

**U.S. Department of Transportation  
Federal Aviation Administration**

**Los Angeles World Airports  
Los Angeles International Airport**

**Draft Environmental Assessment  
Runway 6L-24R and Runway 6R-24L Runway Safety Area (RSA) and Associated Improvements Project**

**NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL ASSESSMENT**

Pursuant to Title 49, United States Code, Section (§) 47106(c)(1)A), notice is hereby given that the City of Los Angeles, California, through its airport department – Los Angeles World Airports (LAWA), proposes to improve the Runway Safety Areas (RSA) for Runway 6L-24R and Runway 6R-24L at Los Angeles International Airport (LAX), City of Los Angeles, Los Angeles County, California and to complete associated improvements that include pavement reconstruction to the eastern segment of Runway 24R and Taxiway AA, and realignment of taxiway holdbars, markings, and lighting on Taxiways Y, Z, and AA (collectively, the Proposed Action). The purpose of the Proposed Action RSA improvements to Runway 6L-24R and Runway 6R-24L at LAX is to enhance the level of safety provided by RSAs at LAX to comply with airport design standards included in Federal Aviation Administration (FAA) Advisory Circular 150/5300-13A, *Airport Design*, as required by *The Transportation, Treasury, Housing and Urban Development, the Judiciary, The District of Columbia, and Independent Agencies Appropriations Act, 2006* (Public Law [P.L.] 109-115), November 30, 2005. P.L. 109-115 requires completion of RSA improvements by airport sponsors that hold a certificate under Title 14, Code of Federal Regulations (CFR), Part 139, to meet FAA airport design standards by December 31, 2015. The purpose for reconstructing Runway 6L-24R and Taxiway AA pavements is to address poor pavement conditions and to provide a suitable pavement for aircraft landing and departing on Runway 6L-24R and aircraft taxiing on Taxiway AA. The purpose of the realignment of taxiway holdbars, markings, and lighting on Taxiways Y, Z, and AA is to meet FAA design standards concerning runway and taxiway object free areas.

The Proposed Action RSA improvements involve implementation of declared distances; demolition, closure, and/or relocation of airport service roads; covering a portion of the Argo Ditch; closure of LAWA equipment parking areas; relocation of security gates; and relocation of a portion of the Air Operations Area (AOA) fence. The Proposed Action also involves the pavement reconstruction of the eastern portion of Runway 6L-24R, pavement reconstruction of Taxiway AA, and realignment of taxiway holdbars, markings, and lighting on Taxiways Y, Z, and AA. The Proposed Action will enhance the safety of the airfield consistent with the requirements of P.L. 109-115 at LAX. Reconstruction of the runway and taxiway pavements is necessary to ensure safety of aircraft operations on the airport due to the deteriorated condition of the existing pavement. A Draft Environmental Assessment (EA) of the economic, social, and environmental impacts of the Proposed Action and its alternatives (including the No Action Alternative) has been prepared.

The Draft EA evaluates the potential environmental effects of the Proposed Action described above and its alternatives, and has been prepared pursuant to the requirements of Section 102(2)(c) of the

*National Environmental Policy Act of 1969 (NEPA)*, and Section 509(b)(5) of the *Airport and Airway Improvement Act of 1982*, as amended. The FAA is the lead federal agency to ensure compliance with NEPA for airport development actions. The Draft EA has also been prepared in accordance with FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. Pursuant to the federal Endangered Species Act, Clean Water Act, Clean Air Act, and National Historic Preservation Act, the Draft EA includes an analysis of prudent or feasible alternatives analysis, potential impacts, and mitigation measures, as appropriate.

Beginning on May 16, 2014, the Draft EA will be available for public review through LAWA's website at <http://www.ourlax.org> and in the following locations during normal business, through **June 16, 2014**:

- Federal Aviation Administration, Western-Pacific Region, Office of the Airports Division, 15000 Aviation Boulevard, Hawthorne, CA 90261
- LAWA Administrative Offices, One World Way, Suite 218, Los Angeles, CA 90045
- City of Los Angeles Public Library, Westchester-Loyola Village Branch Library, 7114 W. Manchester Ave., Los Angeles, CA 90045
- City of Los Angeles Public Library, Playa Vista Branch Library, 6400 Playa Vista Dr., Los Angeles, CA 90094
- Inglewood Library, 101 W. Manchester Blvd., Inglewood, CA 90301
- El Segundo Library, 111 W. Mariposa Ave., El Segundo, CA 90245

Comments must be received by **5:00 p.m. Pacific Daylight Time on Monday, June 16, 2014**. Please ensure adequate time for mailing. Comments can only be accepted with the full name and address of the individual commenting. Before including your address, phone number, email address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask the FAA in your comment to withhold from public review your personal identifying information, the FAA cannot guarantee that it will be able to do so. Comments received on the Draft EA and the responses to those comments will be disclosed in the Final EA.

Written comments on the adequacy of the information disclosed in the Draft EA may be submitted online at [www.ourlax.org](http://www.ourlax.org) or by mail to:

Los Angeles World Airports, Capital Programming and Planning  
Land Use and Entitlement Section – Attention: Evelyn Y. Quintanilla  
One World Way, Suite 218, Los Angeles, CA 90045