Appendix LAX Master Plan EIS/EIR

B. Public Involvement

January 2001

Prepared for:

Los Angeles World Airports U.S. Department of Transportation Federal Aviation Administration

Prepared by:

Landrum & Brown

APPENDIX B - PUBLIC INVOLVEMENT

A leading element in the environmental process is the provision for public input into the decision-making process concerning airport development. The public involvement program was conducted to ensure that information was provided to the general public and public agencies from the earliest stages of project planning. A series of public meetings/workshops was conducted throughout the study. This series of meetings is described in the following paragraphs.

Public Informational Meetings/Workshops

A series of public information sessions and workshops, designed for the general public, were conducted in the communities surrounding Los Angeles International Airport (LAX). These meetings were intended to inform the public about the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) process and the project's status and to allow the public an opportunity to present their perspectives on the analysis contained in the EIS/EIR. The workshop environment provides the public with the opportunity to participate in one-on-one discussions with representatives of the Federal Aviation Administration (FAA), Los Angeles World Airport (LAWA) staff, and the Airport's consultants, and to closely review the maps, noise exposure contours, flight tracks, and environmental analysis. The workshops were conducted in an informal, open house format. A variety of methods were used to provide information to the public, including multi-media presentations, board-mounted graphics, and several handouts. A series of six public information meetings and workshops for the EIS/EIR were conducted that approximately 1,500 people attended, as follows:

- Workshop #1: September 12, 1996
 Furama Hotel; Los Angeles
- Workshop #2: October 24, 1996 Harbor Area; Los Angeles
- Workshop #3: January 28, 1997
 Westchester, Los Angeles
- Workshop #4: January 29, 1997
 Inglewood
- Workshop #5: February 5, 1997 El Segundo
- Workshop #6: February 6, 1996 Hawthorne/Lennox

In addition to these workshops, two public informational meetings were held: 1) December 13, 1996 at the Los Angeles Biltmore Hotel for the purpose of Master Plan roll-out; 2) December 12, 1997 at Loyola Marymount to present the proposed action and summarize the EIS/EIR process. Approximately 600 people attended those two events.

Scoping Meetings

Scoping meetings were conducted by LAWA and FAA to provide an early and open process for determining the scope of issues to be addressed within the EIS/EIR, and for identifying the significant issues related to the proposed action. "Scope" is defined by the Council on Environmental Quality (CEQ) regulations as the range of actions, alternatives, and impacts to be considered in depth within an EIS. In order to determine the range of actions, it is essential that the proposed action, any actions functionally related to the proposed action, and any previously identified problems be clearly understood. Alternatives are to be reviewed in this context, identifying those which need to be rigorously explored and objectively evaluated, as well as those which can be eliminated. The range of impacts and areas requiring further study were determined by review of the evaluation criteria set forth in the EIS/EIR.

A series of Public Scoping meetings were conducted:

- Saturday, July 12, 1997 (General Public) Session #1 - 8:00 a.m. to 12:30 p.m. (218 attendees) Session #2 - 2:00 p.m. to 7:00 p.m. (139 attendees) Proud Bird Restaurant 11022 Aviation Boulevard Los Angeles, California
- Tuesday, July 15, 1997 (General Public) Session #3 - 5:00 p.m. to 9:00 p.m. (184 attendees) Hawthorne Memorial Center 3901 El Segundo Boulevard Hawthorne, California
- Wednesday, July 16, 1997 (Public Agencies) Session #4 - 9:00 a.m. to 5:00 p.m. (56 attendees) Los Angeles World Airports One World Way Los Angeles, California

Copies of the Public Scoping Notices, and Sign-in Sheets for each session are included in this appendix.

The scoping meetings were intended to allow input into the scoping process, and were not intended to encourage debate or argument regarding future or ultimate development of the Airport. Scoping comments received orally during the above-mentioned meetings were transcribed by court reporter, and written comments were received through comment forms made available at the meetings. Comments were also received through letters sent in during the months of July and August 1997. Copies of the scoping meeting transcripts, comment forms, and comment letters are included in this appendix.

All comments were reviewed, and the main areas of concern were identified as follows:

- Noise Impacts
- Air Quality
- Traffic
- Public Safety/Risk of Upset
- Public Health
- Quality of Life
- Water Quality
- Biological Resources impacts
- Energy consumption
- Public services/utilities
- Land use
- Possibility of a regional or replacement airport

Comments were compiled in database and summary form, both of which are included this appendix. The FAA considered these concerns in the development and implementation of the DEIS/EIR.

In addition to the public scoping meetings, a series of meetings were held with respective agencies regarding a range of special coordination issues including the possible siting of fuel farms at several locations.

NOTE: As required by FAA Order 5050.4A, *Airport Environmental Handbook*, a formal public hearing will be conducted after the Draft EIS/EIR is published. This will allow the public the opportunity to comment on the EIS/EIR analysis. An informational workshop will also be conducted concurrent with the public hearing to allow the public to question representative from the FAA, Airport consultants, and Airport staff on the analysis and findings of the EIS. To allow the public an opportunity to examine the EIS documentation, copies of the report will be made available for review at locations in Los Angeles and the surrounding communities at least 30 days prior to the scheduled public hearing.

Public Scoping Notices Sign-In Sheets for Public Scoping Meetings Transcripts for Public Scoping Meetings Comment Forms Comment Letters Database of Comments Received Summary of Comments Received **Public Scoping Notices**

Wed., June 11, 1997.

FEDERAL AVIATION ADMINISTRATION FEDERAL AVIATION ADMINISTRATION/ LOS ANGELISS DEPARTMENT OF AIRPORTS ENVIRONMENTAL IMPACT STATEMENT/ ENVIRONMENTAL IMPACT REPORT FOR THE CALL MASTER PLAN PROJECT SATURDAY, JULY 12, 1997 (General Public) S:00 A.M.-12:30 P.M. Proud Bird Restaurant 1022 Aviation Boulevard Los Angeles, CA 90045 artivit BATURDAY, JULY 12, 1997 (General Public) 200 P.M.-7-00P.M. Proud Bird Restaurant Proud Bird Restaurant 11022 Aviation Boulevard Los Angeles, CA 90045 State and the second 100 - 142-11 TUESDAY, JULY 15, 1997 (General Public) Hawthorne Memorial Center S01 El Segundo Blvd. Hawthorne, CA 90250 B AMPILIO WEDNESDAT, JULY 16, 1997 (Public Agencies) Wingto !! BOOA M. 5-00 P.M. Department of Airports-Administration Building 1 World Way Los Angeles, CA 90009 ÷ ----**-**#1 9 Project: LAX Master Plan Case Nes.

 Troject
 LAX is located in the southwest portion of Los Angeles County adjacent to the Asanta Monica Bay and fourteen miles southwest of downtown Los Angeles.

 TAX is bounded by the communities of Westchester and Playa del Rey on the north; on the south by Imperial Highway and the City of El Segundo and the community of Del Aire; on the east by Aviation Boulevard, the City of Ingle wood and the community of Lennox, and on the west by Vista Del Mar Street, Dockweiler State Beach and the Street, Dockweiler State Beach and the Mestchester Playa del Rey Monica Bay

 Planing
 LAX Interim Plan

 Areas:
 LAX Interim Plan

 Westchester Playa del Rey Monica Bay

 Mariner Plan

 State Monica Bay

 Mariner Plan

 Mariner Plan

Project Objective: Thinking the project sponsor to provide, in an a environmentally sound manner that is compatible with surgers and freight in the Los Angeles metropolitan area that will sustain and advance the economic growth and vitality of the South Coast Basin. In particular, the Project objectives are (1) to meet local and regional air transportation needs during the period 2000-2015 in respect of the amount, do type, location and timeliness of such new capacity; (2) to the sum of the and the sum of the such area that may be added to be added to be an expected to be added to be a ternational commercial gateway role of the City of Los Angeles.

Within the alternatives to be analyzed, potential project components will be evaluated including, but not limited to one or two additional runways each 6,000 feet in length, re-location/extensions of existing runways; improved tariway system; new passenger terminal facilities; an automated people mover system; expanded cargo facilities; improve-ments to the ground access system, including connections to the regional highway and transit networks; relocation of an-O tillary uses and other support facilities; and land acquisition necessary for each concept. Sinterfreed & Barrie

Purpose of Meeting:

Furpose of meeting: Scoping meetings will be held to receive public testimony regarding the appropriate scope and content of the environ-mental information (including alternatives) to be included in the Draft Environmental Impact Statement/Environ-mental Impact Report (EIS/EIR).

In accordance with the National Environmental Policy Act ("NEPA") and the California Environmental Quality Act ("CEQA"), a joint EIR/EIS is to be prepared by the Federal Aviation Administration and the City of Los Angeles De partment of Airports. NEPA requires a formal scoping pro-cess for each EIS (40 CFR Section 1501.7 (a) and (b)). Un-der CEQA, public EIR scoping meetings are optional, the City encourages scoping meetings for complex projects where a large response during public review is anticipated.

Your verbal or written testimony regarding the appropriate scope and content of the environmental information to be included in the Draft EIS/EIR is invited at these meetings. Should you or your representative be unable to attend a acoping meeting, written comments may be submitted by July 31, 1937 to: - 7 15:05

John L. Graham, Chief of Airport Planning Department of Airports LAX Master Plan Project World Way-Room 218 Los Angeles, CA 90012 aLos Angeles, CA 30012 TO'request a copy of the Notice of Preparation/Notice of In-tent, please call the Los Angeles Department of Airports at \$10-666-7630

NOTICE OF PUBLIC SCOPING MEETINGS

FEDERAL AVIATION ADMINISTRATION/LOS ANGELES DEPARTMENT OF AIRPORTS

FOR PREARATION OF AN ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT FOR THE LAX MASTER PLAN PROJECT

SATURDAY, JULY 12, 1997 (General Public)

8:00A.M.-12:30 P.M. Proud Bird Restaurant 11022 Aviation Boulevard Los Angeles, CA 90045 SATURDAY, JULY 12, 1997 (General Public) 2:00 P.M.- 7:00 P.M. Proud Bird Restaurant 11022 Aviation Boulevard Los Angeles, CA 90045

TUESDAY, JULY 15, 1997 (General Public) 5:00P.M.-9:00P.M. Hawthorne Memorial Center 3901 El Segundo Blvd. Hawthorne, CA 90250 WEDNESDAY, JULY 16, 1997 (Public Agencies) 9:00A.M.-5:00P.M. Department of Airports - Administration Building Board Room 1 World Way Los Angeles, CA 90045

Project: LAX Master Plan Case Nos.

Project Location: LaX is located in the southwest portion of Los Angeles County adjacent to the Santa Monica Bay and fourteen miles southwest of downtown Los Angeles. LaX is bounded by the communities of Westchester and Playa del Rey on the north; on the south by imperial Highway and the City of El Segundo and the community of Del Aire; on the east by Aviation Boulevard, the City of Inglewood and the community of Lennox; and on the west by Vista Del Mar Street, Dockweiler State Beach and the Santa Monica Bay.
 Planning Areas: LaX Interim Plan

Supervisorial District No. 4; Council District No. 6

Project Objective:

It is the intention of the Project sponsor to provide, in an environmentally sound manner that is compatible with surrounding land uses, additional airport capacity for passengers and freight in the Los Angeles metropolitan area that will sustain and advance the economic growth and vitality of the South Coast Basin. In particular, the Project objectives are (1) to meet local and regional air transportation needs during the period 2000-2015 in respect of the amount, type, location and timeliness of such new effective, maximizing the return on existing infrastructure capacity are efficient and costadvance the international trade component of the regional economy and the international commercial gateway role of the City of Los Angeles.

Within the alternatives to be analyzed, potential project components will be evaluated including, but not limited to: one or two additional runways each 6,000 feet in length; recation/extensions of existing runways, improved taxiway system; new passenger terminal facilities; an automated people mover system; expanded cargo facilities; improvements to the ground access system, including connections to the regional highway and transit networks; relocation of ancillary uses and other support facilities; and land acquisiton necessary for each concept.

Purpose of Meeting:

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Your verbal or written testimony regarding the appropriate scope and content of the environmental information to be included in the Draft EIS/EIR is invited at these meetings. Should you or your representative be unable to attend a scoping meeting, written comments may be submitted by July 31, 1997 to:

John L. Graham, Chief of Airport Planning Department of Airports LAX Master Plan Project 1 World Way - Room <u>218</u> Los Angeles, CA 90045 To request a copy of the Notice of Preparation / Notice of Intent, please call the Los Angeles Department of Airports at 310-646-7690.

SG:t:memo:note4

Sign-In Sheets for Public Scoping Meetings Saturday, July 12, 1997 Session #1



LAX Master Plan EIS/EIR Scoping Meetings Elected Officials Sign-In Sheet

Please submit comments no later than July 31, 1997 to one of the following people: David B. Kessler, AICP, Environmental Protection Specialist Planner U.S. Department of Transportation, Federal Aviation Administration - AWP-611.2 P.O. Box 92007, World Way Postal Center, Los Angeles, CA 90009-2007 John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218, Los Angeles, CA 90045

Name	Title/District	Address and Zip Code	Phone/Fax	<u> </u>	T
		IZIT EL PRADO	310		1-
MARK WIRTH	REP J. HARMAN	TORRANCE, CA 905-01	783.8220		
SANDY BROWN	SEN. TOM HAY DEN	(see sheet b)			
BOB PiNZLER	REDONDO BEACH City CONACIL	(along The)			
MARIO JUROVICH	REDONDO BEACH City Council RANNING, DATY COUNCIL OMAN L.A. 6 DISTRICT	r.			
Kevin Moster	Coog. Morine Dorran	(buc shut 14)			
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John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218, Los Angeles, CA 90045

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ROBERT A WOOLFE	W.5 V A	10763 GUEENSLAND 5	310-975-2312		
AT SMITH	SELF	947 VIRGINIA, EL SECUNDO CA 90245			
DICK JACKS-	SELF	ZAWY SUPERNA MAMMA Ben Jozec			
Jane Burefield	LAWA	I would way & a	646-7690		



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Name	Organization/Company	Address and Zip Code	Phone/Fax
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SHEILA M. MURPHY	LAWA	2 WORD WAY .	310-646-7690
JOMMAN EMERSON	Associality	2250 Wilvie Blud. Jule OH LA 90010	(13) 481-3731
Kevin ASH	University of . Southern Oalifornia	423 Redlards st Playa Ocl Rey, Ct 90293	(310) 823-1031
HRIS COLSBEEK	Mowchester Sq DIRAM Coucerns	5309 W 994 K LA CA 90045	213.266.6371
time forc	Sapphos Environmental	20 9. Aclaccy St Stezlo Resolderator 710	810 6833547
Fronge F. O'Conner	South Del Aire Nybonhuod Aisn	5305 W 12404 PL Del Aine CA 90250	310 643-802
Horingforme		10502 BURL AU. Lennox Cal. 90304	810)674-0944
anciscale Junua		10502 BURL AU. Lehnox Cal- 90304	30)674-0944

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Name	Organization/Company	Address and Zip Code	Dia m	
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ana Rom (Salmilt		2401 CLARK , PREASE SENDME	(310)-372-5815- (310)-185-5845-	
DEVAUGHN LEE	CHURCH	2977 HILL CRESTOR. HT LOS AWGELES, CHESO08	2/3/253-1234	
McFAdden, Toe		132 Water Diew, St. PINYard May 90293 (310 823-1121	
MR: MRS. M.J. OBRIEN	El SEGUNDO, RES.	921 DUNE St. E.S. 90245	(210) 322.7851	
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Bob GRANER	NEST WEST CLIESTER		(310) 670-5861	
Craig Grill	Horeower	3528 W. 112th St. Fryleword CA 90303	Q10人の7/-7603	



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BOB LEVENSON	Westport Heights Neighton	and 7935 FLIGHT AVE COSANGERS 90045	310 568-9052		
NARREY NYE	EL SEGUNDO REJIDEN	525 E. MAPLEAUE LEL SEGUNDO VA 90245	310 640-9862	+	-
CHRIS BUNTING	CALSTART	DOLL PHONE ALL INCLUS	818 565 5657	+	



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Name	Organization/Company	Address and Zip Code	Phone/Fax	<u> </u>
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Richard Musella	Resident	63 P3 WP071ST Westchester 90045	310 642-5954 310 649 0324	
CHARLES STOLPER	PENDE 47	9414 BLERIG TAVE WESTCHESTER 9045		
100. F. Corrort	Property ouner: 5200-522+ Arba Vitte	355 La CO/HA DV/1/e Taglewood CA 90202-7117		
Mary E. Booth	Santa Monica Airport Assic.	1019 020ne fre Santa Monica 90405-5716	(310) 399-0700	
AGIVES CORMIER	PROPERTY UWNER 5444 WI 940 STI	4032 415 Aust Inglance JCA 90325	213(7791967)	
WILLIE WALLACE	Property owner			
Guy Porh	WestLA Realty	POBOX 641023; L.A. CA90064	310/397-8827	
BLORIA DEAS	Property owner	9330 4TH AVE, ING, CA 90305	213779-2418	
EMIL MCDEVITT	Property Quoner	9626 Hendry ave. LA 90045	(310) 641-6045	



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Name	Organization/Company	Address and Zip Code	Phone/Fax	<u> </u>	Г
Dow SCHORT MM YAMADA	Neutrogena Corp. NORTHEON GRUMM	5760 964 5t. LA 90095 AN ONE HORNETWING EL SEBUNOU 90245	310-2165319 30/331-7544/ 310/332-3486(F)	2	Ē
MARGARITA CRUZ		104/22 Burl one (punox 903a			
RONALD RAMIS		1012Y BURL one LANnoy 9030	1(10)6727471		
MR+MRS BOSSPERRYMAN			213.75795/9		
Sandy Brown	Sen. Tom Hayden	10951 W. Bres St. 202 LA 90064	441-9084	·	
My Settysucon		5357 W 96th ST LA OA 91045	310 670 6535		
fam Schmidt	Berger ; Norton	1620 26 th Street, Stille 2005 Senter 9414	310449-1000		
Luciano Lopez			(310) 641 - 7376		
William + Debas Stephens	home owner	95 11 4th AUS Inglewood 90305	213 755-0925-		

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Name	Organization/Company	Address and Zip Code	Phone/Fax	—
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Brenda Underwood	l self	9742 Hendry Pl LA Ca	(310) 288-6569	
Jim ZENTGRAF	Connett Asiation . Service	6201 W. Imperial Huy L.A. CA	310) 528 3705	
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COHN LULEN	PRCHITISON A.I.A	235 8th STREET, MANIHOTTAN BRACH	310 372 2914	
Craig Moyer	SELF-	6300 W 7946 St JA 90045	310-568-1107	
IOHN PAXSON	Self	1918 Curtis Ave, Redanto Bench 90278 5312 4 - 45	\sim	
Michael Maryly	Manchester Square Resident	5312 4.45 LIA CIA 90045	310645-2214	



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Pat Harling		1616 18th St MarhBch	310-5453146	
Mims Junio	Homesoners	7917 Yorktown Ane Westely Ter	(313)645-5696	
ANDREA TUCKER	EMPASSY SUITES SOUTH	1440 E Imperial Ave, Elsesmon	310) 640 3600 153	
	N. Westdale Homeowners	11711 Brookhaven Que #1 LA gooray	310 477 9665	
Danna Cope	LAX Area Advisory Com	1414-3/4 Arizona Ava Westclasta <u>80045</u> 9631 S. 4 HAJ2 90305	310 641-2503	
	FAVe Blackclub	Inglewood	213-418-0482	
Laurie Crain-Egg		HOT N. Sepulvele Glud. #263 MB CA 90266	30)572-5935-	
THOMASINE ROYS		7577 McCONNEL AVE. L.A. 90045	310 645 8748	
Robert Pullia. Hiles	Hellypork AST.	1126 11 x west 163 bordina	318 - 327 5433	

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John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218, Los Angeles, CA 90045

Name	Organization/Company			
	- Burnanen combany	Address and Zip Code	Phone/Fax	
FAREN HIGASHI	DWP	IG822 MAYFUWER CIR. GARDENA, CA 90247	310/ 324 - 57/6	1
Howard Parc	PESIDENT PRESIDENT		310 -581-8800	1
STEVE KANE	Homeowner	7452 W. 80 St. 90045	310 - 645-4633	
- crafkan Weiss	Cheviot Hills HOA	LOS Angeles (& ROOGY	BID 558-0484 (310)558-0400	
KEN Bulpitt	Westchester How owner	8001 Vicksburg An 2.4 2004 J	310-6705180	1
Vim Foront	HANITATAA VILLACE Home own ons ASSO	5-2 MALAGA WAY MANATAM MALA	310 545-5085	+
Ruth C. ATTIAS	Homeowner	7928 ALTAVAN AUE WESTCHESFOR	310-670-0751	
BARTLEY CHRISTIAN	HOMEOWNER	90045 9726 HINDRY AVE LOS ANGELES, CA	(310)649-0156	1
	AMERICAN INSTITUTE of ARCHITECTS	233 BTH ST M.B. CA 90266	310-372-7078	
Ellie Holm	Homeown er	7417 Henefer Ave LA, CA 90045	310 645-0590	



Please submit comments no later than July 31, 1997 to one of the following people: David B. Kessler, AICP, Environmental Protection Specialist Planner U.S. Department of Transportation, Federal Aviation Administration - AWP-611.2 P.O. Box 92007, World Way Postal Center, Los Angeles, CA 90009-2007

John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218, Los Angeles, CA 90045

Name	Organization/Company		The second se	0045
0	4 AND BLUEK	Address and Zip Code	Phone/Fax	
MR. 9 MRS. MERTY Pot	er Club	1717 Att Are Inglewool, CA 90305	2-778-4868	<u>T</u>
BOB PINZION	CITY OF NODONDO 6 BACK	1901 STANTORA <u>REDUNDO BERGLA CA 90274</u> 1918 CURTIS AVE	710-379-5763	$\uparrow \uparrow$
FRANCING PAXSON		1918 CURTI'S AVE REPONDO BEACH, (A 90278	310-937-4832	$\uparrow \uparrow$
lese & bacuos		5250 albor Vitare St. Pooks	310-649. 2344	$\uparrow \uparrow$
ED. ENRIQUEZ		219 WATERNIED JT. P. Del Rey	823-4345	\square
	Consigler Report ODNCERNE CITIERS	110 W. Oceanished # 517 Long Pet \$0802	562-983-5155	
KOREAT BROWN	OF. So. LA Calit. LLC	1724 W. 65 ST. L.A. CA. 20047	213-758-6722	
Joseph A Bouley		5757 W. CENTIN BLVD, #100 LA, CA 500 45	316 642 -0541	
RON ABERNICE BLAN)E	9813 475-AVE INCLE WOOD, CA. 90305	23)755-55 97	
Aomph H Stalk		6749 W. 87th P.L. A. 9:047	317-645-7652	

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LAX Master Plan EIS/EIR Scoping Meetings Sign-In Sheet

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John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218, Los Angeles, CA 90045

L	Name	Organization/Company	444			
Г	^	1	Address and Zip Code	Phone/Fax		T-
+	BardCook		7278 W91 LA 90045	(310) 649.469	Ļ	Γ
	EARL FENNER	K	25 MALAGA TE W MANHATTAN BOH 3.26	310 545-2247		
ŀ	Susan Percay	Kosmont + Associates on behalf of Gateway +	L.A. PBID L.A CA 90017	213-623-8184		
80	-mest Doutre	Self.	627 W. Acaria El Degundo	310-3-22-8419		\square
a	Mark Wirth	Rep. Jane Harman	1217 El Prudo Torrance 90501	310 7838220		
-	Pan BROWN	Playa del Rey Jes operty Durnero		310 6450533		
-	STEVESTORM	EL SEGUNDO	647 W. MATLE AUE ELSEGUNDO, CA 90245			
-	DENNIS SYLVES	owner	EL SCOUNDO 90205	1310-1535-9106 FAX 535-9114		
-	CHAOD SLAWSON	LAO BUILDING TOZADES COUNCIL	1600 ISEVENLY ISIND I DE LUCELE .	(213)483.4222		
	Etild - Michide (Self representation	6332 6 85 Street 90025	310/641-14/1		



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Name	Organization/Company	Address and Zip Code	Phone/Fax	
Mitch Haginbotter	Airport Ares Advise Som,	nite 3500-152/1. Marchester D	(310) 6.710145	╞┼
Pieter A. Pipzert	. ,	3606 W. 113th & 90303	1310/673/58/	
Adam M Kliszewski L. SHAYYNEE		7812 Beland Au L.A. GOOYS	(310) 641 3885	
	California 31-20K Association Mundesta SinRe Kelin SouceRus	2 3-3 MMADI MOST MASTRESTER CH	123-753-4944	
"C. Paunhole	Self	44/2 white ma	312)6491264	
Kele MAETANI	Sel	P.D. Box 1417 7	(31-) 323-3-55	
Repera Chavez	Manchester Square Niport Concurns		(3,0) (49-0408)	
MELHEVENTHAL	BAC/LADDT		310/839-4442	
Backman	Manichester Square Loncerns	5401 W 96H2 St LA 90045	/ wort var wort store	



