERNATIVE 1



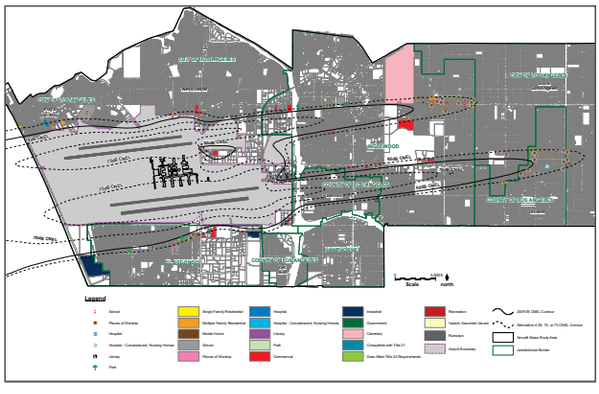
ALTERNATIVE 2



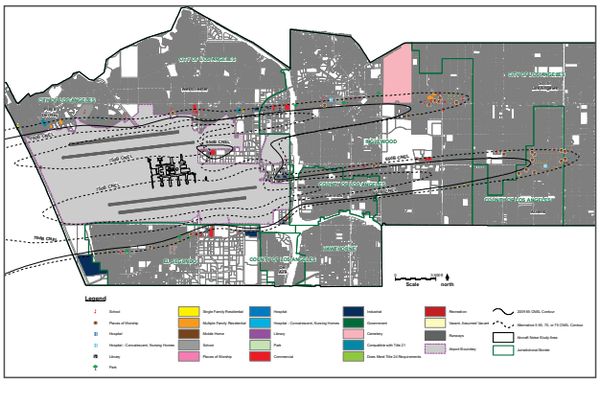
ALTERNATIVE 3



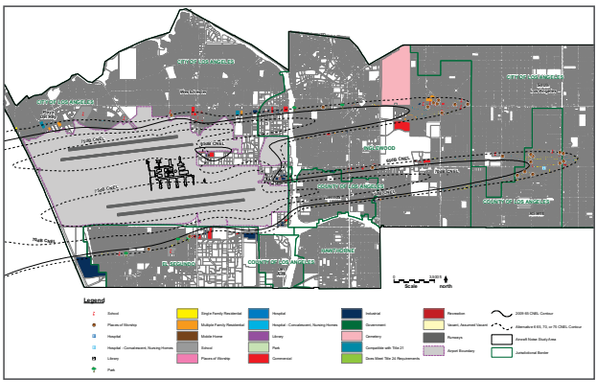
ALTERNATIVE 4



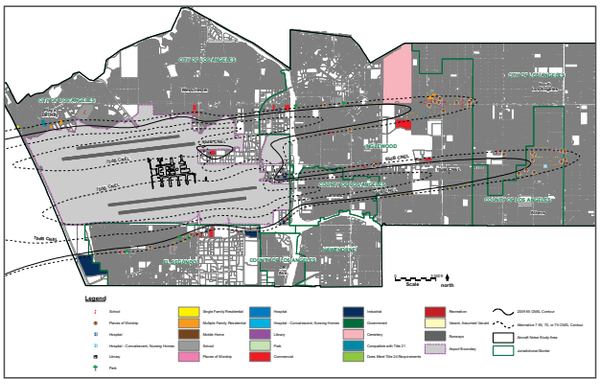
ALTERNATIVE 5



ALTERNATIVE 6



ALTERNATIVE 7



AIR QUALITY

6.1

INTRODUCTION

Air quality impacts are associated with changes in aircraft and vehicle activity and changes in operational characteristics at LAX. Additionally, air quality impacts would occur from construction activities including air pollutant emissions from equipment exhaust and fugitive dust. **Increased operations-related emissions that are estimated to occur by 2025 compared to emissions under baseline (2009) conditions would be due primarily to projected growth in aircraft and passenger activity that would occur with or without the project.**

In comparing the future air quality impacts associated with each Alternative, airfield and ground transportation system improvements would generally reduce operational emissions compared to what would otherwise occur if no improvements occurred. For airfield improvements, future emissions under most of the Alternatives would be lower than the emissions that would otherwise occur because aircraft would operate more efficiently.

KEY RESULTS

- Changes in runway and taxiway configurations would alter airplane taxi distances and time. Improved airfield efficiency can reduce the amount of idle time, with a resulting reduction in emissions.
- Changes in ground access configurations alter the distances that vehicles travel as well as the number of private vehicles entering the CTA. For some pollutants, increased aircraft emissions in 2025 would be offset by reduced emissions associated with cleaner vehicles resulting from continued implementation of federal and state emissions control requirements.
- During project operations, all of the alternatives would result in significant emissions of sulfur dioxide and particulate matter (i.e., PM10 and PM2.5).
- During project operations, all of the LAX SPAS Alternatives would result in significant air pollutant concentrations for nitrogen dioxide and particulate matter (i.e., PM10 and PM2.5).
- All of the LAX SPAS Alternatives would result in significant peak daily construction emissions for some pollutants. Alternative 4 would have the lowest construction emissions and Alternative 3 would have the highest.
- All of the LAX SPAS Alternatives would result in significant air pollutant concentrations during construction for nitrogen dioxide and large-diameter particulate matter (i.e., PM10).

FREQUENTLY ASKED QUESTIONS

Q What pollutants were studied?

The LAX SPAS Draft EIR evaluated six pollutants that EPA recognizes as having human health impacts, including carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter (PM2.5 and PM10), and sulfur dioxide (SO_2). In the analysis, ozone is represented by volatile organic compounds (VOC) and oxides of nitrogen (NO_x).

Q How do airport projects impact air quality?

Both construction activities and airport operations affect air quality. Construction impacts result from the use of construction equipment and vehicles as well as dust from excavation, earth moving activities, and wind erosion of stockpiled soils. Sources of operational impacts include mobile sources such as aircraft, on-board auxiliary power units (APU), ground support equipment (GSE), and motor vehicles, as well as stationary sources such as space heaters, water heaters and utility plants.

Q What is the difference between emissions and concentrations?

Air pollutant emissions are the total amount of an air pollutant that is emitted by a source, and are typically expressed in terms of “pounds per day” or “tons per year”.

Concentrations are the amount of an air pollutant in a given volume of air, typically expressed in terms of “parts per million” or “micrograms per cubic meter.”

Q What does the airport do now to decrease air quality impacts?

The LAX Master Plan Mitigation Plan for Air Quality includes a wide range of measures to reduce air quality impacts. The program includes state-of-the-art requirements for the control of construction emissions, including the use of ultra-low sulfur diesel fuel and best available emission control devices on diesel-fueled construction equipment, and the use of an onsite rock-crushing operation and a concrete batch plant to reduce off-airport haul trips. To reduce operational impacts, LAWA has completed the electrification of all aircraft gates at LAX to reduce emissions from APUs and uses alternative-fueled fleet vehicles and buses.

AIRFIELD & GROUND TRANSPORTATION AIR QUALITY

All of the Alternatives would have significant air quality impacts related to airport operations, based on air pollutant emissions and concentrations in 2025 compared to baseline conditions (2009).

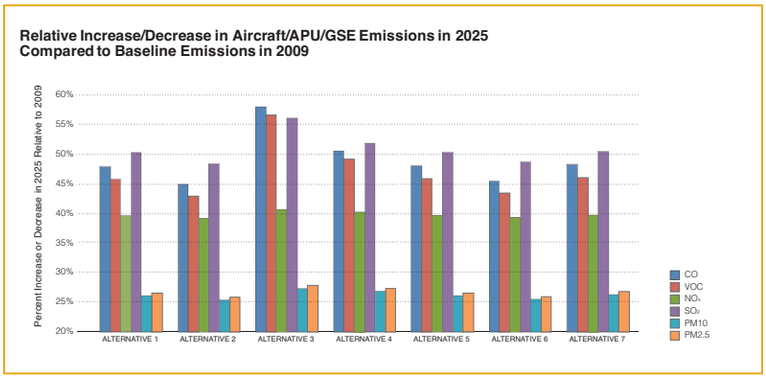
While the pollutants that exceed the thresholds of significance would be the same for all alternatives, the level of impact (the extent to which a particular pollutant would be above or below the applicable threshold of significance) would vary among the alternatives. Airfield-related emissions would be highest for Alternatives 3 and 4.