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Name	Organization/Company	Address and Zip Code	Phone/Fax	r	
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ERNESTO CHANEZ		4222 LENNOX BL-INGLENOOD CLADES	310-4190457		
GUNNAR HOLM		7417 HenetaR Ale LA CA goog	310-645-0591		Γ
Robert Halken		5422W1/657 1461	310-643		
Shurin Stewart		5422 w/16 St Ing	-		
Nathlie Burd: Le		0652 Stoner Ave	312-1734		
Andrew Stefanski		7296 W-85th St. LA 90015	641-3372		
norma Hessman		3120 Alma, Man. Beh CA. 90266	545-6219		
And Torres		5422 W. 96Th ST. Westchesten CA 50045	849-5874		
ROBERT HANLON		2255 FOLLERTON ROXD ROWLAND HTS CAL	818-965-8700		

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Name	Organization/Company	Address and Zip Code	1	
T		E1 566 4 4	Phone/Fax	
JERY SHUNDERS	CPC	204/ ROSFCRANS FUE	310-414-524 4	
PETER M. MITGAKOS		307 W. MANCHESTER AVE.	310.821.8286	
David Herbst	Menny Air Group	5456 Ne Connell Ave. 1 A 90066	3/827-2732	
MARKLey		8140 MARATAR, St # Jou	310-822-5710	1
PETER KRONOWITT		2653 STONER AVE, LA 40004	310-473-2929	
NORMA COATES		13116 Ardath Gardena Ca		1
Savid M. Henderson		8144 Tuscamy Are Playa Sel	310 822-7318 Ra CA 951257	+
Shige Higashi	kyodu News	250 East First St # 1107. LA 90012	213-680 4482	╉
Kevin Mosley e	ong. Maxime Waters		213-757-8900 P 213-757-9506 F	Ţ
JUDY BORK	Homeowner	10124 S. Broadway # 2 14 90003 8 Cambridge, Man Ech CA 90266	(F-) 310-546-1578	+

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LAX Master Plan EIS/EIR Scoping Meetings Sign-In Sheet

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 David B. Kessler, AICP, Environmental Protection Specialist Planner
 Joi

 U.S. Department of Transportation, Federal Aviation Administration - AWP-611.2
 De

 P.O. Box 92007, World Way Postal Center, Los Angeles, CA 90009-2007
 On

John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218, Los Angeles, CA 90045

Name	Organization/Company	Address and Zip Code	Phone/Fax		Г
Row Mayor	WESTSIDE VILLAGE ASSO	10779 QUEENSLANDST. LA. GUS4	475-4156	П	
MARIE CAMPBELL	SAPPAOS Envikonment	50 S. DE LARM, SUTE ALD, DAMEN, CACHING	(626) 683-3547		
Rob Witthaws	Scophos Environmental	50 S. De Lacq, Sinite 210, Pasadena, CA 9114	1 .		
Flay andreason		7410 Oglab are 20. Cc 90045		\square	
BARBARA FINE	CON SULTANT	1614 BENEDICT CYN. De, BEVERLY HILLS 90210			
Dorwne Fields	Airport Area Resident	3678 Kensley Drive Inglewood, CA 90305	(31) 412- 5813		
CHERUL ÉMICHAEL SCHMIZ	HOME OWNER	9731 HINDRY PLACE, LA 90045	310 417-9769		
Lila Purcell	Honce Owner	10914 Castwood Que Influor Paso	310 6777781		
OBERT ACHERMAN		6055 W. 75 TH PLACE, WESTCHESTER, CA	310/645-8528		
FRED CURCED	Home OWNER	the second se	310/414-0976		



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Name	Organization/Company	Address and Zip Code	Phone/Fax	<u> </u>	-
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Joana Joe Kelly	Nac	626 Magn She Ane, Digher and CA 90301	310 468-5470 (B) 310-677-4783(H)		
STROY BROWN		2727 BUSIER And Los ANGOLOS, GA 90004	310/ 478-3371		
DICK BRUBAKER	BRURAKER + ASSOC	7524 W. 892 St. LA 900+5	310/670-3163		Γ
Znances Stronks	Westchester Jouth Finden	7815 Yorktown Place He Gooks	310/645-1796		t
Karly Doering	man chester square.	5344 W. 94 # ST. LA. 90045	318/645-9162		ľ
DAVIO BROWN		\$8021 CAMPION DR. LA 90045	310/645-3023		Γ
Joe VADER	MANCHERRON SWAND	940 ISTS WE LA 90045			Γ
Kanywalls	Manchester Square				
ED RARIbusz	Stump DAVIS Greenberg Ze	8405 Pershing DR#301 P. DR. Q 90293	310- 821-4975		Γ

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LAX Master Plan EIS/EIR Scoping Meetings **Sign-In Sheet**

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John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218, Los Angeles, CA 90045

Name	Organization/Company	Address and Zip Code	Phone/Fax	
EILEON CLOWLO	1	8943 KITTYHAWLAVE LA GAGOO	1	-
PATER IN BOTTCHCUM		8943 Kirryhaw KAUG LA 90045		
Geathice Shark	2:	9601 SHT Ave Ing 90305	-	
Leo Bisson		7255 W 9/SF 90045		
Ellis Levin	Sel-E	612 25 PS ST, AB 90266	(W) - 562-414-5740	
William Berry	self	7430 W. 90th ST. 90045	FMX (213) 975-1740 (213) 975-1602	
Viitor L. Joung	manchester Square	5407 W 94 St. L.a. 90045		
JOESpereno	Self	8701 Delgany #304, PLR, 90243		
Elizabeth Ung	Self	8801 + 8957 Kittyhaw/(310.645-4195	
RALPH STEWART		4137 DON MARIANO DR. 90008	213-292-9710	



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	Name	Organization/Company	Address and Zip Code	
	In Di	1	Address and Zip Code	Phone/Fax
-	Jeta D. Case	Playa Serena HOR	8828 Persking De 132 90295	310-822-4085
	Cohort W Halfert	in n n	~ ~ # 318 ~	310-823-5230
	Stuart H. Williams	Resident	3969 Catteraugus Aur Color C.t.	310 836 3430
-	Adrienne Collis	Pacific Sands HOA	770 W Imperial Dar #27 90245	310 640 7201
$\left \right $	Sarbura Truckmbrod	Pacific Sands HOA	170 W. Imperial Are # 24 90245	310-640-1901
-	Spenser Morgheim	Privale Citizen	1405 18th St. Gering, NE 69341	
╞	Dense Satrahand	abran	500 SUAK_KN&M#38 PUSEdena (A 4/10)	
╞	DAVE DOYK	CITY OF Manhatten Beach		310 545.5621/545-5234
	Erika Ziwnierwann	Private Citizen	710 Long Kellow Ave H.B G0254	
Ĺ	JanetSnapp	Resident	7815 West 8352 St POR (240393	310 822-3399

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Name	Organization/Company	Address and Zip Code	ay, suite 218, Los Angeles, CA 9	0045	
and the second second			Phone/Fax		
Walter M. Dubuckt	United Homeouner assy	5-30 Dawn View P.C. I.A. 90043	213-296-11-29		
Karla Mulry	Bexen Press in larport	Pri Reve 1815 Contra Conce	760 929 0609		
MARK LIPPS		PC Box 1865 Carlsbud (A 92009 90266	Fax 760 929 0603	$\left - \right $	
	HOMEOWNER	628 352 ST., MAN. BCH., CA	310-939-9871		
DAVID NASH	HOMEONNER	628 35th ST., MAN. BCH., CA 90293 8740 TUSCARY HIZ PLAYA DEL REY	310-306-2674		
MARK BRUSH	HOMEOWNER	5913 W. 75TH ST, LA 90045	310.645.5324		
Allisan Inatomi	Home in	5913 W. 75th St. LA 90345	(310)645-5324		
Arlene Pineler	home owner	1801 Starford Aranie Redardo Bach 90078	(310)523-4972 FAX		
JIM ZADRADETZ	home owner	No East corner corner of Isis + 94 st			
PAVO	Homeowner	8047 Campion drive westchestur, cr 90045	3·822·3399		_
Joann Duray	Property Ouner	8114 West 83, d St HI Playa del Rey CA 90293	310-872-3144-	Rej	\neg



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Name	Organization/Company		sy, suite 218, Los Angeles, CA 90045	
	1	Address and Zip Code	Phone/Fax	
SEAN WELST	SELF.	415 5 DAK GT INGLEWOR (A	(310) 673-1812	Γ
TERRY MARCEllus	SELT-	7345 W. 902 ST, L.A. CA. 90045	310)641 284/	
GREGORY E, KLEVE	SELF	1120 W. BLOOMLILLO RO		
Jim Geocaris	Self	Rangto Palos VERDES Ca 90275 1601 Dove Street, Juite 105 Newport Beach, CA	714/253-8010	
KHALIL KHALIL	KARNALK ENGRY	859 TERLALE 49 L.A. CA. 90042		
DENNY CHRISTO	SOLF	7312 W 87 TH PL CA GOO45	310-670-1064 FAX 670-1064	
Michelly Mohlere	SelF	as above		
BONNIE MO SADLIOUR	91st Street	NOO W. 915t StREET L.A. CA 90045	310-645-2342	
SANDRO- BAKE-	Sit-	1502 W.53 ST. CALASWOL	(211/75-1070	
July (447				

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John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218, Los Angeles, CA 90045

Name	Organization/Company	Address and Zip Code	L Di m	
CHRIS &	FORDS AVE HOME OWNERS ASSOC.	i induitess and zip Code	Phone/Fax	
RED GADEN	HOME OWNER	9809 4TH AL-	2137560691 Bros 419-2243	
STEVENS MILC	HOME OWNER	730 MANCHESTER DRIVE	(310) 419-2243 FARCLETUCOD FO3	
STEVENS.	Home teran	720 MANULESTER DRIVE INCLEMMA EH. 90301	314 (415-224	
VALTER BROWN	HOME DWNRL	9410 IT IN AVE	213- 454-2793	ľ
HAREN R. FARR	home owner	8777 TUSCHAN AVE PDR	310-823-2757	
				-
907			l want verwart shar	



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Name	Organization/Company	Address and Zip Code	Phone/Fax	
R.F. MCNEILL		8828 PERSHING DRIVE PUR		\top
C. M. Neill		'/ '('('/		
DENNIS SYLVESTER	EL SEG & MAN BCH PROPERTY OWN	443 EUCALYPTUS PR IFE EL SEGUNDO, CA 90295 170 W. Imperiel Abr. E.S.	BROCHUSER	
Shery Hunter	Pacific Sands, H.U.A.	170 W. Imperial Ave. E.S.		
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Roy HEFNER	LAXAAC	6548W80 PL 2A 90044	3106705455		ſ
MR&MRS F.W. GREEN	Retire?	10928 BURLAUE LENIVUX (A. 40304	1310 673-1316		
VORIE + Dwight Clume	its Hilly PANK/ PIANNIA	2419 W. 11675 St. Howthonse Une 8222 Tuscan, Ave Playadel Ray 8222 Tuscan, Ave Playadel Ray	(213) 757-1799		
J. Eugene Fair	// / Commiss	8222 Tuscany Ave, Playadal Ray 8222 Tuscany Ave, Playadal Ray	(314)523-2767		
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Sign-In Sheets for Public Scoping Meetings Saturday, July 12, 1997 Session #2



7/12/97

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Name	Organization/Company	Address and Zip Code	Phone/Fax	
TIME DORK J. SwiTH I	LAAR	11360 DUARCAND ATA 113 CULVER CUTY, CA. 96230	(310) 838-8284	
	(CULVISC CITY)		(213) 847 1357(mm)	
HUMICININO	Westurester/P.)R	7355 (0 8322 ST	216-9366 (31)	
Marcana	TEN DINH!	L.A. UA 90045	238 0280 (210)	
Frances Corry		7835 august Bi	312 64.5 425-	
BOB OKA		9014 RAYFORD DR. LA	672-3021	
Georgianno Smith		8365 Westsum Que La 900+5	670-3939	
Ken Brown	Nayhattan Sch	1515 Galos the Mayhittankin 9026		
DR. Brad RBlood	Supplies S.N.10	50 S. DeLACEY PARADONA	626-684 55217	
Home on Gumberry	Columbia Rie Corp.	8638 Yorktown Ave UN 90045	310641222;	
Liva Bath	1	5400W.96th LACA 90045		
Wolfgang. Tllguth		Sameaa	Same	Τ

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LAX Master Plan EIS/EIR Scoping Meetings Sign-In Sheet

Please submit comments no later than 7/12/97 2:00 pm

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John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218, Los Angeles, CA 90045

Name	Organization/Company	Address and Zip Code	Phone/Fax	
Vivian RColoman		8644 yorkstown, # A 90045	310-645-4748	
Stacy Brown	NORTHWESTDALK NEILINGORMO ASSN:	2727 BUTLER AVE LOS ANNELES CA 9001		
DALLOUL BATTEN	House owner	5400 W. 9674 57 LA, 08 90045	310/216-0213	
RICHARD WEIGEL	MAJCHESTER SOUNDE	5306 W. 98 5 F. L.R.CA. 40045	370-648-1782	
PATRICIA HAMOR	COMMENICATIONS CONSULTAN	13 1406 E. WALNUT AVE EL SEGUNOS 9	1245 (310)640-8	74.5
EM OHPPARRO	るまでド		213-268-2684	
Rhon Williams		56 Village Circle, Manhattan Beach	310-546-9936	
Helen Major	Private Kesidenh	9610-1th ave Inglewood	213-754.6985	
DEBRA TERNIC	HOMEOWNER		310/ 821-9763	
Sanny Wegunts	Homeowner	3906 Bronson 2.9. Cd. 9000 8	213)291-2916	•
" ()			/ work tas warkshope	



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Name	Organization/Company	Address and Zip Code			
		Address and Zip Code	Phone/Fax		T
You Al amstenson		5832 w. 142 Pian - Hurtherne 9035-C	310 443 4540		Т
Rudi A. Toepfer		BT 7517 Denvech Ave, Westchester 91845			\uparrow
GEORGEREFFUCCI		1224 2ND ST MitwHATTAW BACK	310-8130446		t
Kathiya K. Weigel		5306 West 49 thistiert hilf goods	(310)649-1482		┢
Jim Bickhart		Po Box 5864 'Santa Monies CA 96409-5264	310-349-3421 310-342-2542		F
Jeanne T. Jud		11260 marla ana New Horas CA 90750	(310)675-5845		F
Herry Stephens			(BLO) 445-6947		
flin Davarils		7/18 W 98 ST LA 90045		_	
ROBERT ACHERMAN		6055 W. 75TH PLACE, LA 90045	695-8528		
Linda Michols		H3. 24th T.L. Mandattan Beh, Ce.	546-1987		

PM - 3



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Name	Organization/Company	Address and Zip Code	7		
MARC Gret	N/A	413/415 E. OAK	Phone/Fax 546 - 2667	\vdash	F
Charlene Delgido		5424 WAYTHST 90015	G (P= CEP)	-	\vdash
Cher Luck.		1021At Kisseon and	Z12]-779-Kall		┢
Facques Rila Finic Johnson		7201Wro It I.G. Ca 90045	649-4176		
		1414 E Sepanne Ac- E.S. Golus			
Wm Kessener		524E PAIM AVE El Seg 90245	640-9765		
Brian Blakelock		TASY W. 91 St. LA 90045	641-5010		
John Ritter Lough + Sout Patrice		1839 HENETER ALE UP 90015	645-9820		
		9406 Bellord are 14-90045	910-855B		•
Thomas Kerry		8726 So. Sepialver A Blue CAGOO	*		

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John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218, Los Angeles, CA 90045

Name	Organization/Company	Address and Zip Code	Phone/Fax	<u>г</u>
- John W - Jonnes		321E. SYLAMORE AV EL SAL-JO	310 640-9674	
Wendy Jones			i ,	
Jim Phillip		For inching Du # 126 juny Du Kary	(Ine) 30 6-2 903	
TCHA THOMPSON		13500 BIRCH HAWTHORNE	510-675-7300	
MARI, & Thoupper		12500 BIRCH AVE HAW horn	310-635-73-0	
William Sector		1604 Losver St. Redoude Beach Ch 19/225		
JAMES FORTUMES		STIO HERON BAY LONG BEACH, CA 90803		
DERGINY SPONE		7713 EINERSON AUG WEISTENERSON GOOHS		
Jack Second		Fisc Realands #8 playa Del Rey 20252	(310) 823-43FC	
KEVIN OLIVAS	KFUB Nieusradio	6230 Yuren St. us Angeles, 90028	213-162-6053	

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LAX Master Plan EIS/EIR Scoping Meetings Sign-In Sheet

Please submit comments no later than July 31, 1997 to one of the following people: David B. Kessler, AICP, Environmental Protection Specialist Planner U.S. Department of Transportation, Federal Aviation Administration - AWP-611.2 P.O. Box 92007, World Way Postal Center, Los Angeles, CA 90009-2007 John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218, Los Angeles, CA 90045

Organization/Company	Address and Zip Code	Phone/Fax		<u> </u>
Resident	2722 Batker Kre. L.J. 90064	310 3/2 1532		Γ
Standard Pachagingar	1468 Test St. Nº 178th St.	< - 717-7400		
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Kendent	7541 WS95+ LA Yours-	675-6173		
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Farina, Rel Estate	3659 Fairway Bil 90043	217, 293- 4063		
1	40292			
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Lou KELSizy	Honeounir	8807 Chider AV INCERT	310-210-0910-	
BICHARP GAROSN	SeiF	11718 V.C.TURIA AN- #9 LA	31- 415-5286	
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TA MADGE BURT	RECIDENT/SELF	MORI ATKINSON AVE- INGLEWOOD, CA. GORGZ	(213)754-3L18	
Maire Crow	1936 w 827 D	,	213.757.6483	
ULLS. R.H. WIGGINS	3855 THOTN ENOL WH			

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Jury Gurich	nyself	1430 11 th St, MB 90266	310 379-5204	
KIEK WILLIAMS	SELF	1233 W DT TH ST. LIS ANGELES 10045	<i>510-645-06</i> 62	-
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SEAN CAIN	SELF	12526 Ross CIRCLE LA 90066	310 822 8709	
A, Sorenson	soft	476-3309 St Manhattan 90266	(310)545-46CG	
FAAJK CJAHNI		8057 ALTAVAN	641-7483	
Cilly Notssen	Self	1300 Synhedr	835-96-47	
Rex Frankel	Suretary Could tool of forceral	6038 W75 th St 4 9-045	645 2241	

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- altagoloterri Second	2130 Bullanch St.	Plaza Del Rey. 40293	310. 823-4350		
R.J. HHMEN	73216 10 1024 56.	LA Yeards	310 -670-2561		
RAY BANKS	7.12 RINDGE AT P. D.R		310 923-4276		
Regnie Jemison		2409 pt. 102nd St. Ingleword 1050;	213 755-6351		
Emel la Mora	5855 W. 96 xt # 19000	2			
Ivena Neudos	HHE BEEST Capples	505 Mellowy Strife 210 Davadams 1505 Arracka (12 91105	EIE-663-3547		
Elegebett Abrilon	Jeef	2 Dover Al Dearkatton	31796-4CTP		
Mary David	self	USIG W FT PC	310-649-1630		
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LAX Master Plan EIS/EIR Scoping Meetings Sign-In Sheet

Please submit comments no later than July 31, 1997 to one of the following people: 2100 p.m.

David B. Kessler, AICP, Environmental Protection Specialist Planner U.S. Department of Transportation, Federal Aviation Administration - AWP-611.2 P.O. Box 92007, World Way Postal Center, Los Angeles, CA 90009-2007

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anne B. Whiteke		10917 atkinson bye	213.7798656	
yrine Haraway	Bechtel	3331111: Ket 12/076 Sour Francisco, Ca. 94119	115 1168.1559	
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PatriciaCormier	Self	5201 W. 97th St Was Ansch	- 310641-8449	
GRACE HUTH	EL MANOR/EMESON	$a \rightarrow b \rightarrow $	31076-49-427=	

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Please submit comments no later than July 31, 1997 to one of the following people: David B. Kessler, AICP, Environmental Protection Specialist Planner U.S. Department of Transportation, Federal Aviation Administration - AWP-611.2 P.O. Box 92007, World Way Postal Center, Los Angeles, CA 90009-2007

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FRIEDA LEVINE	JOYeans	5816 LO 85 EPL SA 40045	310 645 5440	
Audrey Balkstero	eitigen	4127 W.160 Stowndale	3766597	
Audrey Judson	Resident , M.B.	3300 Highland Are, Manhattan Bet	545-7006	
THOMAS BOYD	CITIZEN	1)	0	
OLIVIA GHAZZABUI	CITIEFN	17306 ERMANITATE TORR. 90504 9730 HINDRY AVE. ILESTER	(312) 337-4757	

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LAX Master Plan EIS/EIR Scoping Meetings Sign-In Sheet

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LEROY CoopER	11 11	1543 W. 82 - St. J.A.	213) 9712637	
Joyce Alexander	Self (Hismenner)	10608 UTH Avenue	5-131777-087C	
	Brianch H. D.A	8701 Dilging Aver By (A90) cB	310.823 43:46	
Tom ENNIS		7331 Visto Del Kug, (A-90293	310. 821 8221	
the Velano		7544 7 rage ave 90293		
Dorothy / Self fore	Self.	7862 Naylor Que. LA 90045	(310)645-6849	
Uncert McKeon	Se(8721 Wiley Post Ave LA. 900 45	310 645-8496	
Suly (497		, 	(highlighted day	



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EILERI HAMUP	Resident	6719 Nr. J 81- Lury JA 40045	910 641-9453	
Russell Stone	Westchester Homecuner	7713 Emersion Av., Westcharter 90045	310-337-0827	
GERALD + MARGARET KOENIG		in Pic Alleran	zintani zai	
Les Hickon		622 W. Scanser Co. Lach pet of Geography BOX 151524 Gox 151524	1. 310. 322. 2405	
Travis Longcore				
Catherine Rich	Los Angeles Audubon Society		(213) 876-0202	



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Name	Organization/Company	Address and Zip Code	Phone/Fax	_
Eduardo Uzinnya	New World Interpreting (5002 873- 1865	ropox 3832 Santa Ana (a 12703	(714) 407.53.51 suppor (714) 463-2356	
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LAX Master Plan EIS/EIR Scoping Meetings Elected Officials Sign-In Sheet

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Name	Title/District	Address and Zip Code	Phone/Fax	<u> </u>	
Veryt NrEindley Jame Friedkin	Constituent Deputy	Theb W. Manchester	3.0/224-1150		
Michindley	Councilmenter Galanter	LA CA 90045	243/237.0553 Fax		
$\int T \cdot d$	Connoilwommen El. Segunde	A 1521 E.Elm and	(310) 322-31795		
James Juedkin	El. Sequende	El. Segunde 90245	FHONE # + FAX HE		
	L7	El Si que de 902445 18411 Carissiani That ; Suite SEC Turrare TUSCA			
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LAX Master Plan EIS/EIR Scoping Meetings Sign-In Sheet

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Name	Organization/Company	Address and Zip Code	Phone/Fax	Γ	
JACK YOS	RUSIDIST	4768-13 WOST 130 ST HAW, 90250	3 6/978-9426		
Bruce Lathing	Recident At their LACDCC	7373 was wish, LA got As	310 566- 9791		
Alwriterny Silem BILL MILROY	Ses din 1	THOR Hereles Ave. LA 40045	310-641-7766		
BILL MILROY	t v	GUIS FALMINITIN AVE PLANA UFL RET 90293	311-334-6761		
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Name	Organization/Company	Address and Zip Code	Phone/Fax		T
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LARISA STEPHAN	u	7725 Preing Ave., LA 90045	310-641-3738		
Navor L. Plaitan	LAX LOADOL	430 B SIENCIALT. CL Securit 10245			
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Sign-In Sheets for Public Scoping Meetings Tuesday, July 15, 1997 Session #3



LAX Master Plan EIS/EIR Scoping Meetings Sign-In Sheet:

it comments no later than July 31, 1997 to one of the following people: David B. Kessler, AICP, Environmental Protection Specialist Planner U.S. Department of Transportation, Federal Aviation Administration - AWP-611.2 P.O. Box 92007, World Way Postal Center, Los Angeles, CA 90009-2007