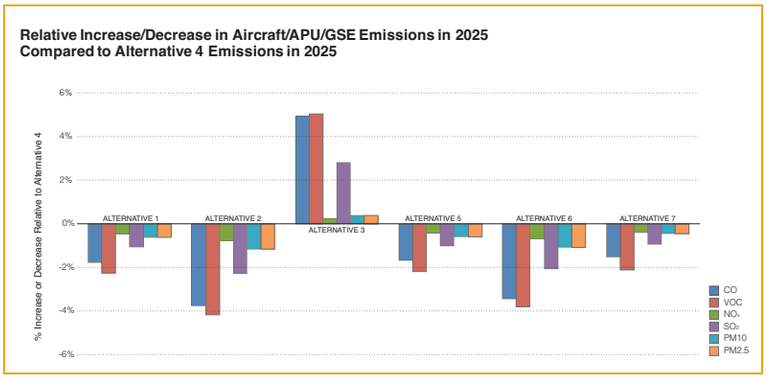
Under all of the ground transportation alternatives, there would be large reductions in vehicle exhaust emissions for most pollutants because of cleaner automobiles resulting from ongoing implementation of state and federal emission control requirements for cars and trucks, with many more cleaner vehicles operating by 2025. Vehicle-related emissions of road dust (particulate matter) would increase under all of the ground transportation alternatives.

The following is a summary of the air quality impacts associated with the Alternatives:

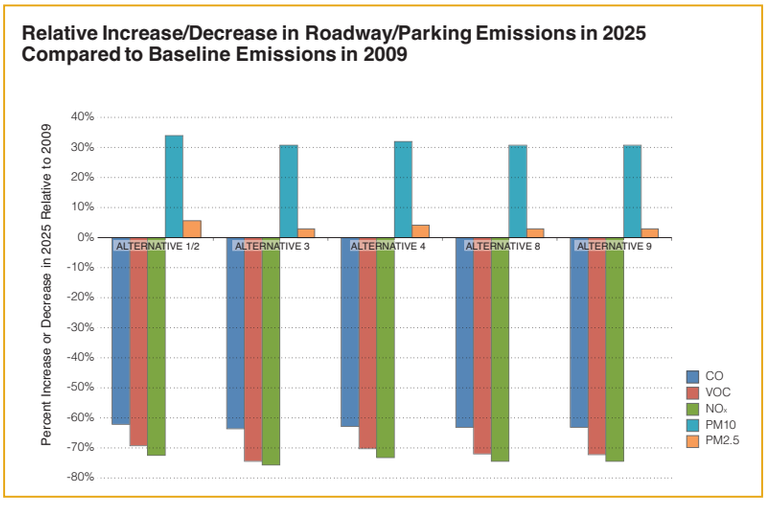
- Operational emissions of CO, VOC and NO_x would be less than significant for all of the Alternatives. Operational emissions of SO_2, PM10 and PM2.5 would be significant for all Alternatives.
- Operational concentrations of CO and SO_2 would be less than significant for all of the Alternatives. Operational concentrations of NO_2, PM10 and PM2.5 would be significant for all Alternatives.
- Constructional emissions of SO_2 would be less than significant for all of the Alternatives and construction emissions of NO_x and PM10 would be significant for all Alternatives. Construction emissions of CO, VOC and PM2.5 would be significant for all of the Alternatives except Alternative 4.
- Construction concentrations of CO, SO_2 and PM2.5 would be less than significant for all of the Alternatives. Construction concentrations of NO_2 and PM10 would be significant for all of the Alternatives.

The differences in future emissions associated with airfield improvements specific to each Alternative are shown in the figures below.





The differences in future emissions associated with ground transportation improvements specific to each Alternative are shown in the figure below.



TRAFFIC

INTRODUCTION

The Off-Airport Transportation analysis in the LAX SPAS Draft EIR addresses traffic-related impacts outside the Central Terminal Area (CTA), including 200 intersections and several arterial roads, highway segments and ramps that serve traffic going to and from the airport. In addition to passenger traffic to and from the CTA, the analysis also considers remote facilities that serve airport-related functions, such as LAWA-controlled parking and off-airport cargo. The primary focus of the analysis is on changes in existing traffic conditions that would result from the ground transportation improvements proposed under each Alternative, while also taking into account future growth in regional traffic and projected increases in passenger levels at LAX that would occur independent of SPAS.