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Willer Phlez		2517 W.118 Pl. Hawthorne 90250 HowrhorNo	213757-4421	
PRAT JOHNSON	PRIV RESIDENT	11934 S. Huas Ave 70250 90264 321 28+1 5T HERNOSA BEACH	213777-3693	
Kimberly IVGRAM	PRIV. Resid.	11823 ARDACH HAWHORK	213:7566266	
Poul Blackford	Self	2441 LIGHTfort PLACE RPV 90275	3/0 373-5842	
Abho H. CATANTO		HOLOW, JJLST HAWTHORNO	310 412-0393	
Arie Smort		11k 1 Putral - 1 + A		
Auty 1997		in province in pose	310) 474 -641 8	

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LAX Master Plan EIS/EIR Scoping Meetings **Sign-In Sheet**

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Darlance Love		2003 W/16 (f. Fauthane 9035	213-7773917	
L. Knight		11835- S. GREY, Mas Are HAW		
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DAVID J. AILERS F	ALINO Prix (2007) Manutist Causer	Soft Avenue ch	619-54-0120		

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TIM CARMICHAEL	COALITION FOR RELAN AIR	901 WILSNIRE SUD STE 350 SANTA MONICA CA 90401	310 260 4770 Fox 260 4774	

The Crisis TIT (4)



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MARK MILLES		8213 BELFORD AUL, WESTCHESTRACH 9050	(310) 782 - 3569		

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SAR BARA TOWN SAN		and Mento Mouth			
BARBARA JOHNSON YLE JOHN 50N		12 BOD DOTY 15 11 1011			
All 2	Gateway to LA	13808 DOTY AUG HAWTHORNE, CA 9841 Airport Blul 6A			
Allan PSMPN	Calenny to LA	9441 Autport Blue LA	310		
			215-8500		
ERIC HARTMAN	Holyglen Home owevers	5413 W, 138 PL Haw thorne, ca 902505	FAY 310 \$23 6470		
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Tracey Alsobrook	Sapphas Environmental	50 5. Delacey, Suite 210, Pasadena, CA 91105	(626)683-3547		
b (2	HERMOSA BEACH				
DHARE ("MISSY") SHEZDOL	CHAMBER of COMMERCE	50.5. Delacey, Suite 210, Pasadena, CA 91105 1007 Hermosa Are, Hermosa Beach	(310)37-0951		
Waid Good	,	() () () () () () () () () ()			
Mux food		12303 OxFordAUE, HANThorne Ca	310 676-1643		
Carolon Roberts			· · · · · · · · · · · · · · · · · · ·		
Marian acess	PROPERTY OWNER	1216 HARPER AVE, REDONOD 90278	310) 376.8932		
			(\work\lativortaboyle		

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Name	Organization/Company	Address and Zip Code	Phone/Fax	<u> </u>
RAY POLLOK	Northrop Gramman	Northrov Aue 9×00/65 Nawthorne, CA 90250	310 332 5/52 Fax 310 332 3016	
	CITY OF Hawthorne	4455 W, 12674 ST. Hawahamo, CA 90250	(310) 970-7955 (310) 970-7033	
Bettye Hale		11813 SWILKIE AUG	013/779-438/	
Am - Mandel		8963 Aurton Way 90048 - 302	3101752898	
JAMOS MITCHOLL		4121 W. 134 th g 90 250	310 364-84-1	
F. A. JACHNIK		8140 Juscany fre 311 flage des Rey Ctgogs	310 823 2824	
ROBERT SILVERBURG	CITY OF HAWTHORNE	11924 CIMARRON AVE, HAWTHORNE	213-7997894	
Alie nge	, ,		213-756-4364	
Melin Hagner	Hawthorne Resident	11925 TARRON AVE HAW.	213-418-1038	
BERNARD BROCK	How there Resid	11935 S. Wilton Pl HAW. 90250	(213) 779-6520	

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LAX Master Plan EIS/EIR Scoping Meetings Sign-In Sheet

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John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218, Los Angeles, CA 90045

Name	Organization/Company	Address and Zip Code	J. S.	0045	
Jan Ostashan	PCIR	273 witshine Rlud	Phone/Fax	\square	
Steve Frank	COM	18881 (multarmenting SIC650	36451448	$\left \cdot \right $	
JACOUETINE AYER	Aos	2280 UNIVERSITY DE UNE NEWFORFREIT	(714)645-7193 /0008	┝╌┼	
Stare Miller	HE	Roberbo Bert Ct	(30) 322 6651		
Soluind Neelen	3-67	son when out are d. q. Fooks	310. 645-8499		
Ponna Lee Elam		4619 Lennix Blud # Lennox	310/674-4844		
JAY KIM	LADUT	7/16 W. MINCHESTER AVE	(213) 485-1062		
+ levella & Jerry Simon	Renderts	8830 Rayford Dr 90045	(310) 670-1090 FAX (310) 649-3959		
Elilia jimura	10502	10502 BURL AU LENNOX CAL 90304	310)674-0944		
forunt guroa.	Adento -	10502 BURL AU. Zannox CA/, 90304	310) 674-0944		

SETTING II - (8)



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Name	Organization/Company	Address and Zip Code	Phone/Fax	
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Hector CARRIO		10305 DALERUSE FUE LEMMON (DA 50304	(310) 678-5120	
SAM RESNICK		10833 Burl he Ennoy 90301	31. 6721221	
RICHARD Mullighow		13724 ROSSBURN AVE HAWTHORNE 90250	310-643-9732	
KAREN HOFFMAN	Centinela Hosp Airpor	+ Clinic 9601 S. Sepuluada Blu	310-680-8591	
Audrey Ballesteros		4127 W 160 St Lawridale (A 90260		
Centin		12242 YORK SHUTTERVE		
fathe Benton	R	7535 Track Que PDR (4 90293	822-1316	
HOWAND PAUL	BUSINES DUNISA Pausions HANFATTAN VILLAGO	9 GATAVAR CT- NAM HATTAN BOAH, CA 90266	310-581-8800 3N-581-8808	ŀ
Frod Kearion		1168 So. Stearns Drive LA 90035		

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John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218, Los Angeles, CA 90045

Name	Organization/Company	Address and Zip Code	Phone/Fax	r	<u> </u>
jarlene U. Pavlik		11920 Inglewood and # 21 Nawthorne Co. 90250-2750	310		┢──
Jalera e Braun			679-3021 216		
Steve Miller	Lee E Kenter Devel Cu	258 S. Biver by Dr Znd Fle.	6757213 Sir		
BEVERLY A. MULLIGAN		BUCKLY HIS CA GOULZ BUCKLY HIS CA GOULZ DSR 13724 RUSSBULAN AVE.	274-7167		
		HAWTHOMNE CA, 90250			
Lucita de michail	· · · ·	4136West 138th Sf. Hauthome, ca, 90250	310 644-2481		
MICHAEL MAY	LADOT	7166 W MANCHESTER AV.	310-524-5295		
Tom week	The Beach Repartur	500 S. Sepulveda HZB Manhatten Beach	310-374.4040		
Ron Holliday		24 Givenata Cf Manhattan Beach 20266			
ALAN CTAYNOR	PRIVATE ALOT/INDIVINIA	1828 CAMBEN AVE. #107 LA CAGODIS		ŀ	
ALVIN M. SIMIN	Homeowner Hollypork	11934 THREAD AVE HAWTHORNE 90250	213 7577236		i
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John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218, Los Angeles, CA 90045

Name	Organization/Company	Address and Zip Code		
MIS HELENA			Phone/Fax	L
PIJPAERT		3606 - W. 113. Str	6731581	Γ
A		INIGEE WOOD	6/5/301	 ┢
DR. ARMANDO PAZ (MA	ILING LIST ONLY PLEASE	6+1. 10503 - 2710 11915 So. BIRCH AVE		
		HAWTHORNE CA 90250.		·
W.D.J. Evelyn McCoy		2408 W. 115 14 PL. Ha. CA. 90250	213,754-2559	
STREET Comminues		13407 JUDAN AUG HANNORNE (A 90250	310.543.5358	 -
Brender Underwood		/	· · · · · · · · · · · · · · · · · · ·	
TARY M. JOHNSON		9242 Hindry Pl La (091045 1190B TARROW AVE HAWTHORNE	213-777-4666	
Rick HARTEN		16740 KNOWNOD DR GRANDAHUS CA AIS44	818-366- 1379	
Villie 6. Myles				
Keriben		11803 Sr. Channe are Hawthom Gilly 4050	(21) (12-5,03) (21) (12-5,03	
			(hereflerentieter	-



LAX Master Plan EIS/EIR Scoping Meetings Sign-In Sheet

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Name	Organization/Company	Address and Zip Code	Phone/Fax	
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Bob big White Silver hury		11934 Cimanon the Nawtherne, Ca 90250	(<u>13)</u> 779-7891	
BOB SMITH		- OFANGELE	5 '	
Mary Balden	82nd Black Club	2007 W.82 St LA 90047	213 971-0960	
Berleshy Bugatt	82 Street Bla club	1825W. 82 st. R.A. 90047	²¹³ 1530853	
Jan maliflieldon		12830 S. (Prairie Are How Ca	BIO 644.1534	
DAVID BAILEY		1950 LOSANSIDE DRIVE L.A. 70047	(213)418-8337	
STEWART NEUVILLE		9006 Villanava ST. LA 90045	(310)670-4200	
JIMMIE MOSES		11937 HARAVE HAWTHOENECA DODGO	(J13) 777- \$963	
KIP RUDD		AH W. GATT PL, INGLEWOOD, CA 90302		

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Name	Organization/Company	Address and Zip Code	Phone/Fax	
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			310-545-7456	
Barban Williams			310-777-4108	
ERVIN SMITH		11927 S. HHAG. ANT HAUTHANK.	2137549607	
MaryLouGester	t Realtor	7298 W. Manchester LAGOOVE		
Perflyss		608-3/2 A. M.B. 90266		
Jou Wyss		608 3/" St M.B.		
Matlans Monte Alexans	<u>ж</u>	11604 WILLIE AND HAWHLOWNE FORT	213/757-4461	
Barbarasteles		11929 Janon Que Hauthon		
Harold Stiles				

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Name	Organization/Company	Address and Zip Code	Phone/Fax
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Effic Nature		12533 FREEMAN AV # D Hearthanne RA 20250	(310) 644345
Frances abarronte		13301 Glangous Ql Hawthorne CA 90250	310 6436851
Mark Wirth	Rep Usine Harman	IZIJEI Prudo Torrance (A9050)	310 838220
Rick Fillekiller	tishnan const.	11440 OLYMPAI BILD, STO 1500	(312 500 - 10 - 10 - 10 - 10 - 10 - 10 - 10
Foseph Marshall		5250 W. 124 K st, Hawthorne 90250	(310) 643 -9438
James Diven	AA, PS Enterprises	1315 37d Street Promonade, # 403 Santa Monica, CA 90401	(210) 893 - 3703
Meelin Clouis Enecu		12989 Have Ave 90200	213-75-3056
Shirley Borden		13330 HAUSWORTH AVE. 90250	(310) 536-0990
WILLIAM PASKO		7537 M°CONNELL AVE WESTCHESTER CA 90045	(310) 348 9590



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Name	Organization/Company	Address and Zip Code	Phone/Fax	
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Michelle Malone	/	7612 Earldom Ave Playadd Rey 90293	310 821 7612	
Larry Malore		H12 Earldon Ave. Physidel Ry 90293	310-821-7612	
A.J. PAZ	NORTHROP GRUMMANI	1840 CENTURY PARK EAST, CA 90067	310-201-3227.	
Laird Malamed	Association	3006 Ruensbury Dr. LA CA 90064	30 559-6858	
Minnie Hadley		1212 Koleeta Dr Harbor City	(310) 530 -4803	
THRISTINE Cummings	Howy Glen Homeswners	13407 JUDAH AVE HAWTHORNE	(310)643-8214	
EGO XIKE UNAKA		11817 S. Chanera and Hansthorne CA 90250	(213)754-9165	
Buth, Culpppen	Block - Club	1834 W 82 m ft Los and Cr 90147	(212) 758-8117	1
CHRIS MARTIN	AS NEW ZERAND GOURMET	1814 HUNTINGTON LANE # A REDONDS BEACH CA 902.78		



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Name	Organization/Company	Address and Zip Code	Phone/Fax	
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KATHLEEN ZIMMERLIN DEPAR		GA95 BRADLEY R. LACA 90056	641-1765	
Nieslaw Jachnik		8740 Tuscany Ave 311. P.D.R. CA90 2.93	310.82321824	
Mremis Les Caldwel	l	11803 Ardath AVE Howthome 30250	213755-7122	
BILLY JANEPERRY		8371 DUNBARTON AVE L.A. 90045	310-216-5985	
Gordon Mego		4535 W, 1415+ St, Hauthorne, CA, 90250		
AL Mitchell		11924 TARRON AUE HAWthorno, (49029		
Martha Cejoi		12235 S. Oxford Are Hausthome	310) 644-1389	
DEBORAH KEISO		8343 1/2 Kenyon Art L. A. CA 90045		
DONALD A. HEROD		1.2319 S. OXFORD AV. HAWTHORNE GOZSO	(30) 973-0980 - FAX-	

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John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218, Los Angeles, CA 90045

Name	Organization/Company	Address and Zip Code	Phone/Fax	<u>т т</u>
				┝━━┼━
gome mccoury	SHOPEWOOD Real fry	10625 2NGAY = 90303	213,7560296	
Serry Sechrent	777 Marhattan Kch BVD	225 hand are Mandattan	310545-0476	
Hendrachta	SANTA MON ICA HIRPORT	STE #3	310) 458-8692	
COUNCILMAN MANIL SCHOENELD	HAWTHOMNE LIFY (DUNCIL	4455 N. 12bor JT HANGADOWNE, CA 90250	310) 970-7910	
Senera, Futrel		11623 ardoth ane 90250	+ 2/37770637	
Huslong Futrel	MAYDE PRO TEM	11623 ard attene 90350 4455 w. 126 th STREET	2137770637	
CHUCK BOOKHAMMER	City of HAWTHGENE	4755 W. 126's STREET Haunharte, Co. 90250	(310)970-7900	
JOHN BORDEN		13330 HANSWORTH BUE. How. Ca. 90250	(310)536-0990	
BARRY VAULHAN	-	12606 DENEY ST. LOS ANGRA, CA 9026	310557 3450	
ERIC MALDONADO	HAWTHORNE HOME OWNER	12329 OXFORD AVE. HAWTHORNE, CA. 90250	(310)676-1757	

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Name	Organization/Company	Address and Zip Code	Phone/Fax		
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Rulywhite		4734W. 136 th St. Hauthmen 90000 239 1/2 5. 3 FVERLY DE. SUITZUD			
LARRY ZEHNDER	BEVERLYWOOD Homes ASIDC.	239 1/2 5. SEVERLY DR. SUITEZUD BEVERLY HILLS CA 90212	(310) 276 3463		
STACH BROWN	North WESCHALE NEILBH BONHAN	2727 Burran Ave, Los ANUERS, CA 90044	(310)478.3371		
Pamela Fees	Hawthorne School District		(310) 676 - 2276		
Tim Dahlum		11950 5.º Van bess Hawtherm	213-756-1530		
Frank R. Wilson		00250	213-971-1286		
4y 1997	• • • • • • • • • • • • • • • • • • • •		Cassing 12	Ī- (78.



LAX Master Plan EIS/EIR Scoping Meetings Elected Officials Sign-In Sheet

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John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218, Los Angeles, CA 90045

Name	Title/District	Address and Zip Code	Phone/Fax	<u> </u>
Jun Bunch	COG	5547W Century Blue LA SUCAF	310-649-4000	┝─┼─
()		0	310-649-0311 PAX	
LARRY GUIDI	MAYOR	How The office the l	0- 760-	7 Ser
λι /Υ		(Idw/holiene ary [m])	970-7905	150
Alison Cover	Altoon & Porter Architects	HawThere City Hall 5700 Wilshire Blud. LA CA 90036	213 939-1900	
annie Upshaw	Resident of Hauthor	ne · 2514 West 118th Pl 90250	213-	
TEVE TUES	Fles, Wares Bus OxF?	6700 Bux FIELD BEN CONSTRUCT POZA	562-927-1377	
1997			(work that workshops	

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Name	Title/District	Address and Zip Code	Phone/Fax
LARAY GUIDI	MAJOK Deputy Suff. Younne burke	MAWAYORNE Cinj Mall Swo W. Donple, # 866, 1.A.	970-7905- (1)974-205-
Uma Stoto	Deputy Suf- Younne bulce	Sw W. Smple, # FUC, L.A	(21)974-2202
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July 1997	••••••••••••••••••••••••••••••••••••••	1	/ work les wortshop kooping teige
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Transcripts

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FEDERAL AVIATION ADMINISTRATION

LOS ANGELES DEPARTMENT OF AIRPORTS

In re:

Preparation of an Environmental) Impact Statement/Environmental) Impact Report for the LAX Master) Plan Project)

> PUBLIC SCOPING MEETING SATURDAY, JULY 12, 1997 8:05 A.M. to 12:20 P.M.

Reported by:

: - :

WENDY S. SCHREIBER

CSR No. 3558, RPR

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:

TEARNEY & TEARNEY 1-800-752-5178

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Multi-Page[™]

1	APPEARANCES	1	LOS ANGELES, CALIFORNIA, SATURDAY, JUNE 12, 1997	
2		2	8:05 A.M.	
3	For the City of Los Angeles Department of Airports:	3		
4		4	MR. OSWALD: Good morning, and thank you	
5	J. L. (Jack) Graham	5	for joining us here. Welcome to our first of three	
6	l World Way	6	scoping meetings for the LAX Master Plan EIS and	
7	P.O. Box 92216	7	EIR.	
8	Los Angeles, California 90009-2216	8	My name is Jim Oswald. I'll be the	
9	310/646-7116	9	meeting manager today to help us work through our	
10		10	agenda through our public scoping meeting.	
11		11	I want to be sure that when you came in	
12	For the Federal Aviation Administration:	12	today that you picked up a couple of very important	
13		13	handouts. One is the agenda which lays out both	
14	DAVID KESSLER	14	this morning's segment, our program, as well as our	
15	P. O. Box 92007	15	afternoon program which really is the second scoping	
16	World Way Postal Center	16	meeting. It's the exact same agenda.	
17	Los Angeles, California 90009-2007	17	The other handout I want to be sure you	
18	310/725-3615	18	picked up is the overall notice of the public	
19		19	scoping meeting. That just details all of the	
20		20	public scoping meetings that are taking place.	
21		21	Today is from 8:00 o'clock to 12:30 and also this	
22		22	afternoon from 2:00 to 7:00. And then also Tuesday,	
23		23	July 15th, at the Hawthorne Memorial Center from	
24		24	5:00 to 9:00 p.m. You can see Wednesday, July	
25		25	l6th. That's a public agency scoping meeting.	
	Page 2			Page 4
	FURTHER APPEARANCES	1	The other handout you picked up or may	
2		2	have picked up is this speaker card. Today's	
3			program is entirely about listening to a brief	
4		4	presentation but also offering some time for you to	
5	MIG	5	identify very important issues that should be	
6	JAMES OSWALD		addressed as a part of the EIS/EIR. That's the	
1	4676 Admiralty Way		Environmental Impact Statement and Environmental	
8			Impact Report study process. So we will have a	
9	Marina Del Rey, California 90292	9	majority of our morning today be dedicated to	
10		10	listening to public comment. There is no	
11		11	question-and-answer period today. This is primarily	
12		12	and really purely to identify your issues and	
13		13	concerns that should be addressed as a part of the	
14		14	environmental review documentation.	
15		15	The program itself that we have today is	
16		16	after I'm done we will have John Graham who is the	
17		17	Chief of Airport Planning for the Department of	
18		18	Airports give us a brief description of the master	
19		19	plan and the process. David Kessler who is the	
20			environmental protection specialist from the Federal	
21			Aviation Administration will then provide us a	
22			little bit of a background on the environmental	
23			processes that they'll be undergoing as a part of	
24			this project.	
25		25	As I mentioned today, we're really here	
1	Page 3			Page 5