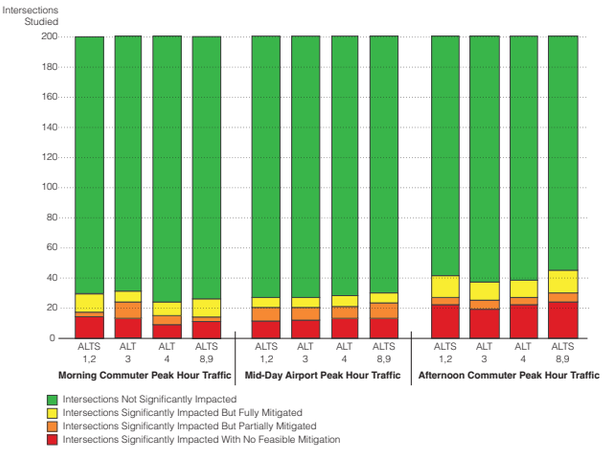
The graphics shown delineate the location and nature of intersection impacts associated with each of the four configurations of ground transportation system improvements proposed by the Alternatives. Alternatives 1 and 2 propose the same set of improvements related to ground transportation, while Alternatives 3 and 4 each have a distinct set of improvements. Alternatives 8 and 9 share a common set of ground transportation system improvements relative to off-airport traffic impacts.

Alternatives 5, 6 and 7 are not included because they do not have ground transportation elements.

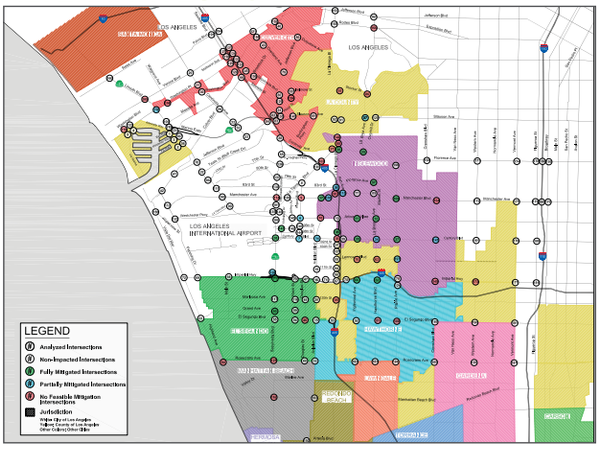
The impacts summary below identifies intersections where significant impacts are projected to occur in the future (2025) and indicates whether such impacts can be mitigated, either fully or partially. The types of mitigation measures include: street widening, restriping to add traffic lanes, modifying signal phasing, Intelligent Transportation System (ITS) signal system enhancements and expansion of the LAX Transportation Demand Management (TDM) program. Also indicated below are the intersections that would be significantly impacted and for which no feasible mitigation measures are available.

Off-Airport Intersection Impacts in 2025

Including ambient growth in regional traffic and growth in airport activity projected for 2025



ALTERNATIVES 1 & 2



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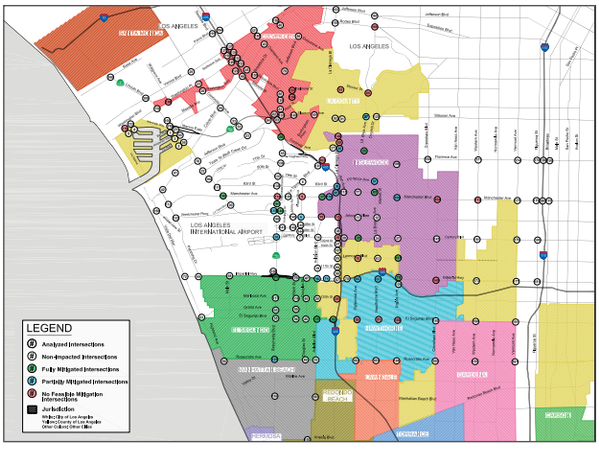

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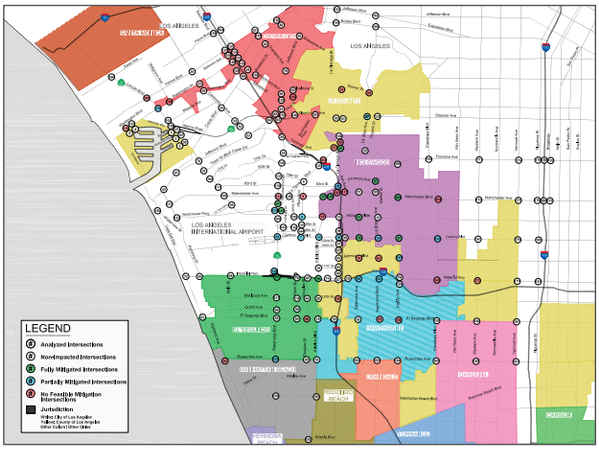
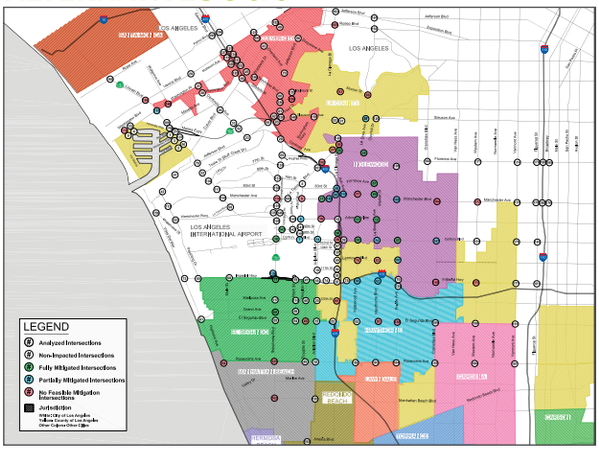