_	111uit	<u> </u>	••••••••	
1	to listen, to hear the comments and concerns that	1	Let's start with John.	
2	you have regarding the project. We have on the	2	MR. GRAHAM: Thank you very much, Jim,	
3	comment sheet you'll note that which we also	3	and good morning, everyone.	
4	have we also have a series of issue headings that	4	As you know, we're here today to receive	
5	run across the top. To the extent that you're able	5	input on the proposed LAX Master Plan and I'm just	
6	to give us your comments, your feedback with regard	6	going to take a very brief couple of minutes to	
7	to issues regarding each of these items air	7	describe to you the project.	
8	quality, noise, housing, visual aesthetic, traffic	8	As stated in the Notice of Preparation,	
9	and circulation, employment, water quality, biotic	9	the purpose of the LAX Master Plan is to provide in	
10	resources, land use, energy conservation, safety,	10	an environmentally sound manner that is compatible	
11	light shadow effect, public services, population,	11	with surrounding land uses additional airport	
12	cultural resources and geologic grading issues	12		
13	that's what we want to hear from you today.	13	Los Angeles Metropolitan area that will sustain and	
14	All the comments that we receive today	14	advance the economic growth and vitality of the	
15	·			
		15		
16	and submitted to the FAA and the Department of	16		
17	Airports to be addressed in the environmental review	17	transportation needs during the period 2000 to 2015	
18	process of the environmental documentation over the	18	with respect to amount, type, location and	
19	next 9-to-12-month period. If you do not wish to	19	timeliness of such new capacity, to ensure that new	
20	speak but obviously still want to submit a comment,	20	investments in airport capacity are efficient and	
21	please fill out the comment sheets and pass them	21		
2.5		22	infrastructure investments and to sustain and	
23	more time, you can always submit them and mail them	23	advance the international trade component of the	
24		24	regional economy and the international commercial	
25	sheet. There are addresses on the bottom of the	25	gateway role of the City of Los Angeles.	
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	Page 6		· · ·	.ge o
1	Comment sheet. You can mail those in by July 31st.	1	We are working on five alternatives, four	.ge u
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2	comment sheet. You can mail those in by July 31st. They will become part of the formal record as will		We are working on five alternatives, four development alternatives and one no project	
2 3	comment sheet. You can mail those in by July 31st. They will become part of the formal record as will the verbal comments that you might make today. Be		We are working on five alternatives, four development alternatives and one no project alternative that does not involve comprehensive	
2 3 4 5	comment sheet. You can mail those in by July 31st. They will become part of the formal record as will the verbal comments that you might make today. Be sure that you do fill out a speaker request card as	2 3 4 5	We are working on five alternatives, four development alternatives and one no project alternative that does not involve comprehensive master plan improvements for the existing airport.	
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1	million to approximately 7.9 million square feet. A	1	concourses out on the airfield with an underground	
2	new terminal building and new concourses would be	2	people mover connection to get the passengers from	
3	built west of Tom Bradley International Terminal. A	3	the main terminal facility out to the new gates.	
4	people mover system and roadway would be built to	4	The existing Imperial South and Century cargo	
5	connect the new terminal and concourses to the	5	complexes would be preserved with approximately	
6	central terminal area and ultimately to the Metro	6	2.9 million additional square feet of new and	
7	Green Line.	7	redeveloped cargo proposed and most of that is	
8	The no project alternative represents the	8	basically over here which is the former Continental	
9	conditions that would occur at LAX without	9	City property on the east side of Aviation	
10	comprehensive master plan improvement. With	10	Boulevard. This would all be developed into cargo.	
11	passenger and cargo demand continuing to grow as	11	The cargo facilities are here with some cargo	
12	forecasted, limited and outdated airport facilities	12	facilities along the north side plus a redevelopment	
13	will lead to increased flight delays, terminal	13	of the existing cargo city area in here to add more	
14	crowding and ground access traffic congestion.	14	capacity for cargo. Approximately 220 acres of	
15	Given the limited capital improvements currently	15	additional land would enable LAX to accommodate	
16	applied, LAX's efficiency will continue to degrade	16	900,000 to 940,000 annual aircraft operations, 88 to	
17	as demand grows without improvements to existing	17	92 million annual passengers and 4.2 million tons of	
18	- facilities.	18	cargo each year.	
19	Now, very briefly I'll go over the four	19	Now we will go on to alternative 2.	
20	alternatives. I'll point out some of the things as	20	Alternative 2 represents an increase in airport	
21	I say them.	21	development in the amount of land involved relative	
22	Alternative 1 represents the most	22	to alternative 1. This alternative would propose	
23	physically-compact airport development alternative.	23	six runways by extending the existing runways and	
24	It also accommodates the smallest number of aircraft	24	adding one 6000-foot runway to both the north and	
25	operations of the four development alternatives	25	south airfields. Looking at the exhibit here you	
	Page 10			Page 12
	under evaluation. This alternative proposes five	1	see again as in alternative 1 we have a new runway	
	runways by adding a 6000-foot runway to the north	2	on the north although the existing runways have been	
	airfield and relocating the two north runways	3	reconfigured and sort of slid. Instead of removing	
4	southward. I'll point that out on the drawing.	4	the terminals here, what we have done is we've slid	
	This here would be the new 6000-foot commuter runway	5	these along an east-west alignment so as to get a	
	on the north and these are the two existing runways	6	third runway in on the north without having to	
	that have been relocated to the south and you might	7	eliminate the terminal complex. This obviously will	
	notice here on the north side now we have terminals	8	require more land acquisition because it slides what	
	1, 2 and 3, concourses and part of the Tom Bradley	9	is now to our right to the east. On the south side	
	International Terminal that extends to the north.	10	this alternative adds a 6000-foot commuter runway so	
	All of those concourses have been removed because of	11	that here we have six runways instead of the five	
	the need to shift the runway south and have been	12	runways shown in alternative 1. The central	
	replaced by a linear terminal along the north side	13	terminal area would be reconfigured increasing the	
	here and then, of course, the gates that we would	14	number of aircraft parking gates from 145 to 276.	ì
	lose by doing that would be made up by new gates out	15	It's very similar to alternative 1 except on the	
16	on the west end. The central terminal area would be	16	north side we're not eliminating the existing	
17	reconfigured and expanded westward increasing the	17	concourses under this plan. The new commuter runway	
	number of aircraft parking gates from 145 to 245.	18	on the southeast corner of the airport would	
19	As you see here in the plan, this here represents	19	displace a significant portion of the existing south	
	the westward expansion. This area now is currently	20	Imperial cargo area. There's a lot of cargo	
20	primarily an airline maintenance area. The fuel	21	development. This would require that a lot of that	
22	farms are out there. This would be replaced by a	22	cargo facility be replaced and put someplace else.	
23	terminal system that is somewhat similar to the	23	Alternative 2 would require the acquisition of	
23	Denver or Atlanta terminal where you have a main	24	approximately 446 acres of land and would enable LAX	
	check-in facility here and then you have linear	25	to accommodate between 900,000 to 960,000 annual	
1	Page 12			Page 13
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	Multi-Page					
1	aircraft operations, 90 to 94 million annual	1	and Century cargo complexes would be preserved with			
2	passengers and 4.2 million tons of cargo each year.	2	approximately 2.9 million additional square feet of			
3	You really don't have to write down all these	. 3	new and redeveloped cargo space proposed.			
4	numbers because they should be in the notice of	4	Alternative 4 would require the acquisition of			
5	preparation. If you have got a copy of that, you	5	approximately 500 acres of land and if implemented			
6	should have these numbers.	6	would enable LAX to accommodate 940,000 to 980,000			
7	Alternative 3 is very similar to	7	annual aircraft operations, 92 to 96 million annual			
8	alternative 2 also representing a significant	8	passengers and 4.2 million tons of cargo each year			
9	increase in airport development and the amount of	9	in 2015.			
10	land relative to alternative 1. This alternative	10	That completes a summary of the			
11	proposes six runways as in alternative 2 by adding a	11	alternatives.			
12	6000-foot runway to the north and south airfields	12	MR. OSWALD: Let me ask David Kessler who			
13	and extending existing runways. You can see the	13	is the environmental protection specialist for the			
14	only difference really here in the runway	14	FAA to talk a little bit about the environmental			
15	configuration between 2 and 3 is that here the	15	process. After his comments John.will come up one			
16	commuter runway is slid further to the west across	16	more time and talk about the overall sequel process			
17	Pershing Drive which means that the existing	17	and then we will begin our public comment period.			
18	- relocated 2-4 Right doesn't have to go quite as far	18	MR. KESSLER: Good morning, ladies and			
19	east as it did in alternative 2. A central terminal	19	gentlemen. Welcome to the public scoping meeting to			
20	area would be reconfigured increasing the number of	20	the Environmental Impact Statement and Environmental			
21	aircraft parking gates from 145 to 245. Like in	21	Impact Report for the further development of			
22	alternative 2, the new commuter runway on the	22	Los Angeles International Airport.			
23	southeast corner of the airport would displace a	23	My name is David Kessler. I'm an airport			
24	significant portion of the existing South Imperial	24	planner from the Federal Aviation Administration at			
25	cargo areas. As a result, new cargo facilities	25	the Western Pacific Region in Los Angeles. This is			
	Page 14			Page 16		
1	would be constructed north of 98th Street as we	1	the first of three meetings being conducted in the			
	showed before west of Aviation Boulevard as well as		local area to collect comments from the general			
	on the southeast corner of the airport. The	3	public, local interest groups, government agencies			
	existing Century cargo complex would be redeveloped	4	concerning the scope of the joint EIS/EIR. The FAA			
	as we were doing in the other alternatives.	5	is preparing the EIS portion of the document in	,		
	Alternative 3 would require the acquisition of		accordance with federal legislation known as the			
7	approximately 400 acres of land and would enable LAX	7	National Environmental Policy Act of 1969 or NEPA.			
8	to accommodate 920,000 to 960,000 annual aircraft		This law became effective on January 1st, 1970. The			
9	operations, 90 to 94 million annual passengers, and	9	regulations are defined in the President's Council			
10	4.2 million tons of cargo each year in 2015.	10	on Environmental Quality Regulations or CEQA			
11	Alternative 4 proposes to use the	11	regulations. The FAA announced its notice of intent			
	airfield capacity at the existing Hawthorne Airport	12	to prepare an EIS/EIR and the scheduling of these			
13	to enhance operations at LAX. This alternative	13	meetings in accordance with the CEQA. This notice			
14	proposes realigning the existing Hawthorne runway	14	appeared in the Wednesday, June 11th, 1997 issue of			
15	and lengthening it to 6000 feet and this is the	15	the Federal Register. Pursuant to the California			
16	realigned and slightly lengthened Hawthorne Airport	16	Environmental Quality Act of 1970 or CEQA the City			
17	runway. The two airports would be connected with a	17	of Los Angeles as the operator of the airport must			
18	new dedicated roadway along the 105 and 405 Freeways		also prepare an Environmental Impact Report before a			
19	and this would be the connection to allow quick		decision can be made on which development			
	movements of vehicles and passengers between the	20	alternative is to be used at the airport. In			
	Hawthorne Airport and under the airfield and tying	21	accordance with NEPA the FAA and the City of			
	in with the existing terminals at LAX. The central		Los Angeles will proceed as joint lead agencies in			
1	terminal area would be reconfigured and expanded.		the preparation of a joint EIS. The joint			
	westward increasing the number of aircraft parking		reparation of a joint LIS. The joint			
	gates from 145 to 245. The existing Imperial South		preparation is being accomplished to eliminate unnecessary duplication and produce a timely			
	Page 15		uncoussing approaction and produce a timely	Page 17		
L	Fage 15			Page 17		

				*5°	
1	document. This combined federal and state document		1	guidelines although somewhat parallel vary somewhat	
2	is 1500.5 and 1500.6 of the CEQA regulations. The		2	from the federal NEQA guidelines. Under CEQA the	
3	process for preparing the EIS/EIR includes the		3	following occurs. An initial study is made to	
4	following steps: publication of a Notice of Intent		4	determine what environmental categories will be	
5	in the Federal Register, which we have already done,		5	affected by the project. A Notice of Preparation of	
6	conducting joint public scoping meetings, which we		6	an Environmental Impact Report is prepared and	
7				distributed. Public scoping meetings are optional	
8	EIS/EIR upon completion of the scoping process and			under CEQA but generally held to allow for public	
9	considering comments received, preparation of the			input early in the process. Input received as a	
10	draft EIS/EIR, publication of the draft document for			result at the scoping meetings is reviewed for	
11	public review for a period of not less than 45 days			possible inclusion in the environmental document	
12	in accordance with the CEQA regulations, conducting		12		
	public hearings on the draft EIS, evaluation of			impacts are analyzed, the draft EIS/EIR is prepared	
13		1	14	and circulated for review. Comments are received	
14	comments received on the draft EIS, the final			and incorporated into the final EIS/EIR. The	
15	document will include responses to comments in the		15	EIS/EIR is certified by the Board of Airport	
16	draft document, preparation of publication of the				
17	final EIS and the final step in the federal process		17		
18	is the record of decision. After 30 days have		18	required to accomplish the project. The Los Angeles	
19	passed following a publication of the Notice of		19	City Council ultimately approves the project and	
20	Availability in the Federal Register 1506.10 the FAA		20	certifies the environmental findings prior to the	
21	will be able to render a record of decision.			FAA certification of the EIS/EIR. Many of the	
22	Today we are asking for your comments			environmental categories examined overlap between	
23	concerning the scope of the EIS/EIR. Some of the	1		NEPA and CEQA such as air quality, noise and	
24	environmental topics that will be evaluated include	1		cultural resources. Others are unique to the CEQA	
25	but are not limited to the following: aircraft		25	process. For example, recreation, public services,	
		Page 18			Page 20
1	noise, air quality, surface traffic, social impacts,		1	population and housing. Please refer to your	
2	threatened and endangered species and cultural		2	comment sheet for a listing of the categories which	
3	resources. As mentioned by our facilitator, there		3	will be examined. Thank you.	
4	is a sign-in register at the table near the door for		4	MR. OSWALD: Thank you very much for	
5	everyone to sign. Please do so as this will provide		5	those presentations.	
6	an accurate listings of attendees of this meeting		6	We're now going to move into the public	
7	and will be an attachment to the EIS. We have also		7	comment segment of our morning.	
8	provided speaker sign-up cards for anyone who would		8	If you are just joining us, we will be	
9	like to speak. I'd like to remind everyone that the		9	here today until 12:30 for our first program. Then	
10	purpose of this meeting is for the FAA and the City		10	we will begin at 2:00 p.m. and go until 7:00 this	
11	of Los Angeles to listen to your comments concerning		11	evening primarily listening and capturing your key	
12	the scope of the EIS/EIR. If you would feel more		12	comments and issues that should be addressed as a	
13	comfortable providing your comments in writing,		13	part of the environmental review process. We have	
14	we'll be accepting letters until Thursday, July 31,		14	comment cards and speaker cards. If you would like	
15	1997. You can mail them either to me or Mr. Graham		15	to come up to the microphone and make a public	
16	at the Department of Airports. The mailing		16	comment identifying an issue that you believe needs	
17	addresses are listed at the top of the attendance		17	to be addressed as a part of this process, please	1
18	sheets and at the bottom of the comment sheets.	1		fill out one of these cards, pass them to the back	
19	At this point Mr. Graham will describe	1		table, they'll bring them up here and I'll call off	
20	the sequel portion of the document. Thank you.			names and we'll proceed in that fashion. If you	
21	MR. GRAHAM: As Mr. Kessler explained,			don't, you're also welcome to fill out a comment	
22	the environmental document will be a joint EIS/EIR.	1		sheet. Again, the the comment sheets are also at	
23	The City as co-lead agency is responsible for			the back table. List out your issues. You can pass	
24	complying with the California Environmental Quality	1		it in today to the back table or you can also mail	
	Act. That's the CEQA guidelines. The CEQA			it in to the addresses on the bottom by July 31st.	
1		Page 19			Page 21

-		U-1	age	
	1 As we proceed today, not only will we		Preparation but I'll submit those in writing.	
	2 have a court reporter making the formal record of		2 I'm talking about noise. This week we	
	3 the oral comments but my assistant, Lou Hexter, will	1 3	finished a noise variance hearing for the LAX and	
	4 also be keeping the notes up on the board just as an	4	currently the state variance has been expired since	
	5 additional tool, a method of recording your	5	i 1995 and they were going for a 1997 to the year	
	6 comments.	6	2000. As some of the evidence that was submitted	
	7 I just want to remind you that we're not	7	during that variance, and the variance has not been	
	B going to be responding to comments or questions	8	approved yet by their own plan which is really a	
	9 today. We want to get through as much of your	9	staff report, that it will take 26 years to mitigate	
1) comments and issues that should be addressed. This	10	current noise problems at the airport. The Board of	
1	l won't be a question-and-answer period. So if you	11	Airports has not approved that staff report so they	
1	2 can direct your comments or issues to things that	12	really don't have a plan yet to mitigate the	
1	should be addressed as a part of environmental	13	variance.	
1	review, we would certainly appreciate it.	14	The second item I want to mention is that	
1	My assistant will be sitting up here at	15	the master plan consultants have been doing their	
16	this chair with three cards. One is a green card	16	plans concerning noise contours and everything else	
17	which means you've started on your comments this	17	and some of the evidence that was given in the or	
18	- is when you are making public comment. When you see	18	testimony at that hearing was that the noise	
19	the yellow card come up, that means you have got one	19	management department at the airport was not	
20	minute left and the red card means that's it, that's	20	involved in that and since they have been collecting	
21	the end of the three minutes. If you can again,	21	the actual data, they're probably the best ones who	
22	we do have a large group of people. Please try to	22	know what the facts are about the data. It came out	
23	limit those comments to three minutes. After we go	23	in the hearing that the data is questionable, some	-
24	through the first set of cards if you would like to	24	of it, because we actually have more people impacted	
25	remain we will be here. You're always welcome to	25	now than were impacted in their previous estimates.	
	Page 2:	2		Page 24
1	fill out a second card. We will be here until 12:30	1	The third item I want to bring up is I	
	today. All of the comments again will be	2		
1	incorporated into the formal public record. They	3	set of rules and operations pertaining to	
4	will be integrated and addressed as a part of the	4	preferential land runway use but this is not really	
5	EIR/EIS and I think right now what I will do is	5	being enforced because the FAA is the responsible	
	start by grabbing those cards and calling people	6	agency at this point. So and the tower has not	
7	up. We have two microphones in the center aisle and	7	been enforcing the airport rules and regulations	
8	I think I will call up basically three people at a		concerning that. This is particularly an impact	
9	time. The first will be Charles O'Hearn. The		because between the hours of 10:00 at night and 6:00	
10	second will be Jeffrey Strand. And on deck will be	10	in the morning the major cause of the noise problems	
11	Brian O'Rourke. I think for the record we do want	11	are cargo aircraft landing and particularly taking	
12	people just to say their names so we have it on the	12		
13	transcription.	13	everything else in writing.	
14	Why don't we begin with Charles O'Hearn.	14	MR. OSWALD: Next we will hear from	
15	The second person is Jeff Strand. On deck is Brian	15		
16	O'Rourke. Mr. O'Hearn.	16		
17	MR. O'HEARN: I'm Charles O'Hearn. I	17	MR. STRAND: Thank you very much.	
18	live at 912 Virginia Street in El Segundo. I'm a	18		
19	member of the			
20	MR. OSWALD: We'll check the mike.	20	because I think that they really aren't who I am	
21	MR. O'HEARN: Charles O'Hearn, 912	21	here to address.	
	Virginia Street, El Segundo, and I'm a member of the	22	My name is Jeffrey Strand. I live in	
23	El Segundo Aviation Safety and Noise Abatement		Manhattan Beach and I think the problem here is we	
24	Committee and my comments pertain to noise. I have	ł	are not really addressing the major concern of	
	a whole list of comments on the whole Notice of		what's going on. Noise pollution is something that	
	Page 23		, , , , , , , , , , , , , , , , , , ,	Page 26
L	rage 23		·	Page 25

1			
	I think a lot of people want to have us focus	1	all sources of polution at the airport and they put
2	attention to. My thanks, by the way, first to Ruth	2	that into the equation instead of exempting the
	Gallanter and Jane Harmon for pushing public comment	3	airport from it. No. 2, that all current reports
4	meetings. They really instigated getting this	4	that are currently not able to be requested on the
5	started. I think we need to push a little more	5	public disclosure be opened up for disclosure and
6	harder.	6	the process of investigation be open for disclosure
ļ	There are only four solutions that were	7	through the entire process. If we miss that boat,
8	submitted. I would submit to you that there should	8	we're in trouble. Air pollution is the problem and
	be a fifth and that fifth solution is no expansion		15 years from now, 20 years from now our
	at all. Let me tell you exactly why that is. I've	10	grandchildren will wonder what were we doing when we
10		11	created an opportunity for the single largest source
11	only got 4 minutes.	12	of pollution in the Los Angeles Basin to double in
12	Expansion is going to be highly		
13	detrimental to the entire Los Angeles Basin. Let me	13	size. Thank you. MR. OSWALD: Thank you, Mr. Strand.
14	put it to you bluntly. Sitting on President	14	
15	Clinton's desk right now is an EPA requirement		Brian O'Rourke followed by Bill Mason followed by
16	almost impossible for the Los Angeles Basin to		Thomas Brands.
17	comply with. The airport all the jets, all the	17	MR. O'ROURKE: I live a half-mile
18	trucks, all the passenger vehicles that move freight	18	south I live a half-mile south of LAX so that
19	in and out of that airport are almost totally exempt	19	makes me a member of the endangered species meaning
20	from those EPA requirements. By the year 2015	20	anyone who lives within miles of any direction of
21	you're going to be able to go out to your white	21	LAX. At the present time this airport is presently
22	plastic lawn furniture in the morning and rub your	22	overexpanded and out of control. Now we understand
23	finger along the seat and if you taste that stuff	23	why it is Mayor Riordan for five years now has had a
24	that's on there it will taste like jet fuel. Let me	24	tax base problem and he's going to try to make it up
25	tell you that's the truth. In the Los Angeles Times	25	partially with an airport expansion.
	Page 26		Page 28
1	yesterday on the front page of the Los Angeles Times	1	I'm here mainly to talk about numbers,
2	they made a direct connection between particulates,	2	what I consider phoney numbers. We're given the
3	polution and the death of children in this	3	impression that whichever option might be chosen
4	environmental area. Fifteen years ago and to the	4	hopefully none of the first four that we would
5	Airport Commission a professor from UCLA showed that	5	realize an increase of anywhere from 87 to 95 or
	there was a direct correlation with the health and	6	something million air passengers per year. I know
7	the detrimental health of children underneath the	7	for a fact that the annual increase in the last few
	flight plan of Los Angeles International Airport.		years has been 3 to 4 million air passengers and if
	That report may have been flawed by some respect but	9	you do a little simple arithmetic and compute that
	it was not pursued. You add another doubling of the	10	out to the year 2015, when I do the math it comes
	airport into the Los Angeles Basin remember, this	11	out to about 113,000,000 air passengers in the year
111		1	-
	-	12	2015.
12	is a basin. We've got mountains all around it. The	12 13	2015. We are, of course, being sold a bill of
12 13	is a basin. We've got mountains all around it. The pollution doesn't go anywhere except down on top of	13	We are, of course, being sold a bill of
12 13 14	is a basin. We've got mountains all around it. The pollution doesn't go anywhere except down on top of our heads. By the year 2015 we're going to be	13 14	We are, of course, being sold a bill of goods here. Our chambers of commerces are being
12 13 14 15	is a basin. We've got mountains all around it. The pollution doesn't go anywhere except down on top of our heads. By the year 2015 we're going to be restricted from driving our cars and barbecuing in	13 14 15	We are, of course, being sold a bill of goods here. Our chambers of commerces are being told that this is necessary to the economic health
12 13 14 15 16	is a basin. We've got mountains all around it. The pollution doesn't go anywhere except down on top of our heads. By the year 2015 we're going to be restricted from driving our cars and barbecuing in our backyard because the airplanes and jets and the	13 14 15 16	We are, of course, being sold a bill of goods here. Our chambers of commerces are being told that this is necessary to the economic health and prosperity of the area but, of course, the
12 13 14 15 16 17	is a basin. We've got mountains all around it. The pollution doesn't go anywhere except down on top of our heads. By the year 2015 we're going to be restricted from driving our cars and barbecuing in our backyard because the airplanes and jets and the trucks and the passenger vehicles that service them	13 14 15 16 17	We are, of course, being sold a bill of goods here. Our chambers of commerces are being told that this is necessary to the economic health and prosperity of the area but, of course, the hundreds of airplanes that fly over my rooftop every
12 13 14 15 16 17 18	is a basin. We've got mountains all around it. The pollution doesn't go anywhere except down on top of our heads. By the year 2015 we're going to be restricted from driving our cars and barbecuing in our backyard because the airplanes and jets and the trucks and the passenger vehicles that service them are exempt from EPA regulations. Today in the	13 14 15 16 17 18	We are, of course, being sold a bill of goods here. Our chambers of commerces are being told that this is necessary to the economic health and prosperity of the area but, of course, the hundreds of airplanes that fly over my rooftop every month in El Segundo are a clear and present danger
12 13 14 15 16 17 18 19	is a basin. We've got mountains all around it. The pollution doesn't go anywhere except down on top of our heads. By the year 2015 we're going to be restricted from driving our cars and barbecuing in our backyard because the airplanes and jets and the trucks and the passenger vehicles that service them are exempt from EPA regulations. Today in the Los Angeles Times there was another article that	13 14 15 16 17 18 19	We are, of course, being sold a bill of goods here. Our chambers of commerces are being told that this is necessary to the economic health and prosperity of the area but, of course, the hundreds of airplanes that fly over my rooftop every month in El Segundo are a clear and present danger to the health and safety of myself, my family, my
12 13 14 15 16 17 18 19 20	is a basin. We've got mountains all around it. The pollution doesn't go anywhere except down on top of our heads. By the year 2015 we're going to be restricted from driving our cars and barbecuing in our backyard because the airplanes and jets and the trucks and the passenger vehicles that service them are exempt from EPA regulations. Today in the Los Angeles Times there was another article that said the AQMD is going to stiffen the requirements	13 14 15 16 17 18 19 20	We are, of course, being sold a bill of goods here. Our chambers of commerces are being told that this is necessary to the economic health and prosperity of the area but, of course, the hundreds of airplanes that fly over my rooftop every month in El Segundo are a clear and present danger to the health and safety of myself, my family, my neighbors, my community. The traffic mitigation
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12 13 14 15 16 17 18 19 20 21 22 23	is a basin. We've got mountains all around it. The pollution doesn't go anywhere except down on top of our heads. By the year 2015 we're going to be restricted from driving our cars and barbecuing in our backyard because the airplanes and jets and the trucks and the passenger vehicles that service them are exempt from EPA regulations. Today in the Los Angeles Times there was another article that said the AQMD is going to stiffen the requirements because of all of the pollution, yet once again the airport is exempt. I would like to formally request that two	13 14 15 16 17 18 19 20 21 22 23	We are, of course, being sold a bill of goods here. Our chambers of commerces are being told that this is necessary to the economic health and prosperity of the area but, of course, the hundreds of airplanes that fly over my rooftop every month in El Segundo are a clear and present danger to the health and safety of myself, my family, my neighbors, my community. The traffic mitigation which is mentioned they always focus on let's recontour the Century Freeway or something. Right now we have gridlock on Highland and on Sepulveda
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12 13 14 15 16 17 18 19 20 21 22 23 24	is a basin. We've got mountains all around it. The pollution doesn't go anywhere except down on top of our heads. By the year 2015 we're going to be restricted from driving our cars and barbecuing in our backyard because the airplanes and jets and the trucks and the passenger vehicles that service them are exempt from EPA regulations. Today in the Los Angeles Times there was another article that said the AQMD is going to stiffen the requirements because of all of the pollution, yet once again the airport is exempt. I would like to formally request that two	 13 14 15 16 17 18 19 20 21 22 23 24 25 	We are, of course, being sold a bill of goods here. Our chambers of commerces are being told that this is necessary to the economic health and prosperity of the area but, of course, the hundreds of airplanes that fly over my rooftop every month in El Segundo are a clear and present danger to the health and safety of myself, my family, my neighbors, my community. The traffic mitigation which is mentioned they always focus on let's recontour the Century Freeway or something. Right now we have gridlock on Highland and on Sepulveda

–	1	Viulti-l	rage
1	I would like to conclude by saying a year	1	In the area of noise, noise has long been
2	, and a half ago when we had a similar meeting at the	2	
3	Hacienda Hotel in El Segundo I approached Mr. John	3	
4	Graham with my concern about safety, about all these	4	real estate value.
5	planes flying over my rooftop in El Segundo and I	5	Safety. Ours is a very congested area
6	gave him some letters that the airport had sent to	6	
7	me explaining the reasons for these things happening	7	
8	and he said that, yes, he was concerned and he was	8	
9	going to look into it. As a matter of fact, the	9	
10	number of planes flying over my rooftop has	10	
	increased dramatically in the last year and a half	11	The pollector. The Dustness community
	since I spoke to him. That scares me to death.	12	
	Thank you.	13	
14	MR. OSWALD: We've got Bill Mason	14	
15	followed by Thomas Brands followed by Joe McFadden.		
16	MR. MASON: Good morning. My name is	15	service vehicles and more employee vehicles should
	Bill Mason. I'll president of the El Segundo	16	be given further study to reduce emissions from
18	Chamber of Commerce. Our chamber recognizes that	17	these sources.
19	LAX is a very vital part of the community and the	18	Of even greater concern is the pollution
20	economy of our area. We also know that there are	19	from air traffic. This has already been addressed
21	many powerful market forces that are driving the	20	by Mr. O'Rourke and others. It should be fully
22		21	addressed in the EIR and its impact on the health of
23	growth of the airport. The geographical location of	22	employees and residents in the surrounding area.
24	this facility is in relation to the Pacific Rim and	23	In closing, I would like to thank Jack
1	the domestic markets which creates an economic force	24	Crystal and his staff along with the Department of
2.5	for growth that will not and should not be stopped.	1	Airports. They have early on recognized that
	Pau	ge 30	Page 32
1	We see this as an opportunity and a challenge. On	1	inevitably LAX is going to grow. They have
2	the other hand, that growth must be controlled if	2	developed plans for expansion and made tremendous
3	the area is to avoid strangulation of not only the	3	efforts to present them to the communities and open
4	quality of life but the efficient operation of	4	them for full public discussion. We applaud their
5	commercial and business activity which will permit	5	candor and urge them to consider their serious
6	our region to prosper.	6	considerations of public concerns.
7	There are several areas that we request	7	MR. OSWALD: Coming up is Thomas Brands,
8	be addressed in the EIR. One is traffic. There's	- 8	Joe McFadden and then followed by Charles
9	already an existing problem in the South Bay of	9	DeDeurwaerder.
10	congestion, much of which is generated by LAX. This	10	MR. BRANDS: In the current situation
11	must be addressed along with those problems which	11	aircraft using the north runways are usually on or
12	will be intensified by the airport expansion. New		near the ground at the east end of the runways which
13	problems will arise of which I will mention a few.		is directly south of my house which is on Emerson
14	Impediments of the free flow of		Manor in Westchester. In the expansion, proposal 2
15	north-south traffic must be avoided. Sepulveda		proposes that aircraft use the future north runways
16	Boulevard even now is one of the most congested		on approach and directly south of my house and this
	arteries in Southern California. It is essential		is due to the fact that the runways are moved either
18	that our Metro Rail system provides direct access		east or west depending on which alternative you're
	for passengers for their respective terminals		talking about. Either way the existing noise
20	without the burden of traffic gridlock. As an		barriers along 88th Street and south of Emerson
	example, there must be a direct link with the Green		Manor School would be rendered ineffective. The
	Line probably at the Aviation station and proposed	1	reason they work now is that the aircraft just south
	terminal people mover. A traffic control	1	of those are near or on the ground.
	synchronization system is imperative. Adequate	24	My question is, have noise level
	parking with efficient shuttle services is a must.		predictions been calculated for this problem and,
		e 31	
Dag	e 30 - Page 33		

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1	if so, is the information going to be available?	.1	being destroyed by airport expansion. Thank you.	
2	MR. OSWALD: Thank you very much. The	2	MR. OSWALD: We have Charles	
3	next person is Joe McFadden followed by Charles	3	DeDeurwaerder and Roy Hefner followed by Theresa	
4	DeDeurwaerder and Roy Hefner.	4	O'Brien.	
5	If you are just coming in, just to remind	5	Again, as you are speaking, green card	
6	you that today we are a part of a public scoping	6	means smooth sailing, yellow card means you have got	
7			a minute left and red card means you're up.	
	addressed as a part of the EIS/EIR. We're allowing	8	MR. DeDEURWAERDER: My name is Charles	
9	and asking that you fill out a comment form, a	9	DeDeurwaerder. I'm a land planner. I am here with	
10	speaker request card, and pass it to the back.	10	the El Segundo Residents Association.	
11		11	I'd like to call attention to the fact	
12	through each speaker allowing three minutes per	12		
13	person.	13		
14	MR. McFADDEN: My name is Joe McFadden.		Association have rejected all four alternatives	
	I live on the ocean side of Playa Del Rey on Water		in fact, all five alternatives on the table at the	
16	View Street. What concerns me most and my neighbors		present time. We have submitted that none of them	
10	is the thought of new north runways. Should there	17		
	be new north runways, they should be for commuter		about. We have also prepared a document at this	
18 19	jets commuter planes only and they should be for	19		
	landings only and there should be an EIR report,	20		
20 21	Environmental Impact Report, on noise from 11:00 at	21		
22	night until 6:00 in the morning. Also, I feel that	22	The concerns that I would focus on,	
22	planes should be monitored for noise on an	1	however, would be concerns that the four concepts	
	individual basis, also for emissions on an	24		
24			and yet we are faced with the situation at the	
23	individual basis. The present system is unfair. Page 34			Page 36
-				
1	The decibel factor is horrendous in my area. The	1	present time where the LA/DOT team is suggesting	
2	fallouat from emissions is horrendous.	2	that we will select the best of the four and move	
3	This is directed to the FAA, Jane Harmon,	3	forward with an EIS/EIR. I would urge that having	
4	Barbara Boxer, whoever else is concerned. Early	4	rejected all of those that the team go back to the	
5	turns are a great problem and it should be up to the	5	drawing board; that they put together a fifth	
6	FAA and our elected officials to do something to the	6	concept. And to be of assistance in that regard the	
7	airlines and the airline pilots that make	7	El Segundo Residents Association has authorized the	
8	unauthorized early turns. Hit them in the wallet.	8	development of a \$23,000 study which does just such	
9	Everybody understands that. That's the American	9	a thing which addresses all 22 points on our	
10	way. If I violate a traffic law, I get fined. Nail	10	concerns list and that sixth concept not only	
11	the pilots and the airline.	11	addresses the 22 points but offers solutions for a	
12	The north side of the airport is a	12	good many of the problems that are facing the	
13	disgrace as far as the vacant land. It's	13	community. We urge that someone pay attention to	
14	weed-infested and I have a good idea for that. It	14	the efforts that we have put out.	
15	would make an ideal regulation 18-hole golf course	15	I would only offer in addition at this	
16	which we sorely need and we need the three holes	16	point that perhaps anyone interested in hearing	
17	returned to the Westchester Golf Course that the	17	more in more detail the point of view and	
18	airport took out. I understand plans have been made	18	perspective of the residents of El Segundo might	
19	and now it's just infighting to see whose plans are	19	watch Channel 22 on Monday night the 14th of this	
20	adopted.	20	month at 9:00 p.m. The El Segundo Residents	
21	Just one other thing. I don't want to	21	Association presentation of the LAX studies is	
22	get any sympathy or anything but there's a hell of a	22	available for all to watch. Thank you.	
23	lot of us out in the Playa Del Rey area, not to be	23	MR. OSWALD: Thank you very much. Roy	
24	confused with Westchester, that have our life's work	24	Hefner, Theresa O'Brien followed by Howard Paul.	
25	in our homes and our environment and our home are	25	MR. HEFNER: I'm going to read this	
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1	rather rapidly.		 Under what conditions may this rule be 	
2	"FAA regulations require that the 'total		2 changed?	
3	proposal' be considered. The regulation states the		3 "9. What changes in your 'Rules and	
4	'total proposal includes the proposed action and		Regulations' could be anticipated with the	
5	all other actions reasonably related to it in time	· .	expansion of LAX?	
6	and probability.' On this basis I have the		"10. What potential flight paths, for	
7	following questions and comments." I would like		takeoffs and landings, will be used for all	
8	this type of information to be included in the EIS.		existing runways and all potential new runways	
9	All of these are for the EIS.			
10	"1. What will be the landing and takeoff	10) "11. What effect will 'single' event	
11	patterns for all five concepts?	11	noise have on the adjacent neighbors as a	
12	"2. What will be the impacts and	12	result of LAX expansion? Please include in	
13	mitigation measures for any change in landing	13	your studies this very important item of	
14	and takeoff flight paths?	14	single event noise.	
15	"3. What will the environmental impact	15	"12. The FAA should include in the EIS	
16	be when more commuter planes are jets and	16	information pertaining to increase minimum	
17	carry 50 or more passengers on any proposed	17		
18	- runway used for primarily commuter aircraft?	18		
19	What mitigation methods will be implemented?	19		
20	"4. What effect will the increase	20	"13. The FAA should consider a 60	
21	capacity of LAX have on over ocean takeoff and	21	DNL (CNEL) as a new measuring standard since	
22	landing procedures from 12:00 a.m. to 6:30	22	single event operations will increase at LAX	
23	a.m.? Will this over ocean window be	23	and we know people complain about single event	
24	decreased as a result of increased	24	noise not DNL (CNEL) noise. This concept	
25	operations?	25	should be included in the EIS/EIR.	
		Page 38	Pag	ge 40
1	"5. What effect will increased air	1	"14. If the FAA is no longer involved in	
2	traffic have on preferential runway	2	,	
3	utilization of 24R and 25L?	3		
4	"6. Will a new Primarily Commuter Runway	4		
5	be used for west to east takeoffs in inclement	5		
6	weather? A. How many flyovers and wave offs	6		
7	of possible west to east landings? B. How	7		
8	about flyovers and waave offs of east to west	8	MR. HEFNER: "This should be	
9	landings? C. Where will the air traffic	9		
10	controller direct those aircraft to fly?	10	negative environmental impacts as a result of	
11	D. What size planes would be able to use the	11	increased aircraft operations."	
12	so-called commuter runways?	12		
13	"7. What effect will the changing of the	13	^ MR. OSWALD: We have Theresa O'Brien.	
14	landing and takeoff thresholds have in	14		
15	changing the noise contours and the	15		
16	distribution of polluted air if any of the	16		
17	existing runways are extended to the east	17		
18	and/or south?	18		
19	"8. How will the FAA improve on the	19		
20	methods to enforce your own rules and	20		
21	regulations pertaining to: A. No turns until	21		
22	the aircraft crosses the shoreline. 1. Under	22		
23	what conditions may this rule be changed?	23		
24	B. Utilization of the inboard runways at all	24	When are we going to get the truth from	
25	possible times instead of outboard runways.	25		
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1	about everybody getting a petition together having	1	Now we are going to expand something that's going to	
2	everybody in your neighborhood signing it or	2	go over the beaches and continually pollute what's	
3	postcards sending it out to our various	з	already a bad situation. Out of all these plans	
4	representatives and say no expansion for LAX? Put	4	that we have there's not one of these that works and	
5	it someplace else. We don't need it. We don't need	5	I can just name a few reasons why and unfortunately	
6	to sleep with noise, wash carcinogens off of our	6	with three minutes I can't go through about 25	
7	sidewalks, wash down our cars and our houses and our	7	reasons that I have just written down in the last 30	
8	screens because they are loaded with pollutants.	8	minutes.	
9	We're tired of it. We don't need it. We don't want	9	First of all, the traffic is abominable.	
10	it. What happens if we have a blue ice drop at the	10	I've got an employee right now that comes from Long	
11	bottom of the Hyperion plant? What is that going to	11	Beach to Venice Boulevard and it takes her an hour	
12		12	and 15 minutes to drive about 22 miles. How could	
13	out of there straight, we have them with early	13	we possibly add to that? The City of L.A. is	
14	turns.	14	incapable of running traffic. Sepulveda Boulevard	
15	Think about it. I think we have a big	15	is messed up. Ask anyone else.	
16	problem and we have to push this airport to	16	The second thing is if you look at your	
17	someplace else. At this point we've got to move it	17	plan 4, you all of the sudden said on the plan 4	
18	out of the area. Palmdale is ideal. Everybody	18	we're going to build a 6000-foot runway. Let me	
19	agrees with that. We should get it out there. Get	19	tell you that a 6000-foot runway is going to have	
20	a mass transfer from LAX that we could carry these	20	jets flying in and out of there. If the City of	
21	people, their luggage, etcetera, by rail to	21	L.A. doesn't want to tell you, I will. Pick up a	
22	Palmdale. They're expanding the Highway 14 with a	22	flying magazine and they will tell you right now all	
23	high-occupancy lane. I think that could be used for	23	commuter airlines will be going to jets. It's more	
	mass transit strictly for a LAX-to-Palmdale straight	24	efficent.	
	run. They did it during the earthquake. Come on,	25	Also to let you know what is falling on	
	- Page 42			Page 44
	a statut a statut and the statut and babind	1	your driveways and lawns and cars, it's kerosene.	
	folks, they know they could do it. Let's get behind them and push that point. Thank you.		Jet fuel is a mixture of water and kerosene. If you	
2	MR. OSWALD: Howard Paul. We have Jim		are not familiar with kerosene, go camping, turn up	
3	MR. OSWALD: Howard Paul. We have Jim		your Coleman lantern and see the black soot. That's	
			what's coming out of jet airplanes. That's what's	
5	Dorothy Kent. Howard Paul. MR. PAUL: My name is Howard Paul and I	1	falling on your house.	
	reside at 9 Catalina Court in Manhattan Beach. I'm	7	If I go on a little bit more, look what	
	also president of the Manhattan Village Homeowner's	1	your last expansion did. If you go down Vista Del	
9	Association and our association consists of 400	9	Mar, it looks like a war zone with weeds growing up	
10	homes which range in the \$300,000 range on up. I'm	10	and all that.	
	also a business owner in the City of L.A. so I'm not	11	I don't have much more time so I'm	
11 12	exactly insensitive to the needs of airport travel.		basically going to end up real quick with one	
			thing. Somebody mentioned the Westchester Golf	
13	I am absolutely miffed and unbelievably stunned by this thing. I'm also a private pilot so		Course and adding the three holes of golf. That as	
14	stunned by this thing. I m also a private priot so		long as I've been playing golf has been in the	
15	on and the reality is that this whole plan is full		plan. If you can't put three holes of golf in, how	
16	on and the reality is that this whole plan is full of stuff. Plain and simple, it's misinformation,	17	16	
17	of stuff. Plain and simple, it's misinformation, omissions of data and, sir from the City of L.A., I		years? You can't get a subway to work without a	
18	omissions of data and, sir from the city of L.A., i know that you find this very humorous because I've		scandal every day. You people are incompetent and I	
19		20		
20	watched you for the last 20 minutes laughing	21	· · · · · · · · · · · · · · · · · · ·	
21 22	consistently and I'd like that on the record. One of the things that concerns me the	22		
	most is about ten years ago Ruth Galanter and the	23	So I will do one of two things. One, I	
		24		
24			would work with you and, two, I will be the first	
25	Paimoale. All of a sudden chi's has disappeared. Page 43	1		Page 45
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1	person to put the first hours into a lawsuit to stop		l the City of L.A. It does not affect many people	
2	this.		2 that live in their city.	
3	MR. OSWALD: Thank you very much. Jim		In particular I want to address the	
4	Forgette, Bob Granier followed by James Kelly.		A Hawthorne Airport expansion. That is going to fly	
5	MR. FORGETTE: I'm James Forgette. I		5 right over and the takeoff pattern goes right over	
6	would like to defer my three minutes back to Howard		5 Manhattan Beach downtown center. Anybody who lives	
7	Paul. We're part of the same homeowner's		in Manhattan Beach or anyone who enjoys downtown	
8	association.		Manhattan Beach can imagine what this will be like	
9	MR. OSWALD: Bob Granier.			
10	MR. GRANIER: My name is Bob Granier. I	10		
11	live at 7630 West 91st Street. Most of the items	11	It is also well known that LAX has been	
12	that I was going to talk about have been discussed	12	allowing planes to turn prior to the beach which is	
13	and very well put, however, there's been one thing	13		
	that I'd like to emphasize and that is the noise	14		
15	criteria that is used. It was compiled for '98 and	15		
	it was based upon three monitors on the west end of	16		
17		. 17		
	of Lincoln. Then they applied some kind of a	18		
1	criteria or a model to determine what the noise	19		
20	level was along 91st Street or in that particular	20		
	area. I had suggested that they put some monitors	21	, · · · · · · · · · · · · · · · · · · ·	
	in there and do something. They are intending to	22		
	put one in but they're going to put it at the 65	23		
	decibel level. I think this is just placating and	24	· · ·	
	should be they should start a new monitoring		is going to have to be extended outwards. I	
		Page 46	, ,	Page 48
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	system to develop a criteria with reference to the		recently took a flight and my flight path took me	
1	proposed airport of trying to put into a three-pound		all the way to Long Beach before we turned	
	bag five pounds of weight instead of looking at the	3	eastbound. That means that any expansion is going	
4	present operations and going up to Palmdale or some	4	to affect us well up into Santa Monica, well down to	
	regional airport and working with them to take care	5	· · · · · · · · · · · · · · · · · · ·	
7	of some of the operations. Thank you.	6	•	
	MR. OSWALD: Thank you very much. Do you		Toro needs to be added to and there needs to be a	
	want to come back up? Howard Paul taking		comprehensive plan encompassing all the airports	
	Mr. Forgette's time.	9	available, all the facilities available instead of	
10	MR. PAUL: Thank you. I won't repeat who	10		
	I am so all of you know but what I wanted to talk	11		
	about really is this plan has been proposed in a	12		
	great degree to the idea of helping the entire	13	······································	
	region. Reality is there is no regional discussions	14	· · · · · · · · · · · · · · · · · · ·	
	going on that I know of. No one here has yet said	. 15	· · · · · · · · · · · · · · · · · · ·	
	that they have gotten together with the Burbank	16		
	Airport, with John Wayne, with San Diego or any of	17		
	the other airports to say, okay, how are we going to	18	MR. OSWALD: Thank you. We have James	
	handle the needs of Southern California? And I	19	Kelly, Dorothy Kent and Don Schort.	
	think everyone trying to get together and everybody	20	If you are just joining us, we are in the	
	trying to create one world, if you will, we need to	21	· · · · · · · · · · · · · · · · · · ·	
	take that kind of approach. And if we don't, what	22		
	we're going to do is put more airplanes right on top	23	,	
	of our heads in a very congested area which I might	24	,	
20	add is exactly in the furthest southwest corner of		period will be just like this. It will go from 2:00	
		Page 47		Page 49

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1	to 7:00.		1	would be unlikely. It would be economically	
2	Dorothy Kent.		2	unfeasible for us to relocate our employees to a new	
3	MS. KENT: I thoroughly agree with		3	site and, therefore, many of these employees, a	
4	everyone who has spoken up to this point.		4	great number of which are minorities, would lose	
5	I have a little question about the way		5	their jobs.	
	they estimate the decibel count. If you live in the		6	Under the fourth alternative we find a	
	65 or above decimal area, the decibel count is		7	heavy encroachment of our site and our concern and	
	something that I have questioned a long time. If		8	issues that need to be addressed in this study is	
	they give an average of 24 hours, that means from		9	the concern for safety of overflights especially	
	2:00 to 4:00 a.m. they put those low figures in	1	0	with the extension of the northern runways that they	
	there which balances out to an inaccurate figure.	1	1	will be very close to our physical site. We are	
	The other night I had a cargo plane go over my house			concerned about our employees' safety.	
	and it was it drew all of the air out of the		3	Next major area is that we want the issue	
	house with a whoosh. I couldn't hear anything. The			of both noise and vibration and the amount of air	
		_	5	pollutants including the particulate matter to be	
	windows shook and I have paned windows. It happens			known. We maintain our own research and development	
	every night. I watch from 11:00 until 2:00 a.m.			laboratories and we're concerned about the impact on	
17	-		. 8	them of these new runway extensions to the east. We	
	1,000 feet south of the pattern.		.9	are concerned about our employees' safety and we are	
19	There are overflights. Why don't we have		20	concerned from the point of view of the impact on	
	a control system that watches those planes? Some of			their local housing. They like many of the people	
	my one of my relatives is an Air Force pilot. If		21	here in this meeting do live locally.	
	he piloted his plane the way those people take off		22 23		
23	from LAX, he would be pushing a pencil, not flying a			We're concerned about the air pollution	
	plane.			impact. We are a manufacturer of product as	
25	We cannot believe anything that the		25	regulated and we want to determine what sort of air	Page 52
		Page 50			
1	officials at LAX tell us. They have this philosophy		1	filtration type of equipment we might have to	
2	they operate on the philosophy which is it's		2	apply.	
3	inevitable so relax and enjoy it and we do not want		3	We're concerned about the traffic flow.	
4	to relax and enjoy it. There has to be a better way		4	We would also like the consideration of the impact	
5	of doing things. There has to be a little honesty		5	of the construction on pollution, dust, etcetera,	
6	and I suggest that we do combine all of the people		6	over this time frame.	
7	in the surrounding areas and petition our elected		7	We currently are holding out over \$12	
. 8	officials to put a stop to this invasion of our air		8	million in capital expenditures which are needed	
9	and our health. All you have to do is study some of		9	both for increased capacity and safety but that will	
10	the reports that are coming out on the effects of	1	10	not be spent until we know whether our site will be	
11	noise on people's health. We have kids playing in	1	11	maintained. Thank you.	
12	the yard and anyway, all of your plans are pretty	1	12	MR. OSWALD: Thank you. Carl Jacobson,	
13	bad. Let's go back to the drawing board.	1	13	Vorie Clements.	
14	MR. OSWALD: James Kelly, Don Schort and	1	14	MR. JACOBSON: Carl Jacobson, resident of	:
15	Carl Jacobson.	1	15	El Segundo.	
16	MR. SCHORT: I am Don Schort, executive	1	16	One of the first items is noise and	
17	vice president of Neutragena Corporation. We're a	1	17	single-event levels. This is not taken into account	
18	local manufacturer of hair and skin care products.	1	18	in normal CNEL calculations which also should be	
19	We have current sales of over \$400 million and we	:	19	actual, not just theoretical. We have a lot of	
20	employ over 600 people locally. We're located		20	school children and other people that are outside	
21	between Arbor Vitae and 99th Street just east of the		21	quite a bit of the time and are deeply affected by	
22	airport.	:	22	the high noise levels. We need to take into account	
23	Three of the four proposals would force		23	in the scoping the single-event noise levels.	
24	us to close our plant and in all likelihood the		24	Traffic. Traffic should be considered on	
25	relocation of that plant within Los Angeles City		25	a basin-wide basis. We've got to go to Palos Verdes	
		Page 51			Page 53
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1	to past Beverly Hills in looking at improving any	1	and then Bob Levin.	
1	mitigation for traffic because LAX affects all of	. 2	MR. GERARD: I'm a property owner at 5200	
3	the area.	3	to 5224 Arbor Vitae in East Westchester and a	
4	Back to noise for a minute. The Stage	4	resident of Inglewood. I'll read an abridged	
s	III levels of the aircraft engines, those were	5	statement of my statement.	
· e	mandated by the federal government to reduce noise	6	An attentive study of concepts 1, 2, 3	
7	not just to keep it where it is by increasing	17	and 4 on the LAX 2015 Master Plan reveals that it is	
8	traffic.	8	an opportunity to make Los Angeles International	
9	Air quality. With all of the exemptions	9	Airport more compatible. After three decades of	
10	of the airport our quality is going down. There's	10	environmental controversy and litigation one would	
11	particulates on lawn furniture and everything we're	11	think that a study of the airports well into the	
12	breathing from both sides of the airport and under	12	21st Century would have incorporated operational	
13	the flight path.	13	changes to relieve long suffering from major	
14	Of course, safety has to be looked at in	14	quantities of noise, particulates and fumes which	
15	the scoping. Thank you.	15	accompany the operation of jet aircraft. Our	
16	MR. OSWALD: Thank you. Vorie Clements	16	disappointment is keen. Not one of the four	
17	followed by George Gerard.	17	concepts presented in the LAX 2015 plan attempts to	
18	MR. CLEMENTS: Hello. My name is Vorie	18	ameliorate the damaging effects of airport	
19	Clements. I am with the Holly Park Community. I	19	operations upon neighbors to the northeast and south	
20	live at 2416 West 116th Street in Hawthorne. I came	20	yet the means to provide such relief does exist.	
21	with the concern of the expansion of the airport	21	Japan is constructing an island in Tokyo Bay to	
22	especially with expansion that's related with the	22	place the new airport's operations where there will	
23		23	be minimum conflict. The DOA planning department	
24	is and shall be impacted by the development and use	24	has not provided even one concept that would take	
25	of the 105 Freeway. We put up with that		advantage of the Pacific Ocean's potential to	
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1	development. We've been very we put up with that	1	relieve LAX's land-bound neighbors. DOA should	
2	development as far as air quality, noise, housing,	2	petition Congress to be exempted from the endangered	
3	visual esthetics, traffic circulation, water	3	species and should request the California Coastal	
4	quality, land use. There are still vacant lots in	4	Commission to take pity upon people whose rights	
5	my community that they still haven't developed from	5	under the national and state constitutions have been	
6	the freeway development and now we're talking about	6	injured by federal and state legislation. Indeed,	
7	in addition to all of these things adding looking	7	the reassertion of citizens' rights in connection	
8	at the expansion of the LAX at the Hawthorne	8	with LAX 2015 should be the No. 1 priority of the	
9	Airport. I'm sorry, we've had enough with the	9	present planning process. A concept 5 needs to	
10	105 Freeway and we are experiencing enough and we	10	receive top priority. Such a concept would show the	
11	shall experience more of air quality and noise from	11	southern runways extended westerly into the Pacific	
12	that freeway. We don't need in addition to that	12	Ocean. This westward shift and takeoffs would	
13	expansion in our community. So that's what I'm here	13	provide El Segundo's residents with very meaningful	
14	to talk about. I will write a letter for the record	14	relief from noise because much of it would be	
15	regarding my concerns with that.	15	shifted. Aircraft turns would be shifted and those	
16	None of the plans I think are good. I	16	shortcuts would probably be eliminated. It is	
17	hope that you would re-visit the Palmdale	17	elementary that any shift of runways to the east	
18	alternative and look at that. That's basically all	18	under present operating procedures will impose	
19	I have to say.	19	higher noise and particulates on Inglewood, South	
20	MR. OSWALD: Thank you.	20	Central L.A. and East and West Central and East	
21	We do want to be sure that you do fill	21	West. While all four concepts offend, the worse are	
22	out a comment sheet if you like. Drop it in the box	22	concepts 2 and 3. A concept 5 would show runway 24R	
23	before you leave or mail them to the address on the	23	extended westward a full mile to the surf line and	·
24	comment sheet by July 31st.	24	the runway extended about 1.2 miles. An argument	
25	George Gerard followed by Erney Bowdre	25	can readily be made to the Coastal Commission that	
	Page 55		Page	57