ALTERNATIVES 8 & 9

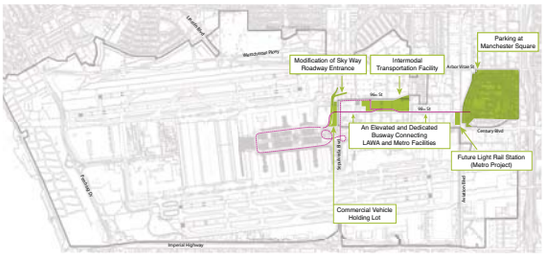


Los Angeles World Airports

LAX SPAS ALTERNATIVES GROUND TRANSPORTATION IMPROVEMENTS

The LAX SPAS process includes the identification of alternative designs, technologies, and configurations for the Alternative Projects that enhance safety, security, traffic and aviation activity. Of the nine LAX SPAS Alternatives, there are five potential sets of ground transportation improvements as graphically shown below.

ALTERNATIVES 1 & 2



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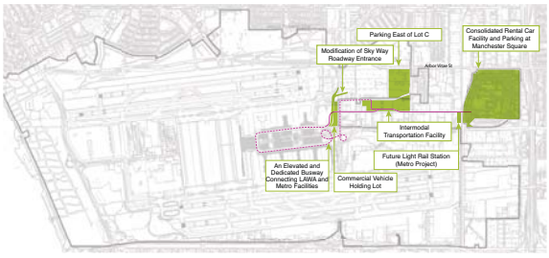

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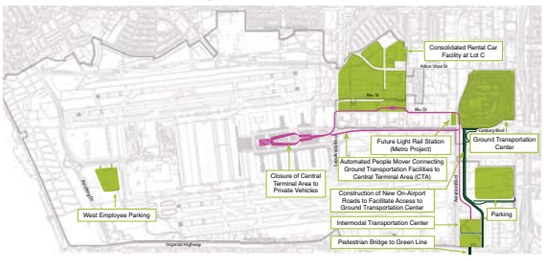
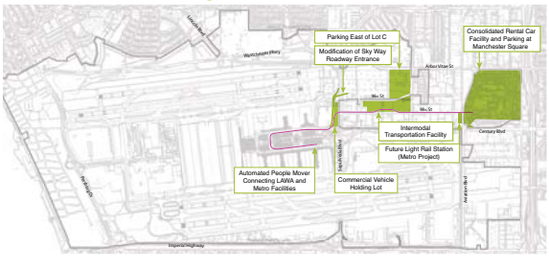
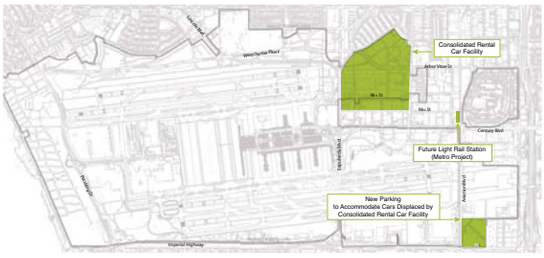