		T		
1	recreational utility of the beach would be expanded	1	tried to arrange meetings with West Traffic Bureau	
2	by enlarging the area of the sand. Thank you.	2	which is a unit of the Los Angeles Police Department	
3	MR. OSWALD: Next up Erney Bowdre.	3	that controls West Los Angeles, our area here into	
4	MR. BOWDRE: I'm one of the blind people	4	Hollywood and Wilshire area. Under Captain Mark	
5	from El Segundo. We have more blind people there	5	Leep, Captain Betty Calpes and now Captain Gary	
6	than anyplace in Southern California. If you don't	6	Williams there has been no contact with those people	
	think so, just call about an overflight and I	7	from the LAX Master Plan. It shows to me that after	
	guarantee you will get a letter with a funny little	8	repeated requests and numerous community meetings	
	cartoon in it developed by the FAA that shows that		and also private meetings in Mr. Driscoll's office	
	you don't know what you are talking about, that you	10	which he has asked people to follow up, that has not	
		11	been done. Traffic is a big problem. The	
	can't see. It's been going on ever since I've been		projections are that the local freeways will be down	
	there. I've had overflights for 45 years. You have	13	to 12 and a half miles per hour by 2015 and the	
	never been able to do anything about the			
	overflights. Now you tell me you've got this fancy		local roads choked but apparently there's no attempt	
	new thing you're going to do and you are going to	15	or willingness to even discuss these issues over the	
	take care of that, you're going to take care of	16	past two years so I don't know where we go from	
	noise, you're going to take care of traffic and	17		
	everything else. As I recall, the last person who	18	On the crime side, we've also tried to	
19	could walk on water was here about 2,000 years ago.	19	get some dialogue between the airport people	
20	Now, if you have got a person that can do all these	20	cooperation between the FAA and the City of Los	
21	things, I think you better get him out and introduce	21	Angeles. The Los Angeles Police Department that has	
22	him to us because we need him for a lot more than	22	a small substation at the airport is not allowed to	
23	just LAX.	23	leave the airport property because of funding	
24	I sat here and I listened to Mr. Graham	24	disputes with the airlines and the FAA. They if	
25	say something to the effect that they're worried	25	they have got to gas up, they have got to drive back	
	Page 58	<u> </u>		Page 60
1	about compatibility with surrounding land usage.	1	to Pacific to gas their cars and come back. There's	
	This may not be the exact words but it's close to	2	a major business community, hotels and residences	
3	that. You haven't done a thing about compatibility	3	that are serviced by one car that operates in the	
4	with land surrounding land usage in the last 40	4	Westchester area east of Sepulveda. We had 2,501	
5	years and I've got no reason to believe that you're	5	crimes between LAX, Playa Del Rey and Westchester	
	ever going to do it. Long before 2015 somebody is	6	through the first five months of 1997 out of 5,018	
7	going to wake up some day and say oh, gee, this	7	total crimes for the entire Pacific Division.	
8	place just ain't going to get it anywhere. We're	8	Again, there's been no discussion with Captain Dave	
9	going to have to move someplace else. Why don't you	9	Don or anyone else in community policing regarding	
	bite the bullet now and do what you should do and	10	the safety of our area.	
	get it out of here. It's not centrally located for	11	The conditions of our streets are	
	you anyhow. Get it out of the Los Angeles Basin	12	deteriorated by heavy trucks, cabs, pollution, vans,	
	like you should. Make everybody safer and happier.	13	etcetera.	
	Thank you.	14	We have an enormous trash problem as a	
15	MR. OSWALD: Bob Levenson and then to M.	15	result of people dumping on our streets and this has	
	M. Yamada and then Craig Gill.		not been addressed.	
17	MR. LEVENSON: Good morning. I'm a	17	I don't know how far we go through this	
	resident of Westchester. I'm involved with the	18	process. We've been trying to get you people to	
	Westchester Community Planning Advisory Committee.		listen to us for two and a half years and it's been	
	I'm also on the community police advisory board. In		unsuccessful.	
	that capacity I've been involved in the LAX Master	21	MR. OSWALD: Thank you, Mr. Levenson.	
	Plan from the beginning through Westport Heights.	22		
	Plan from the beginning through westport heights. On the traffic issues that we've been	23	followed by Leta Case.	
23		23	MS. YAMADA: Good morning. My name is	
	trying to discuss with the master plan people, from		M. M. Yamada. I'm director of air quality with	
25	the day that the announcements were made we have Page 55			Page 61
	Page 3:	1	Daga 58	

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1	Northrup Grumman Corporation Military Aircraft	1	address is WWW.LAX.2015. It lays this whole thing	
2	Systems Division.	2	out.	
3	In alternative 4 a lot of the property	3	There's been little information regarding	
4	that would have to be acquired east of Crenshaw	4	the soundproofing of homes, although some articles	
5	Boulevard is ours. It would mean the total	5	in the L.A. Times alluded to information, and an	
6	demolition of our Electronic Systems Integration	6	article on July 7th indicated that Inglewood has	
7	Division facilities and the demolition of what we	7	accepted a settlement of \$50 million to not get in	
8	call our advanced manufacturing center. I'm very,	8	the way of LAX. And what are the steps to access	
9	very concerned that we have not been contacted yet	9	this money? Thank you very much.	
10	by anyone from the Department of Airports to begin	10	MR. OSWALD: Thank you. Leta Case.	
11	discussions about what the impacts of this proposal	11	MS. CASE: Leta Case. I live in Playa	
12	would mean to us. Therefore, I urge you to begin	12	Del Rey. In fact, we're we're the last condo	
13	speaking with our facilities and real estate	13	just before you get to LAX on Pershing Drive.	
14	departments and I would also hope that you would	14	I agree with just about all of the	
15	expand the scope of your work to include the impact	15	concerns that people have expressed here the	
16	of the potential loss of jobs as a result of people	16	noise, the pollution, the traffic, everything, you	
17	who would have to be relocated from the buildings	17	name it. Right now from 11:00 a.m. to 3:00 p.m. in	
18	- that are going to be torn down as well as the	18	the afternoon I am outside every day and let me tell	
19	inability to ever reuse them for other purposes.	19	you, those planes are not going straight out over	
20	Thank you.	20	the dunes and then curving, they're going straight	
21	MR. OSWALD: Thank you. Craig Gill	21	out over the houses on the hilltop just north of	
22	followed by Leta Case followed by Mike Stevens.	22	Water View. We sit out there and we see them, we	
23	MR. GILL: My name is Craiq Gill. I'm a	23	hear them. Our windows vibrate. We breathe in the	•
24	resident of Inglewood. I have concerns with concept	24	exhaust. And you're going to increase traffic?	
25	No. 4, the expansion of the Hawthorne Airport. I'm		That's wonderful.	
	Page 62			Page 64
				ruge of
		1		
1	specifically concerned with increased noise, traffic	1	We were contacted by the airport. They	
1 2	specifically concerned with increased noise, traffic impact in the event of construction. I haven't		We were contacted by the airport. They want to soundproof our building. I read articles.	
1 2 3		2		
1 2 3 4	impact in the event of construction. I haven't	2	want to soundproof our building. I read articles.	
5	impact in the event of construction. I haven't heard anything yet about construction impacts, land use. I'm concerned about creation of the airport corridor which may prepare for Project 2030 as the	2 3 4	want to soundproof our building. I read articles. There was Miss Gallanter and her guest the other	
5	impact in the event of construction. I haven't heard anything yet about construction impacts, land use. I'm concerned about creation of the airport corridor which may prepare for Project 2030 as the expansion that occurs in between Hawthorne and LAX.	2 3 4 5 6	want to soundproof our building. I read articles. There was Miss Gallanter and her guest the other night on television with Mr. Driscoll talking about how wonderful this soundproofing is. You don't have to pay for it, we pay for it. What they didn't say	
5 6 7	impact in the event of construction. I haven't heard anything yet about construction impacts, land use. I'm concerned about creation of the airport corridor which may prepare for Project 2030 as the expansion that occurs in between Hawthorne and LAX. I'm concerned about safety with commuter	2 3 4 5 6	want to soundproof our building. I read articles. There was Miss Gallanter and her guest the other night on television with Mr. Driscoll talking about how wonderful this soundproofing is. You don't have	
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5 6 7 8 9 10 11	impact in the event of construction. I haven't heard anything yet about construction impacts, land use. I'm concerned about creation of the airport corridor which may prepare for Project 2030 as the expansion that occurs in between Hawthorne and LAX. I'm concerned about safety with commuter aircraft. It seems that they have a greater incidence of crashes and I don't know that for a fact, I just read the newspaper, and the density of housing in the Inglewood and Hawthorne area is	2 3 4 5 6 7 8 9	want to soundproof our building. I read articles. There was Miss Gallanter and her guest the other night on television with Mr. Driscoll talking about how wonderful this soundproofing is. You don't have to pay for it, we pay for it. What they didn't say is you sign away your air space, you sign away any right to go back on the airport for anything, for anything noise, vibration, pollution, an airplane	
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5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22	<pre>impact in the event of construction. I haven't heard anything yet about construction impacts, land use. I'm concerned about creation of the airport corridor which may prepare for Project 2030 as the expansion that occurs in between Hawthorne and LAX. I'm concerned about safety with commuter aircraft. It seems that they have a greater incidence of crashes and I don't know that for a fact, I just read the newspaper, and the density of housing in the Inglewood and Hawthorne area is extremely dense should a crash occur. I'm also concerned with concept No. 2 or any concept which shifts runways to the south. It will cause airplanes to fly over neighbors such as mine which are not subject to direct flyovers right now. I'm also concerned about the visual and noise impacts of having airplanes fly right over my head. I'm also concerned with the information</pre>	2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22	want to soundproof our building. I read articles. There was Miss Gallanter and her guest the other night on television with Mr. Driscoll talking about how wonderful this soundproofing is. You don't have to pay for it, we pay for it. What they didn't say is you sign away your air space, you sign away any right to go back on the airport for anything, for anything noise, vibration, pollution, an airplane crashing into your roof. Is that counted, too? Of course it is. We can't go back for anything. I agree that none of these proposals have been talked about with us. Our input has not been asked for. There's got to be other solutions. Try again. Go back to the drawing board as several others have said because the quality of life here is terrible. It's gotten worse. It wasn't that bad when I moved here 12 years ago. The north runway was not going to be used very often. Oh, just for emergencies. Just for overflow traffic. It's constant now. It's constant and I'm not so worried	
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25	airplanes coming over here. You had a plane from	25	runways under all conditions whether clearly	
		1.		
24	we're supposed to do this. We don't want your	24	paths need to be fully delineated and cover all	
23	want it, then there must be some other way that	23	approach/departure areas, therefore, all flight	
22	not being able to get through to you that we don't	22	completely overrule the whole airport and all	
21	This obviously must be a public hearing and if we're	21	operations on newer existing runways, the FAA can	
20	you have to have public hearings to receive that.	20	takeoff patterns or restrictions on nighttime	
19	and obviously I've got enough education to know that	19	certain conditions such as limiting landing and	
18	what you are doing. You are taking federal money	18	development of Palmdale. Although LAX may agree to	
17	people that are here how do we stop you from doing	17	must be added which fully explores extensive	
16	me, telling people in Inglewood as well as these	16	in relieving the strain on LAX. An alternative 5	
15	You people should be telling us, telling	15	in realistic growth and capacity at other facilities	
14	expansion.	14	estimates of future capacity needs and do not factor	
13	people out of El Toro they stopped that airport	13	achieving maximum levels of exceedingly high	
12	out there. I read in the newspaper two months ago	12	All the expansion proposals are based on	
11	a program, go to Edwards Air Force Base. Take it	11	worth of serious study on this issue.	
10	airport the lady up here said if you want to have	10	for anyone much less people who have ten pages'	
9	want your aircrafts. We want you to take the	9	time starts that three minutes is not enough time	
8	soundproofed with no air conditioning? We don't	8	First of all, I'd like to say before my	
7	What good does it do us to have windows that are	7	representing the LAX Area Advisory Committee.	
6	But then you think you're doing something for us.	6	MS. COZELA: I'm Dana Cozela. Today I'm	
5	money and they're using it for land acquisition.	5	followed by Barbara Fine.	
4	politicians in Inglewood is taking your housing	4	Dana Cozela. Next up we have Dennis Sylvester	
3	issue about the planes going overhead. The sell-out	3	MR. OSWALD: Thank you. Looking for a	
2	neighbors to get over here because it was a campaign	2	this is crap. Excuse my French but this is awful.	
1	meeting at 2:00 o'clock and I'm going to tell all my	1	Because I'm not going to do it but I'm telling you	
\vdash	Page			Page 68
25	Are you in charge? Because you've got another		one on a weekend instead of through the week.	Page (C
	charge of the City of Los Angeles? I want answers.	24		
23	Who is in charge of you? Who is in		if I can get some of neighbors down here for your	
1	you end up with a larger airport making more money.		anybody in the city of Inglewood. I'm going to see	
21	ingest, my neighbors ingest. We end up with cancer,	21		
20	that drop out of these planes I ingest, my kids	20		
19	some valuable information saying there's carcinogens	19		
	that was sitting up here he's gone now gave me		Mr. Gerard is here. He's in Inglewood. I see him	
	over my home and my neighbors' homes. The gentleman		Inglewood since you can't seem to find them.	
16	So now your planes are flying directly	16		
15	questions.		City of Inglewood. You need to use the voter	
14	questions which you say you're not here to answer	14	You need to educate the people in the	
	way you're presenting this. I have a lot of	13		
12	this is more like a venting type of program from the	12	· · · · · ·	
11	I have a couple of things to say because			
10	was 7:30.	10	now. I just got a brand new Montero. I've got	
9	about this meeting was on KNX radio about I guess it	9		
	from the City of Inglewood and the way I found out	8	Five, six years ago those planes did not come over my rooftop. They're encroaching over my air space	
	I'm sitting here and I'm listening to this and I'm		means you don't have any jurisdiction over them.	
6	MR. STEVENS: My name is Mike Stevens.			
5	then Dana Cozela.		you talking about international flights, more international flights with China coming in and that	
4	MR. OSWALD: Thank you. Mike Stevens and		you talking about international flights, more	
3	us anymore, please.	4	jurisdiction over those pilots. Now, if you are telling me I'm sitting here and I'm listening to	
2	slow down, think again, start over and don't lie to		newspaper. They said your FAA does not have any	
	just going to get worse. I think everybody needs to			
<u> </u>	ive seins to get warm . I think everybody poods to		France that almost had a collision. It was in the	

		Mul	ti-l	age "	
1	defined.		1	Sylvester and I'm a resident of El Segundo and a	
2	For passengers and people living and			property manager in Manhattan Beach.	
3	working near the airport or under the flight path		3		
4	safety should be a prime concern. This must include		4		
5	protecting the health of these people and setting			· · · · · · · · · · · · · · · · · · ·	
6	limits with fees and penalties for violations for		6		
7				MR. OSWALD: One moment. We're going to	
8	An increase in air traffic will		8		
9			9		
10					
111			10		
12				have a seat and we'll begin our public comment	
13			12	,	
			13		
	must be clearly defined for all conceivable		14	MR. SYLVESTER: My name is Dennis	
15	•		15	Sylvester and I'm a resident of El Segundo and a	
16	· · · · · · · · · · · · · · · · · · ·		16	· · · · · · · · · · · · · · · · · · ·	
17	-		17	Let me say that I agree with almost	
18	24L, 6L and 25L and 7R. Currently the outboard		18	everything that has been said in this meeting so	
19			19	far. There are a couple other urgent issues that	
20	runways are added.		20	need to be addressed.	
21	Early turns continue to be numerous with		21	One of them is an example of what hasn't	
22	the present airport configuration and level of		22	been done so far looking at Imperial Highway. That	
23	traffic. The commuter run being proposed for the		23	island down the middle of Imperial Highway from 105	
24	north and south sides would be located close to		24	down to the coast, the island looks like a giant	
25	residential areas. The probable increase in early		25	kitty litter box that hasn't been cleaned out	
		Page 7	0		Page 72
1	turns whether tower or pilot initiated would cause		1	sufficiently. It's a symbolic gesture of what	
2	severe noise impacts.		2	hasn't been done and what probably won't continue to	
3	Total protection for the Blue must be			be done. The area it's symbolically a giant	
4	achieved. Far too many EIS/EIR and negative			kitty litter box. I think you should clean out your	
5	environmental impacts which are there are blatantly			stuff before you start talking about expanding it	
6	ignored in favor of what is termed overriding		6	because otherwise we will have more of the same old	
7	economic concerns. The negative environmental		7	stuff, very smelly at best, and I think that these	
8	health and economic impacts, however, fall almost		8	issues need to be addressed.	
9	exclusively on those who live or work in the		9	First of all, the major thing that hasn't	
10	communities immediately surrounding the airport and		10	been completely taken care of yet or addressed	
11	constitute an undue hardship and burden on them.		11	properly is the hazard mitigation and the SEMS plan	
12	The early turns, escape corridors and all negative		12	which is the Standardized Emergency Management	
13	environmental impacts must be studied, evaluated and		13	System plan required by the State of California	
14	mitigation measures included for them in this		14	under OES and FEMA regulations and state laws. It	
	study. Thank you.		15	hasn't been addressed here at all other than very	
16	MR. OSWALD: Thank you. Dennis before		16	superficially. How about a standardized emergency	
17	we do Dennis, I'm going to take a two-minute break		17	management system plan when we have a giant	
	while we change the paper so we can change the style		18	hazardous materials disaster, chemical spills? We	
	of our recording. After that we will have Dennis		19	barely touched on them. And terrorism.	
	Sylvester followed by Barbara Fine.		20	Earthquakes. What about the engineered fill soil	
21	(Brief recess.)		21	·	
22	MR. OSWALD: Dennis Sylvester followed by			when it fails and we have an earthquake which is a	
	Barbara Fine. We're going to continue our public		22	big issue? You have the Newport-Inglewood fault.	
	comment period.		23	You have only discussed that one possible scenario.	
25			24	How about others in the area? You have many other	
	MR. SYLVESTER: My name is Dennis	D 3		hazardous materials and hazard mitigation issues	
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1	that have not been addressed by state law, by	1	there. Ontario is also under the LAX and city	
	federal law and I think it's time that it should be	2	jurisdiction. We don't know what's happening with	
	addressed properly. What happens when the public	3	those plans. So not only do we need a regional plan	
	service safety officials, the fire departments and	4	as someone said earlier for the airports but we are	
	the police departments are completely overwhelmed by	5	also impacted from another problem and I think our	
	a TWA 800 flight over the area and nobody can figure	6	federal officials need to take note. More and more	
	out what the hell is going on? I think that there	7	rail lines for passengers and cargo are not	
	should be some plan in place to figure out what	8	continuing. There is now a move afoot to take away	
	should be done, what can be done and what you should		Amtrac and all of these airport expansions in many	
9	be doing because I see no plans to that effect so	10	areas are in part due to the fact that we lack a	
10	•	11	national policy to encourage the continuation of	
11	far whatsoever.	12	passenger rail lines particularly through the	
12	You haven't addressed the undergrounding		short-range distances of up to 500 miles. Part of	
13	of the high power lines on Imperial Highway. What	13	-	
14	about those? Are you going to leave those up as	14	that problem of domestic expansion needs is this.	
15	is? It's a giant visual eye sore for the whole	15	We need to have rail lines brought in for cargo,	
16	area. You should address how much it's going to	16	particularly for the large cargo areas for	
17	cost to underground those power lines. They	17	international flights. If it is domestic, that	
18	shouldn't remain.	18	should be going into the Ontario area over there and	
19	What about lack of landscaping and the	19	not having so much rail line problems here because	
20	whole area between on Pershing and Imperial Highway?	20	there's a lack of rail capacity for this area. The	
21	Are you going to leave it as it is? Is that an	21	same thing is true for passengers which has already	
22	example of what is going to be done or not be done?	22	been mentioned.	
23	Again, I think the whole thing stinks of	23	Air quality. The EIS/EIR should detail	
24	big problems and I think you should take care of the	24	the wind patterns coming in from Santa Monica Bay	
25	problems as they are first before you think about	25	because that's the cooling impact in the afternoons	
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1	expanding them into much greater, more complex, more	1	of the ocean breezes for the L.A. Basin, extremely	
2		2	important if it's now going to have increased	
3	even conceive of controlling. Thank you very much.	3	pollutants. So the environmental regulations must	
4	MR. OSWALD: Thank you. Calling up	4	be made to be clear in the EIR and EIS because there	
	Barbara Fine followed by Teresa Chatterton.	5	are so many jurisdictions involved.	
6	MS. FINE: Thank you. Barbara Fine. I'm	6	As one discusses noise, which	
	a resident of the Santa Monica mountain area in	7	jurisdictions are responsible for noise? As one	
	Beverly Hills. That's how far afield some of these		discusses flight patterns for example,	
	problems from the LAX expansion will be impacting.		international flight patterns are not under anyone's	
	Let me begin at the beginning and say I'm	10	jurisdiction as far as regulations are concerned.	
10		1	All of this should be labeled very clearly within	
11		12	the environmental documents because they are very	
	several concerns. No. 1, let me state my opposition	13	confusing to most people and it will be seen at that	
	to the specific plan in the area of the opposition	13	point how much we actually have control over versus	
	to the extinction of the El Segundo Blue. The			
	Airport Commission a number of years ago proudly	15	the greater amount that we have no control over.	
	dedicated that whole area, it was restored and ever	16	Thank you.	
	since it has been expending efforts at least this	17	MR. OSWALD: Asking for Teresa Chatterton	
	is the second one that I know of to get rid of	18	followed by Mary Booth and then Sandy Brown.	
19	it. So I would like to see that area preserved.	19	MS. CHATTERTON: Could you possibly put	
20	With regard to the expansion itself,	20	up concept No. 3 on the screen, please?	
21	problems exist with most of the area airports.	21	This black area here is where I live.	
22	Burbank is under lawsuits, the whole El Toro	22	Right there. Okay? So you know what I'm going to	
23	position is still not clear. Burbank is only	23	talk about. Everything else has been covered the	
24	Palmdale appears to be one of the areas not under	24	pollution, the noise and everything else but I'd	
25	attack at this time because there isn't very much	25	like to know what you're going to do with my	
1	Page 7	5		Page 77

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	l, neighborhood. Are you going to leave us there until		l people don't understand that, in all of the Western	
	2 a plane crashes? Right now we've got the sound and		2 United States we have some of the most beautiful	
	3 the pollution from the incoming, the outgoing.	3	3 land where people want to live, want to be and	
	4 We're in between two flight paths right now. You	4	they're coming here by the thousands. Now, these	
	5 know, what are you going to do for us? Are you just	5		
	6 going to leave us there? That's not good.	6	and once they come in by sea. Long Beach is the	
	7 And the black soot. My clothes get	7		
	3 stained. The girls go down the slide in the	8		
	9 backyard and their shorts are all stained.	9		
10) Don't leave us there. Do something with	10		
1:	us. Get us out. Do something but this is, I	11		
12	? don't know I don't know. You've got to do	12		
13	something. I don't know. Come up with a solution	13		
14	for me because I don't want to stay there and I	14		
15	can't get out unless I get help. Right there, that	15		
16	black spot, that's my neighborhood going to hell.	16		
17	Thank you.	17		
18	MR. OSWALD: Thank you. Looking at Mary	18		
19	Booth followed by Sandy Brown.	19	Mr. Kessler to take this personally he said we	
20	Just another quick pause. Please fill	20		
21	out your speaker request forms, drop them in the	21		
22	back. They will bring them forward. We still have	22		
23	plenty of time before our 12:30 time.	23	Commerce, the U.S. Secretary of Commerce, should be	
24	MS. BOOTH: Mary Booth, resident of Santa	24		
25	Monica.	25	should be hearing/do. Just listening, just hearing	
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1	There should always be "none of the	1	isn't anything unless you are going to do something	-
2	above" when you have choices so that you're not	1	about it.	
3	forced to choose what others have decided they are	3	And the fifth thing that should be done	
4	going to do to you.	1	is start to consider the four counties in the circle	
5	The FAA needs to monitor the		of beauty as one unit. You can see them from the	
6	Los Angeles Airport and be responsible for their own		air as one. They're not even separated by	
7	regulations, being bold enough and forceful enough	1	mountains. It's called the basin and everything	
8	for the greater good of Orange, L.A., San Bernardino		drains out into Playa Del Rey.	
9	and Ventura Counties.as one of Southern California's	9	And someone spoke about SEMS. In Santa	
10	circles of beauty. California has 58 counties.	10	Monica I'm also a member of the emergency evacuation	
11	L.A. County has 88 cities. These are where all the		procedure for the city of Santa Monica but it has to	
12	passengers are going to go through. They're going	1	tie in with SEMS which is the state evacuation.	
13	to go through our cities, our county. Where are	13	MR. OSWALD: Thank you. Next is Sandy	
14	they going? They're going anywhere west of the	14	Brown followed by Brenda, no last name, just	
15	Mississippi River and you've got this whole area	15	Manchester Square and then Liz Garnholz.	
16	that's being impacted. The largest area of	16	MS. BROWN: Good morning. I'm Sandy	
17	population is in Southern California. They will be	17	Brown and I'm here on behalf of State Senator Tom	
18	coming the other way. Then you will have your	18	Hayden.	
19	traffic jams going both ways.	19	I just want to talk a little bit about	
20	I came to speak about ground traffic.	20	the process that someone in the back just referred	
21	The ground traffic is being increased and the	21	to as the consultants full employment plan and I	
22	federal government passed NAFTA. The federal	22	think that's what we are talking about because the	
23	government passed GAFT. With these two treaties	23	money spent so far against the citizens has been	
24	that were passed, you've got the impact on the	24	astromic. The one thing I think is very important	
25	highways, the seaways and the airways. And if	25	is to talk a little bit about the work that has	
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1	already been done against the people and I'm looking	1	MS. GARNHOLZ: My name is Liz Garnholz.
2	at two documents which I have that are that talk	2	I agree with everything that's said before so what
3	about the scope of the planning work that is to be	3	I'm saying now is not original. I would like to
4	done and I'm just going to read a few of these and	4	say, though, I've been dealing with the airport for
5	then I will sit down.	5	a long time and I have always taken their not
6	"The objective is to build support	6	listening to me as something personal. I apologize
7	for and reduce opposition to the master plan	7	to LAX for that. I see they have also chosen to not
8	through strategic outreach to stake holders.	8	even acknowledge the existence of Northrop Grumman
9	Present information to selected public	9	which employs 50,000. Now it's Lockheed and it
10	audiences in a manner that builds support for	10	employs 230,000. So I apologize to LAX for taking
11	master plan process."	11	what you say personally. You don't pick and chose.
12	I think that that tells us all we don't	12	You don't take anyone personally.
13	have a chance from the very beginning of this. In	13	This business of LAX meeting the regional
14	addition to that, it goes on to say through meetings	14	demand, when they say regional, they mean counties,
15	and phone calls educate potential project advocates	15	five counties LAX, Orange, Riverside, San
16	on issues where they could become community	16	Bernardino and Ventura. Where in the good book does
17	spokespeople and they refer to it in this document	17	it say that LAX has to be the mothership for those
18	also as ambassadors for LAX. So I don't know what	18	five counties? I therefore would like LAX to look
19	you are hearing today but I can tell you that the	19	into what I am going to call concept 6. What is the
20	people that are the spokespeople, that are the	20	regional demand for growth at LAX with full
21	ambassadors, these are the people that are going to	21	development of regional airports?
22	be relied upon by the Feds to carry through this	22	The next thing. LAX is a gridlock in the
23	project.	23	skies. We need more space on the ground. Build
24	Another document that I wanted to read to	24	another road, build another tunnel. You need more
25	you says provide assistance to joint lead agencies	25	gates because there's so many passengers. Mitigate
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	in articulating policy objectives into a clear	1	it by building more gates. How can you mitigate a
	vision of what LAX means to the community as a basis		fixed amount of air space? I am very concerned
	for engendering broad and active support for the		about gridlock in the skies. LAX is now 760,000
	planning program development. I just think that	ł	operations per day pardon me, per year. They
	people in these communities surrounding the airport	1	plan on expanding to 1 million operations per year.
6	need to take a look at some of these documents and		How are you going to do that in a fixed amount of
	to really see what's happening to them. Thank you.	7	air space? LAX has the most crowded skies in the
8	MR. OSWALD: Brenda and then Liz Garnholz	8	South Bay in the Southern California region yet
	and Luciano Lopez.		we are going to expand operations by 30 percent.
10	BRENDA: I didn't plan anything to say		This business of regional demand, the facts they are
	except for watching everything and hearing everybody		giving you, it is not a demand based on facts. It
	I agree exactly with what everybody is saying but		is a demand based on fantasy projections. When they
13	they don't care and I think what we need to do is		say these figures are unconstrained growth,
14	tie it up in the courts somehow. Get the law and		unconstrained growth means if everything were in
	the courts behind us and they can't move if we tie		place and if the infrastructure could handle it,
	it up and that's pretty much all I want to say. So		that is how much we are going to grow. I do not
	there's got to be some way to get some kind of legal		base my life on if's. I'd be in jail. I base my
	organization or something. P-PFK has a show on		life on facts. There are no facts for this growth.
	Thursday and I think it's called "The Lawyer's		It is just a marvelous Neiman Marcus catalogue wish
	Guild" and maybe somebody on that show could help us	20	
	because they do a lot of public stuff and grassroots	21	MR. OSWALD: Luciano Lopez followed by
		22	
22	quick.	22	MR. LOPE2: My name is Luciano Lopez and
	quick. MR. OSWALD: Thank you. Liz Garnholz,	23	•
24	MR. USWALD: INANK YOU. LIZ GAINNOIZ,	24	one of the things I want to say to the
23	then we have fuctano lopez followed by Pat Smith. Page 83	1	one of the things I want to say to the Page
1	Page 83	<u> </u>	tage

_			age	
1	FAA and the City of Los Angeles is what we're	1	ramifications for quite some time. I enjoy living	
2	talking about here is the quality of life. There	2	where I do. I'm happy. In fact, the noise level	
3	has to be a criteria set up that the city recognizes	3		
4	that the residents have this quality of life and	4	91-year-old father who comes out and visits me also	
5	identify five things of what we as people want in	5	agrees to that. Maybe he's going deaf, I don't	
6	our life so we could live happily. One is the air	6	know.	
7	that we breathe. It's so important to our health.	7	I would like to underline what Roy	
8	The traffic congestion. Just to go to the	8	Heffner has said and what Carl Jacobson has said so	
9	supermarket we don't want to deal with the traffic	9	in your notes, why you can underline that.	
10	with the airport expansion. The noise level. What	10	I'm a special education teacher so if I'm	
11	are we going to be hearing? You're affecting our	11	over-simplifying, bear with me. That's why my whole	
12	life. And esthetics and then the density of	12	comment is safety. Really, the kerosene that falls	
13	housing. So those things are the important	13	on my car I can wash off. The 747 that falls on my	
14	criterias for us as human beings to live in a	14	- house is going to cause a lot more damage. What I	
15	Metropolitan L.A. LAX has not shown that they are a	15	would like for this group to really consider	
16	good neighbor and I don't think they should even	16	specifically I guess under the safety factor are	
17	consider what they are considering because of this.	17	overflights. We've been talking about that for 41	
18	The only other criteria I feel that me	18	years. I would like for them to consider, oh, let's	
19	maybe as a resident that I'm challenging our	19		
20	politicians is that we should put this on the	20	safety of hazardous materials. That was something	
21	ballot. If the City of Los Angeles does not take	21	that I really hadn't talked about. Separation.	
22	any action with this quality of life criteria, then	22	That's another thing that I think really should be	
23	we as citizens should ask our politicians to put	23	thought of. But if anything else, please, please,	
24	this on the ballot so that the residents of L.A. are	24	FAA, talk to these pilots and all the other people	
25	going to determine what the quality of life is going	25	that are involved and let's make this as safe as we	
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	to be and that's going to put a stop to what you		can. I'll put my money on No. 1, whatever this	
	guys are trying to put into this community where		business is up here. I bet that's the one that	
3	people say enough is enough, we don't want anymore.	3	wins. Anybody who wants to take odds, let me know.	
	Find somewhere else with someone who's willing to	4	Finally, George Gerard mentioned took	
5	take it. Thank you.	5	a little bit of my thunder and mentioned the Blue	
	MR. OSWALD: We have Pat Smith followed		Butterfly. I'll ask, ladies and gentlemen, please	
8	by Bob Pinzler followed by Robert Pullen-Miles.	7	give me as much consideration as you do the	
	If you are just joining us, we are in the	8	El Segundo Blue Butterfly. Thank you.	
9	process of our public scoping program. Fill out a	9	MR. OSWALD: Bob Pinzler followed by	
10	speaker card and drop it on the back table. We also	10	Robert Pullen-Miles followed by Robert Brown.	
11	have comment forms. If you don't care to speak but	11	There are still more comment speaker	
12	want to make a comment, that will be entered into	12	request forms in the back if you would like to fill	
13	the public record.	13	them out.	
14	MR. SMITH: For the gentleman that's	14	Just to refresh, green is go on, yellow	
15	doing the writing up there if you would put in great	15	you have a minute left.	
16	big letters "safety," then you can sit down for my	16	MR. PIN2LER: I'm Bob Pinzler, councilman	
17	three minutes.	17	from Redondo Beach, and I'm representing the city of	
18	Whose ox is being gored? Well, the next	18	Redondo Beach.	
19	presentation is Pat Smith's ox so bear with me, will	19	While we understand that demand for air	
20	you please.	20	transportation in the LAX service area has grown in	
21	I'm a 41-year resident of El Segundo and	21	the recent past we believe that the proposed	
	21 years ago I didn't have enough of the airport so		expansion concepts do not provide for sufficient	
	I moved a lot closer. I can spit on the south	1	mitigation of the effect of noise, traffic and	
	runway complex. I've been involved with whatever		ground access and other issues which will	
25	you want to call it the airport and all of its	1	dramatically effect the quality of life in our	
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l city. The p	rospect of dramatically-increased	1	goal. These comments and those of our colleagues in
2 traffic load	s are of great concern to Redondo Beach	2	the South Bay will hopefully restore you to that
3 in that it w	ill cause an increase in the time spent	3	proper path. None of us will gain from a protracted
4 traveling, a	n increase in air pollution, increases	4	legal battle, however, those of us who are not in
5 in vehicle e	missions, in landing on roadways which	5	the decision making process must protect our rights
	hed through the stormdrain system into	6	when they are violated. We expect you to take this
	Bay and higher than necessarily levels	7	into account when you are deciding how to revise the
	ress. We believe that the EIR/EIS must	8	plans to meet our concerns, objections and needs.
	vide mitigation of these concerns as	9	- Thank you.
	ide a rationale for why the approval and	10	- MR. OSWALD: Robert Pullen-Miles, Robert
-	ding of a comprehensive ground access	11	Brown followed by Adrienne Collis.
	necessary agencies should not be	12	- MR. PULLEN-MILES: My name is Robert
	ore any growth operation be permitted to		Pullen-Miles. I live in the city of Gardena which
	fact, any mitigation program must have	14	neighbors the communities of Athens and the city of
	identified source of funding which	15	Hawthorne.
	me from sources of funds for which we	16	After reviewing the Notice of Preparation
17 already comp		17	and attending some of the community forums including today's scoping meeting, I have concluded that the
	n addition, the EIR/EIS must require the		
•	on of a comprehensive program to reduce	19	Department of Airports and the Federal Aviation
-	estion in the upgrading of the regional	20	Administration has been negligent in addressing some
	lock in South Bay cities. Also a	21	of the most important questions concerning the
-	e rail connection program include of the	22	•
	the Green Line into LAX should be	23	elements in these projects are the flight patterns
-	fore any expansion program is permitted	24	and expansion of air space, however, three questions
25 to proceed.			still remain to be answered and they are as follows:
		Page 90	Page 9
1 т	he city of Redondo Beach has other	1	One, where are the charts that outline
2 concerns as	well. There's the proposed expansion of	2	the flight patterns? The public has the right to
3 Hawthorne Ai	rport. Air safety issues, the lack of	3	know of the Department of Airport's intentions on
4 alternatives	presented and the fact that regional	4	increasing flight patterns and changing flight
5 alternatives	including the use of offloading	5	patterns.
6 passenger an	d cargo traffic to Ontario, El Toro,	6	Two, how much additional air space is
7 Long Beach a	fter 2001, March and George Air Force	7	needed at both LAX as well as the Hawthorne
8 Base have no	t been completely researched.	8	Airport?
9 W	e are very concerned about the impact on	9	And, three, which communities that
10 the quality	of life in our city from the limited	10	traditionally have been affected by air flight
11 options and	plans offered by your department for the	11	patterns would have airplanes flying over their
12 expansion of	LAX. We believe you have not been	12	homes and how much would the homeowners be paid for
13 completely f	orthcoming with all of the options which	13	granting the Department of Airports an easement to
14 are availabl	e to meet the growing demand for air	14	fly into the air space over their homes?
	ne entire region. We expect you to	15	If the FAA and the Department of Airports
16 complete the	job thoroughly and honestly so that we	16	do not disclose to the general public information
17 can all be s	atisfied that whatever alternative is	17	concerning flight patterns and air space expansion,
	e best for all involved, not just for	18	the community will be left with no recourse but to
	ent or for the City of Los Angeles.	19	ask the federal courts to issue an injunction on the
	nile there may be benefits derived from	20	
	f LAX, it must not be at the high price	21	as well as the EIR until those issues are addressed
-	ty of life of our residents. You are	22	
		1	
-	the responsibility of creating a	23	will be good for the City of Los Angeles but,
23 charged with	the responsibility of creating a lan for the good of all of the affected		will be good for the City of Los Angeles but, however, the question still remains will this
23 charged with 24 reasonable p	the responsibility of creating a lan for the good of all of the affected o not believe you have achieved that	24	

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:	well. Thank you.		l it every day, okay?
1	MR. OSWALD: Thank you. We have Robert		Now, you have to look at what the cost is
1	Brown followed by Adrienne Collis. Then Mel		3 to us. You know, for me I did not realize until
4	Leventhal.		
	MR. BROWN: Robert Brown, Concerned		got on the Internet, I went to the El Toro Web site
e	Citizens of South Los Angeles, not South Central.		o and I saw all these studies. One of them is called
7	I'm very upset. I represent the	1	aircraft noise and kids health, the LAX study. LAX,
8	homeowners south of Slauson Avenue near Western.	ε	of course, knew about this study.
9	Now, we've had a cruel game played on us. We've got	9	I have not been able to be involved in
10	roosters, pit bulls, people that come to my	10	
11	community that don't speak my language and now you	11	
12	are trying to slide the airport expansion on me.	12	
13	What I would like to know is why is it	13	-
14	that the Concerned Citizens of South Los Angeles	14	
15	were not apprised of what you people are trying to	15	
16	do? Oh, yeah, we've.been told that you've got the	16	
17	Blue Line that's going to be running down Crenshaw.	17	
18	That's the game right there. You want to entertain	18	
19	us with the Blue Line. You say that's going to	19	
20	create jobs. Fine, but what about this airport	20	
21	expansion trip? See, what you're planning to do we	21	
22	have the airplanes flying over our houses all day	22	
23	and all night every day of the week. I can look out	23	
24	my kitchen window and see planes lined up just like	24	
25	army boot camp and they float in. You can go into	25	soundproofed. Furthermore, soundproofing only the
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1	your backyard at certain times of the day and night	1	schools in the community doesn't help when all of
2	and you will get a red spotlight. We have all the	2	the children in the community are impacted.
3	amenities that other communities have to pay for	3	So I need the airport to look at the
4	they're given to us. What I would really like to	4	effect on the children in the community. The school
5	know what I would really like for you people to	5	psychologist has told me that we have a wide amount
6	do for me is to get me the information about the	6	of children from the LAX from the Imperial Street
7	airport expansion plan and I will sit down and I	7	corridor that are being affected. When you go to
8	will put it into context and I will give you a	8	complain to the airport, they say they're operating
9	response because it is utterly ridiculous and it's	9	within their normal conditions. We can hear these
10	useless for me to come here and to speak about	10	conditions in our building, okay? They say, "Is it
11	something that I have no knowledge of right now.		an early turn?" I don't know where it is. I'm
12	Thank you.		inside my unit. I hear it. When you are normally
13	MR. OSWALD: Calling Adrienne Collis, Mel		operating you are in violation of our air space and
14	Leventhal and the next person after that would be		our hearing and you have done nothing at all to help
15	Jerry Saunders.	15	us. Thank you.
16	MS. COLLIS: My name is Adrienne Collis.	16	MR. OSWALD: Mel Leventhal, please,
17	I live at 770 West Imperial which is at the end of	17	followed by Jerry Saunders followed by Robert Brown.
	the southernmost runway. Our building is not	18	MR. LEVENTHAL: Good morning. My name is
1	soundproof at all. We have decibel levels over 85		Mel Leventhal. I'm on the Bicycle Advisory
	decibels in our building and why is this? It's		Committee/L.A. Department of Transportation.
	totally political. The airport had agreed to give	21	I have a few concerns mostly about
	money to the City of El Segundo for soundproofing	22	transportation but before I get to that I notice we
	and then took it back because the city wouldn't		have only four options. I found very early in
	grant a navigation easement. The people in my	1	raising my children I would create options of my
25	building have no control over this but we deal with		choice in which my children could then choose from
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25	airport in the Ventura area. I know there's talk	25	noise, particulate fallout, early turns, traffic	
24	we haven't even talked about an airport or possible	24	see our point, to be able to avail themselves of	
23	goods and commodities could not land at Palmdale and	23	required to live within this area. I think they'll	
22	out of our airport and I see no reason why those	22	officials that are connected with this project be	
21	growing thing is goods and commodities going in and	21	that the airport commissioners and FAA officers or	
20	people going in and out of the airport but the	20	five years past this proposed construction of LAX	
19	being affected and our community being affected by	19	I'd like to propose that prior to, during and also	
18	It's not only air transportation that's	18	pollution, traffic, health, safety and early turns.	
17	Nurita. We have to do the same thing.	17	Warren Nye. I'm concerned with hazards of noise,	
16	decided to put their airport 40 miles from Tokyo at	16	MR. NYE: Good morning. My name is	
15	problems. I'll be finished in a moment. What they	15	John Paxson.	
14	Take Tokyo. Tokyo found the same	14	Coming up we have Andrew Stefanski, Warren Nye and	
13	those decisions?	13	Brown made comments already. He might have left.	
12	when it occurred. Who was in charge? Who made	12	- -	
11	ever seen anyplace, anywhere. I couldn't believe it	11	MR. OSWALD: Thank you. Robert Brown,	
10	airport. That's the stupidest bit of planning I've	10	distribution of that future growth. Thank you.	
9	The Green Line did not even qo into the	9	assessment of the anticipated growth and the	
8	region. We're not even considering those things.	8	be included in the EIR so that we can make our own	
°	by subway to the which takes me to the train stations where I can go anyplace in the entire	7	I guess last the basic economic growth study that was used for guiding this process should	
	same thing. I can access by bicycle. I can access by subway to the $$ which takes me to the train	5	manner that it will promote this objective. I guess last the basic economic growth	
4	community. I can go to Frankfurt. I can do the	4	report that we get should be crafted in such a manner that it will promote this objective.	
	access by automobile, which affects our entire	3	the impacts of the airport's expansion and the	
	The only thing I see addressed here is parking,		process is the community's only chance to mitigate	
	parking facilities or what have you at the airport.	1	In short I'm concerned that the EIR	
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	airport and to my flight without affecting any		management plan.	
23	in, check my bags. That bus will take me to the		airport will participate in L.A. County's congestion	
22	bus in downtown London to British Airways and check		Traffic assessment should addressed. How the	
21	You can go to london, I can bicycle to the alipoit, I can take a subway to the airport, I can get on a	21		
	You can go to London, I can bicycle to the airport,	20	measures. Do this so that we have a basis of	
20	have done to reduce the transportation problems.	20	done as a separate report including full mitigation	
19	studies here but we seldom study what other cities	19		
	from other cities throughout the world. We do our	18	they are applied in the environmental assessment. A	
16 17	arrects our entire region. I think what we fail to do is to learn	17	quality should receive community acceptance before	
15	affects our entire region.	16	Thresholds of significant impact for traffic, air	
14	that the 405 and the Freeway ID are congested because of congestion down near the airport. It	14	they be set at reasonable and acceptable levels.	
13	closest freeway is Freeway 10. There's quite often that the 405 and the Freeway 10 are congested	13	thresholds of significant impact will be set that	
12	I live 15 miles from the airport. My	12 13	concerns that the study area cover boundaries of at least the South Bay area. I'm concerned that the	[
11	effect upon neighboring communities.	11	traffic impact and I support Carl Jacobson's	
10	I'm concerned. In and out of the airport and its	10		
9	transportation in and out of the airport as far as	9	my concerns are trainic, air pollution and the process. I'm concerned that with the	
8	have growth or no growth, the biggest problem is		speaking for myself. My concerns are traffic, air pollution	
1	well. We're not given that information. Whether we		Saunders. I'm a resident of Manhattan Beach and I'm	
6	airport is not expanded? We must address that as	6	MR. SAUNDERS: My name is Jerry	
5	to the L.A. Airport in the L.A. region if this	5	Stefanski.	
4	What if we do nothing? What will happen	4	for Jerry Saunders, David Brown and Andrew	
3	options. We're not offered the fifth option.	3	MR. OSWALD: Thank you very much. Asking	
2	exactly what is happening here. We have four	2	close. Thank you.	
1	one or two or three that were my choice and this is	1	about the air base up there being closed. I would	
				1