ALTERNATIVE 9

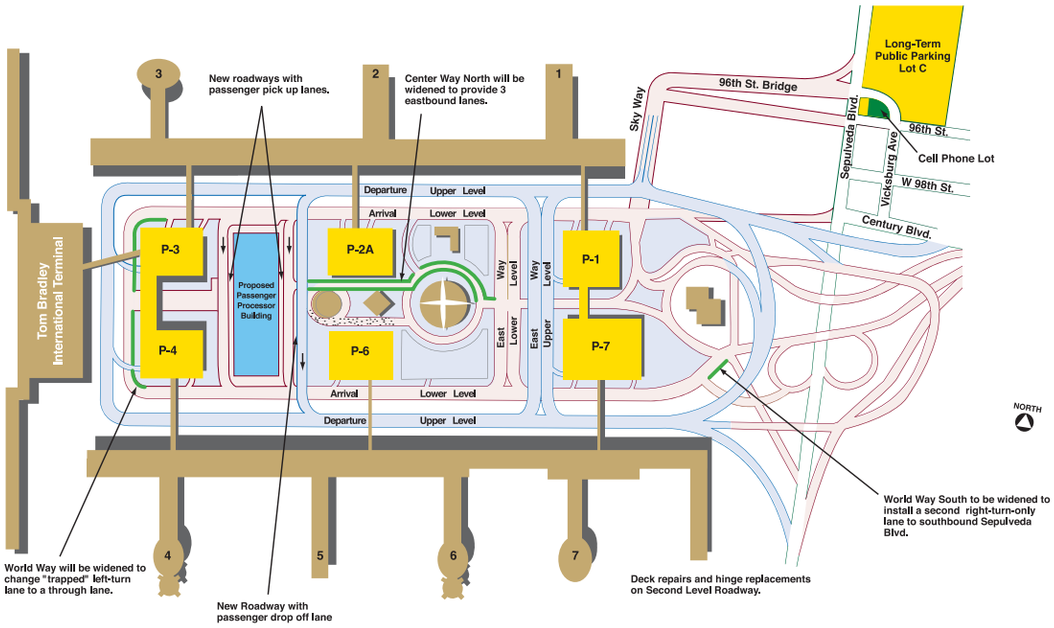


ALTERNATIVE 4



OTHER LAX CENTRAL TERMINAL AREA GROUND TRANSPORTATION IMPROVEMENTS

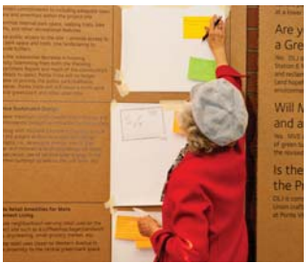
LAWA is already planning and implementing changes in the CTA aimed to improving ground transportation. The graphic below depicts improvements happening at LAX to the CTA roadways and curbside independent of SPAS that will alleviate traffic in the future.



PUBLIC COMMENTS

OVERVIEW

The Draft EIR provides decision-makers and interested parties with information regarding the LAX SPAS project and describes significant impacts, mitigation measures, and alternatives associated with the project in order to support fully informed decisions regarding the project. LAWA is requesting your comments on the LAX SPAS Draft EIR.



While CEQA requires a minimum 45-day review period for a Draft EIR, **LAWA is providing a 75-day review period for the LAX SPAS Draft EIR**.

All public comments on the LAX SPAS Draft EIR are to be received **no later than 5:00 PM on October 10, 2012.**

HOW TO SUBMIT COMMENTS

At this Station, you can submit your comments in the following ways:

- **WRITTEN** – create your written comments and place them in the "Submit Comments Here" box
- **VIDEO RECORDING** – record your statements with the videographer present at the station (your video will be transcribed into a text document and submitted into the official record)
- **AUDIO RECORDING** – record your statements on one of the tape recorders found at the station (your audio recording will be transcribed into a text document and submitted into the official record)
- **LAPTOP COMMENTS** – type your comments directly into an online public comment form found on one of the laptops located at the station
- **PUBLIC SPEAKER CARD** – at this station you will find public speaker cards for the Public Meeting portion of the meeting. Submit completed cards to the LAWA team prior to the Public Meeting, which is the last 90 minutes of today's Open House/Public Meeting

TIPS FOR SUBMITTING COMMENTS

When Submitting Written Comments or filling out the Public Speaker Card:

- Write **legibly**
- Use **dark pens**
- Be sure to include your **name, organization/company, address, phone number, email address and date**

When Recording Comments or speaking at the microphone during the Public Meeting:

- Speak **slowly and clearly**
- Include your **name, organization/company and address**

In addition, comments may be submitted via email to spaseircomments@lawa.org, via online comment form at www.LAXSPAS.org, through the LAX SPAS Virtual Meeting site (www.LAXSPASVirtualMeeting.com) between September 10, 2012 and October 10, 2012, or in writing to:

Los Angeles World Airports, Facilities Planning Division
Attention: Diego Alvarez
One World Way
Los Angeles, CA 90045-5803

THANK YOU FOR YOUR ATTENDANCE & PARTICIPATION!