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1	problems and general congestion firsthand. I've had		1 MR. STEFANSKI: You skipped me.	
2	to scrub black gook off our fruits, vegetables,		2 MR. OSWALD: I called it earlier and I	
3	vehicles and homes. I've got closed doors, windows,		3 didn't see you.	
4	etcetera. I use air filters in the house and I		4 MR. STEFANSKI: Andrew Stefanski,	
5	cannot enjoy my backyard. I'm sure I share this		5 resident of Westchester.	
6	concern and life-threatening concern with many of my		6 The community and the airport agree that	
7	neighbors. Let those planners, commissioners,		7 this LAX airport is the only major airport servicing	
8	architects enjoy our problem.		8 a megalopolis housing some 20 million people. There	
9	So none of the proposed plans address our		9 is no other airport and we should very clearly look	
10	concerns really. You just don't seem to really care	1		
	about the residents of this area. Thank you.	1		
12	MR. OSWALD: I've got a few more cards	1		
13	left so if you would like to make comments right now	1		
1	in our morning session, please fill out one of the	1		
	comment cards.	1		-
16	We have John Paxson, American Citizen and	1		
	Andrea Tucker.	1.	I - m	
18	MR. PAXSON: Good morning. I'm John		i i i i i i i i i i i i i i i i i i i	
	Paxson, resident of North Redondo Beach and property		· · · · · · · · · · · · · · · · · · ·	
	owner.	19	i i i i i i i i i i i i i i i i i i i	
21	I strongly support the other speakers in	20	i i i i i i i i i i i i i i i i i i i	
	their requests that we reduce the number of aircraft		in a hazy way. The present short-term proposal if	
1	landings at LAX.	22	i i i i i i i i i i i i i i i i i i i	
24		23	and at het known the drippic	
	Regarding the EIS/EIR issues, the	24		
23	Hawthorne option will severely impact if not destroy		frantically for another airport which is much too	
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1	a refuge for humans in north Redondo Beach and	1	late. We should be now.	
2	neighboring residential communities. Initially I	2	No. 2, take all problems up to Manchester	
3	thought this was a red herring. I didn't think you	3	for the new facilities and runways but what about	
4	were serious about sending aircraft over this very	4	the freeway and street traffic?	
5	quiet community but now I realize you're serious and	5	No. 3, start 16 or 18 or 24-hour	
6	I'm speaking on that issue.	6	operations that will be the same facilities but 24	
7	Regarding the Hawthorne Airport expansion	7	hours a day or look for something else.	
8	option, the EIS/EIR should specifically address,	8	In order to avoid distress we should	
9	one, quantified impact on home values in north	9	start looking immediately for solutions, prepare a	
10	Redondo Beach. Two, the psychological impact of	10	comprehensive master plan. The courts will not	
11	noise from jets, prop.planes and helicopters on	11		
12	residents. Three, the psychological impact of the	12	money on a short-term plan without letting people	
13	noise on senior citizens and children. Again, these	13	know what happens later. Some of these proposals	
14	impacts these estimates should be quantified and	14	and the construction may go under the bulldozers	
15	the health impact of aircraft air pollution on	15	after 10, 15 years when the master plan is prepared	
16	at-risk segments of the population in the area, that		and we know what we are going to do later.	
17	should also be quantified at various fallout	17	As far as the consideration of the	
18	levels. This should be expanded to include shifting	18	present details is concerned, this is of limited	
19	wind patterns. Maybe for reference if you could do		value only without having comprehensive master	
20	a study on the residents in the Imperial Street		planning and knowing where we are going. Thank	
21	corridor to see what percentage of the incidents of		you.	
22	upper respiratory disease and cancer are	22	MR. OSWALD: Thank you very much. David	
	attributable to pollution associated with LAX.	23	Brown, did you already speak?	
24	Thank you.	24	MR. BROWN: No.	
25	MR. OSWALD: American Citizen.	25	MR. OSWALD: I have an American Citizen	
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	and then Andrea Tucker.	1	realize there are restrictions on what the airport				
	2 Before you start, David, we've got about	2	can do with their funds but they should be able to				
:	3 three more cards here. What I think we will do is	3	look at sources outside of that to help fund those				
	in order to give the court reporter a brief respite	4	projects that they can't directly fund.				
	we're going to take a five-minute stretch break,	5	The last issue that I would like to				
	give her some time and then we will reconvene after	6	address is specifically land use in Manchester				
	the last speaker. I've got four names left David	7	Square. Manchester Square is a residential				
6	Brown, American Citizen, Andrea Tucker, Renata Mulry	8	neighborhood in a sea of industrial and commercial				
9) and Sheryl Hunter. We'll take a ten-minute break	9					
10	and then we will resume taking the comment cards and	10	encroachment of the runways in concepts 2 and 3.				
11	continue.	11	Specifically they talked about runways coming very				
12	MR. BROWN: I'm a resident and a property	12					
13	owner in Manchester Square and I'm very concerned	13	-				
14	about the proposed master plan. I understand I only	14					
15	have three minutes so I'll keep it to just a couple	15					
16	of topics. I also have prepared a written statement	16	MR. OSWALD: American Citizen followed by				
17	that was submitted.	17					
18	The topics that I think are some of the	18					
19	most important topics that would need to be	19	AMERICAN CITIZEN: America is spending				
20	addressed are the long-term plan. I don't think	20	billions of dollars searching for life on Mars,				
21	it's appropriate to identify the plan as strictly	21	searching for life in outer space and spending				
22	2015 because LAX is in a very limited space. It has	22					
23	already publicly stated that it does not intend to	23	-				
24	expand into El Segundo to the south or north of	24	area.				
25	Westchester parkway and they've also identified the	25	Mr. Chairman, I think your master plan to				
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	Blue Butterfly zone to the west is an area that they	1	expand Los Angeles International Airport is going to				
	don't want to encroach on so that leaves basically		be a disaster in terms of the quality of life in				
	one direction to the east and to the east is the 405	3	this area. Los Angeles Metropolitan area is on the				
4	Freeway which would be very difficult to tunnel or	4	top of the list in terms of poor air quality.				
5	bridge in any way in the future so that we're	5	Los Angeles Metropolitan area failed to meet the				
	dealing with a very restricted or limited area. And	6	national standard for carbon monoxide.				
7		7	I'm sure that you and other members of				
8	that addresses maximum capacity in the future even		your staff are aware of the consequences of				
9	if they don't build out to it in the year 2015.		breathing carbon monoxide. In the city of Marina				
10	There ought to be a maximum limit on the size, the	10	Del Rey there's a sign posted on a parking				
11	capacity, the number of runways, all of these issues		structure. The sign reads "The air in this parking				
12	that deal with maximum size of LAX should be		structure contains chemicals known to the State of				
13	addressed.	13	California to cause cancer and reproductive				
14	The other issues related are ground		toxicity. Pregnant women are especially advised to				
15	transportation. They have identified preliminarily		reduce their exposure to automobile engine exhaust				
16	some sort of rail connections but I think that it	1	which contains carbon monoxide, a chemical known to				
17	should very clearly identify sources of public	17	cause birth defects." In the year 1994 98,017,000				
18	transportation that will be used, connecting the		tons of carbon monoxide was emitted in this nation.				
19	people mover along Century to the Blue or Green		Can you tell us how many tons of carbon monoxide				
20	Lines, connections to the 405 and the Century		will be emitted by the jets and the increased				
21	Freeway and down into the Marina, connections not		traffic flowing into this area? We can live longer				
22	only to immediately Blue Lines and Green Lines but		without food and water than we can without quality				
23	also connections that will take you back through the	23	air.				
24	rest of the city up to the Red Line. It should be	24	I think your decision to expand the				
	one system and the airport should help fund that. I		airport is a very serious mistake. Nevada, Las				
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1	Vegas, was once a desert but because of the vision,		1	Seattle and what they are going to do up there at	
2	the brainstorming and the creativity the desert has		2	tremendous cost and effect on homeowners and	
3	been turned into an oasis. You have an opportunity		3	businesses? I look at this board here and, I'm	
4	to create an oasis and I would encourage you to		4	sorry, but I take a very pessimistic view that any	
5	truly create a master plan. This is no master		5	of these concerns will ever turn up and be addressed	
6	plan. You have desert space where you can build an		6	fully in the final EIR for this project.	
7	oasis, an airport outside of this city. Remember		7	I want to say right now of course we have	
8	what will be recorded in the history of this city is		8	to have an airport. Aviation commercial aviation	
9	your decisions that will cause birth defects. The		9	is as important as the automobile and railroads. I	
10	Surgeon General of the United States should make a		10	think very few people would question that and now I	
11	comment, a study on the health effects of this added		11	want to focus my remarks very specifically on a	
12	pollution in addition to the noise and the effects		12	-	
13	of sound on the fetuses.		13	this study to address.	
14	MR. OSWALD: Got to wrap up. Thank you.		14	First of all, no one has ever told me	
15	Andrea Tucker, Renata Mulry and Sheryl Hunter. Then		15	definitively what is close to an airport. The	
16	we will take a short ten-minute break to give the		16	saying always is, "Well, if you don't like the	
17	court reporter a few minutes and then we will resume		17	airport, don't live close to an airport." Now, I	
18	right back to it.		18	want this study to say is it two miles, is it five	
19	MS. TUCKER: My name is Andrea Tucker and		19	miles, is it ten miles, is it 20 miles because this	
20	I'm a homeowner in Westchester and I'm employed in		20	plan is going to send airport and air traffic	
21	El Segundo by a hotel. I'm not prepared today so I		21	effects also into the guilded areas may I say	
22	just want to say from my point of view I've heard a		22	this of our land. It's going to affect Malibu,	
23	lot of very, very valid comments here and I feel		23	Rolling Hills. How can you add all this traffic in	
24	that everybody is entitled to their opinion and so		24	just these few air corridors here? The FAA has a	
25	am I.		25	system of drawing nice contours. These according to	
		Page 110			Page 112
1	Over the last several years I think we		1	Bexen Press are nothing more than lines in the sky.	
2	all know how the economy was and recently we're		2	My question is, noise contours, are they	
	rejoicing at LAX in the hotel business. We're			going to really reflect the flight paths of this	
	finally back on our feet. I live in Westchester, I			tremendous increase in traffic?	
	own a home in Westchester. I don't suffer from		5	Secondly, the noise contours, are they	
6	airport noise. I'm fortunate. I just feel that I		6	also going to take into account adverse or changes	
7	have benefited from the airport and I have to put			in weather conditions? Because we know from	
8	that in and add it to all the comments.			San Diego County Miramar Naval Air Station that the	
9	On the issue of the environment, I'm sure			proposed flight of helicopters will vary depending	
10	everybody drove here today. Did everybody drive?			on certain changes in the weather.	
11	Does everybody drive a quarter of a mile to the		11	Then I want to address finally the whole	
12	grocery store? Part of those effects are polluting		12	issue of general aviation. Now, it is difficult to	
13	our area as well so everybody should be concerned in			say, as I already indicated, commercial aviation	
14	the big picture, not just one area. Thank you.			does not have a tremendous benefit to the public.	
5	MR. OSWALD: Renata Mulry and then our	1		But general aviation, that's a different area.	
6	last speaker before the break will be Sheryl	1		General aviation is all the flights small	
7	Hunter.	1		executive jets, recreational flying, business	
8	MS. MULRY: I'm Renata Mulry representing	1		flying, things like that. I think the impact of	
9 1	Bexen Press, a publisher located in San Diego	1		general aviation needs to be taken out of this study	
0 0	County. We track government policy, land use as it	2		ind really, really analyzed because with this	
1 4	affects real estate.	2		irport plan I truly believe that general aviation	
2	I want to tell you, first of all, I have	2		as no place in LAX. It makes flying for the	
3 ł	peen tracking airport expansion and airport effects	2		commercial airline only more dangerous and	
4 c	on air pollution in neighborhoods up and down the	2		rongested.	
5 E	Pacific Coast. Do you know what has happened up in	2	25	Thanks for the coffee and the continental	
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1	breakfast.	1	can hear the comments.	
2	MR. OSWALD: Sheryl Hunter. We will take	2	We'll start with Fred Curcio.	
3	a ten-minute break after Sheryl Hunter's comments.	3	MR. CURCIO: My name is Fred Curcio. I	
4	MS. HUNTER: I live in El Segundo.	4	live in the 900 block of Cedar Street in	
5	Mostly I just want to talk, first of all, about the	5	El Segundo.	
6	pollution.	6	I've been raised in that town. I've been	
7	People have mentioned the word	7	there for about 36 years. I'm totally against any	
8	"kerosene." Until now I was, I guess, a dummy. I	8	expansionI don't want to go into the same reasons	
9	didn't pay that much attention to actually what was	9	that we have heard here today with regard to the	
10	being dropped on us. I recently had found out that	10	smog and the soot and all the environmental impact.	
11	a two-year-old child almost died from exposure to	11	I'm probably maxed out with what I can handle at the	
12	kerosene.	12	house that I'm in now. The house is constantly full	
13	Excuse me. Our children are being	13	-	
14	affected every day because of this. We find it on	14		
15	our cars. That means it's on our property, on our	15	rethought or possibly moved. I'm not against	
16		16		
	It's everywhere.	17	that you people that are here have got one hell of a	
18	It's also pollution has also been	18	tough job listening to everybody up here time and	
	linked to SIDS. SIDS is higher, is found in more	19	time again but we need to come to some type of	
	areas where there's higher pollution. That's not a	20	compromise. The city of Playa Del Rey that was once	
1	very fun thing to talk about either. There are also	21		
	respiratory problems and cardiac problems caused by	1.	along the beach which fought and fought and fought	
22		22	and finally gave up, it's vacant land now. They	
23	the air pollution and not just from the airplanes, I		lost their whole neighborhood. My city is a lot	
24		24	· ·	
25	more pollution than a car.		if you bought everybody out that's going to destroy	
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1	And the last thing I would like to say is	1	that town. There just isn't any room there.	
2	about the noise. The noise where I live I live	2	The pet peeve that I have is when they	
3	at the end of Imperial Avenue in El Segundo. The	3	set up this hotline to call in early turns. It	
4	noise is ridiculous. I'm not going to say much more	4	hasn't proven to be of any help. I run out there, I	
5	than that because I have already heard some very	5	see the planes, I run in and I make the complaint.	
6	good testimony from another person who lives in our	6	Two, three weeks later I get a letter in the mail	
7	unit or in our complex but I think you really need	7	with a highlighted tracking of the way that the	
8	to address a lot of these issues further. Thank	8	plane went and it shows me that it went right over	
9	you.	9	the airport the way that it was supposed to go and	
10	MR. OSWALD: Thank you very much. We're	10	it was over my house, the 900 block, almost two	
11	going to go ahead and take now a ten-minute break to	11	blocks south of Imperial. I know there's going to	
12	give the court reporter some moments.	12	be times when the planes have to turn or to abort a	
13	If you're going to leave, be sure you	13	takeoff or are having problems that they need to	
14	turn in your comment sheets so that it will become	14	turn around. If I would get an explanation like	
15	part of the public record. Please hang around if	15	that, that would be great, but I'm not getting that	
16	you would like to continue with us for the next hour	16	so obviously there really seems to be no concern on	
17	and 15 minutes. We will wrap up at 12:30 but we		the airport's part and if those are true emergency	
18	will have a second session today beginning at 2:00	18	turns, then they are happening to much which just	
19	o'clock and running until 7:00 p.m.		indicates that there's too much traffic there now.	
20	(Brief recess.)	20	What I would like to see is a good	
21			working relationship with the people of all these	
22			South Bay cities that are concerned and with the	
23	and then Joe Spencer or Spereno.		airport. We need to come to a compromise. Chevron	
24			is a good example of a city that has really made a	
25			lot of compromises. They have made a lot of	
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1	progress in the city. They can be fighting us on a		1 expansion if it goes forward to be that light	
2	lot of issues and they seem to be working with us.		2 industrial buildings be put in the area north of the	
3	I'm all in favor with working with the airport		3 airport that's currently clear. Two or three or	
4	listening to what these people have to say and let's		4 four-story buildings will serve as sound barriers	
5	just try and work something out. Thank you.		5 and sound buffers in that area as well. I would not	
6	MR. OSWALD: Next up is William Barry.		6 want them to be maintenance facilities for the	
7	Again, for those of you who have just		7 airport because that will just be noisy jet work.	
8	joined us, if you have just walked in, we are in the		If they could make a light industrial business park,	
9	midst of our public comment segment of our meeting	4		
10	today. Earlier we had presentations giving an	10) reduce noise as well. Thank you very much.	
11	overview of the master plan and of the environmental	11		
12	review process. That same presentation will once	12	please, followed by Joe Spereno. I do have	
13	again happen in our afternoon session beginning at	13	Elizabeth Vuna and then once again Danna Cope.	
14	2:00 or 2:15 if you would like to stay or come back	14		
15	to hear the presentation and also once again be	15		
	involved in this public comment period. Today we	16		
	are listening to your issues that must be addressed	17	· · · · ·	
	in the environmental review process that must be	18	•	
19	addressed in the EIR/EIS. This is called the	19		
20	scoping meeting and today we are not providing the	20		
21	answers to any questions. We are just trying to	21		
22	receive comments.	22		
23	Next is William Barry followed by Ellis	23		
24	Levin followed by Joe Spereno. If I don't get any	24		
25	more comments or speaker cards after that, again we	25	The first issue is that there is a	
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1	will take a short five-or-ten-minute break until we			
	get a few more.		tremendous amount of noise involved with this	
3			airport and certainly with any expansion. What does	
	MR. BARRY: My name is William Barry. I'm a resident of Westchester. I live on 90th	3	, the same include porconary myself	
		4	, a more in the middle of the might more	
	Street two blocks north of the property basically.		frequently by low-flying planes in the vicinity of	
7	that's vacant so we get an awful lot of noise and my	6	my house. That is absolutely a tremendous health	
8	concerns really are addressed to the noise and I would like to make two points.		hazard. Let me give you one specific concrete	
9		8	example.	
10	One, I'd like it to be a condition of any	9	The incidence of fatal cardiac arrythmias	
	kind of environmental study report that's generated	10	in predisposed individuals is well known to occur in	
11	that the soundproofing that's under way be completed	11	the early morning hours and is heightened by any	1
12 13	before the construction gets under way of any part	12	kind of stress response such as sudden awakening	
	of the expansion proposal. They have a project	13	from sleep in predisposed individuals, particularly	
14 15	under way right now to do soundproofing but one of	14	the elderly. I'm telling you this is a potential	
	the things that I noticed is that the soundproofing	15	major hazard of happening from being awakened from a	
16 17	project is based on data that's getting pretty far	16	deep sleep situation.	
	out of date. I think they're using 1993 sound	17	Furthermore, sleeplessness in general is	
18	profiles and they're doing the sound profiles on an	18	a major health hazard in our environment. Time	
	ongoing basis and I wish they would continue to use		Magazine did a study on this and a front-page cover	
20	the updated sound profiles because I think later		story a number of years ago that jet lag is one	
1	model airplanes may be changing the sound profiles		example of this kind of problem and there are many	
I	so that certain neighborhoods that are having	22	other kinds of disturbances of basic hormonal and	
	soundproofing done may not need them and others may		health rhythms that are a result of increasing noise	
	need it more.	24	and sleeplessness, a very underplayed but very	
25	Point two, I would like part of the		important problem in our society and in our	
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1	environment which can only be heightened by the		l go out of Palmdale.	
2	proposed expansion.		2 The other argument I've heard is it will	
3	Now, let me tell you one other anecdotal		3 create new jobs. It can create new jobs from	
4	story. A few months ago I was distressed by the		4 Palmdale. I don't see any reason why we are talking	
5	increasing amount of neurological disease in young		5 about expanding this airport at all in a populated	
6	individuals like Parkinson's and Lou Gehrig's		6 area when we can build one much more cheaply in	
7	disease appearing in people who were 30 and 40 years		7 another part of town for a fraction of the cost and	
8	old and I went to the neuropathologists at the		8 I don't think the public will support it and someone	
9	university and I asked one of them, "Ron, what do		9 should be doing something to see if there's public	
10	you think the basis for all this is?"	1) support on things like this. I can do without the	
11	And he said, "It's not really well known	1	l orange juice, thank you.	
12	in the literature and scientific work but my	1	2 MR. OSWALD: Elizabeth Vuna and Danna	
13	personal feeling is it's the increasing pollutants,	1	3 Cope.	
14	the neurotoxins in the air and the water that's	1	4 MS. VUNA: I'm Elizabeth Vuna. I'm also	
15	doing this."	1	5 here representing Mr. and Mrs. Robert E. Bag.	
16	And I said, "That's exactly my	1	5 I second the Palmdale motion. A couple	
17	perspective." And I think that's quite much agreed	1	7 of issues I would like addressed are primarily the	
18	upon by others. And so I think you need to	1	3 noise and air pollution, the negative adverse impact	
19	carefully consider the impact of any additional	1	9 of the surrounding communities around LAX.	
20	flights in and out in that respect.	2	Currently there's a clearance zone around the	
21	Finally, I would just like to say that no	2	l airport. I am wondering why a clearance zone wasn't	
22	matter how you call this it is a business decision.	2	2 projected in the four proposals because obviously	
23	Dan Quayle a few years ago organized the Committee	2	3 the amount of noise and air pollution is going to	
24	for Competitiveness, or whatever it was called, to	2	dramatically increase. I think the proposal for the	
25	basically undermine all the effects and actions of	2	5 clearance zone should be included in the proposal in	
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1	the EPA and fortunately cooler heads prevailed and		l this environmental study and not after this project	
	that committee was in essence disbanded or at least		2 starts to go through.	
	not listened to anyway. Let us not re-visit a Dan		I also wanted to mention the health risk	
	Quayle II in this report. There has to be some kind		to the individuals that reside near a major	
	of a balance between that and the impact on our		5 airport. According to a study that was prepared by	
	health and our environment and I strongly urge you		5 Meechum and Shaw in 1993, they showed that noise	
7	to consider those very important balances. Thank		7 around LAX caused the following: cardiovascular	
8	you.		disease to increase 18 percent for people over 75,	
9	MR. OSWALD: Thank you. Joe Spereno		9 suicides to double for people between the ages of 45	
10		1		
11	MR. SPERENO: I'm Joe. I live in Playa	1		
	Del Rey. I quess my concern is I don't see why we	1		
	are not doing sort of a public referendum to see if	1		
	the taxpayers are willing before we spend millions	1		
	on this project and the consultants who are making	1		
	millions only to find out we're not going to support	1		
	the project. It doesn't need to be built here. It	1		
	can be built for far fewer dollars somewhere else.			
	I've heard arguments that that's the reason airline	1		
	rates are down, passenger rates are down and that's	2		
21	great. Frankly, pardon the pun, but that does not	2	· · ·	
	fly. Airlines rates are based on competition, not	2		
	how much freight you have. I think it can be built	2		
	now much irreight you have. I think it can be built much more economically in Palmdale. Freight haulers	2		
1	man and construction in runnaute. Trefyic hauters	2°	I included LAX, John Wayne Airport and Ontario they	
25	can fly into Palmdale. Passenger flighte can also	1	found that there was a loss of value averaging 27.4	
25	can fly into Palmdale. Passenger flights can also	.ge 123	\dot{b} found that there was a loss of value averaging 27.4	Page 125

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:	l percent. This causes me great concern and, again,		Τ	l catastrophic aircraft collisions all leading to an	
1	2 I'm concerned about the projected increase of area			2 undue burden and hardship on those living or working	
3	3 that will be impacted.			3 at or near the airport. Thank you.	
4	The last issue that I'll mention, and I			4 MR. OSWALD: Our last speaker and then we	
5	o do have a written report, is I'm interested in			5 will take another break until I get a few more cards	
e	5 knowing when they were deciding to expand LAX was it			6 is Andrew Stefanski.	
7	taken into consideration that El Toro, too, is		-	7 MR. STEFANSKI: Andrew Stefanski,	
8	deciding to expand the Marine base and if, in fact,		1	9 Westchester. I would like to add a few remarks	
9	that goes through, and there appears to be a very		9	e concerning the present plans of the airport	
10	high probability that it will, then the figures that		10		
11	you are using and the need for the expansion at LAX		11	First is the ground and air congestion.	
12	are not accurate because they will take the majority		12		
13	of Orange County. Thank you.		13	skimpy air space and ground space provided. There	
14	MR. OSWALD: Danna Cope and then Andrew		14	is no other airport that is running six runways on	
15	Stefanski.		15		
16	MS. COPE: I'd like to follow up on what		16		
17	one of the gentlemen previously mentioned and that		17		
18	is that there is now a recent study that shows that		18		
19	children are very severely affected by noise		19		
20	especially in their capability to learn so this is		20		
21	another new study that is showing us that we simply		21	Increased danger. We have five major	
22	can't have this kind of impact for children in		22		
23	schools.		23	airport, two high schools and three elementary	
24	The other main point I want to make right		24		
25	now is that in going through the whole scoping for		25	close to schools. The outdoor office and facilities	
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1	this study I was struck by the fact that though it		1	will be completely wiped out by this extra noise.	
2	was acknowledged that there would be impact and the			We are putting all our eggs in one basket. An area	
3	problems, etcetera, etcetera, then they would		з		
4	say, "Well, maybe there would be problems." The		4	airport. We need three or four airports. There's	
5	categories were far underestimated and many of the		5	Palmdale and El Toro. We should work on this right	
6	things should be changed from "maybe" to "yes" and		6	now, not when the bells start ringing.	
7	from "no" to "maybe" on many, many of the items		7	Street congestion. We can get the cars	
8	listed.		8	out of the airport but they will be stacked on the	
9	However, I want to address mainly the two		9	freeways and streets. The whole area has to be	
0	items that really struck me so severely are under		10	rerouted to be able to accommodate all this major	
1	item 22, mandatory findings of significance. Under		11	traffic.	
2	a potential to degrade the environment they had		12	Increasing air pollution has been dealt	
3	listed "maybe." We have all been mentioning the air		13	with. It is an obvious extreme cost rehabilitating	
4	pollution and the noise pollution will be		14	existing facilities while trying to maintain the	
5	catastrophic. There's no maybe about this. This is		15	traffic represents an extremely high cost. You can	
6	a definite yes.	1		build much cheaper the facilities on an open space	
7	The other one was item D under that that	1		like in Palmdale. In the late seventies the city	
8	said substantial adverse effects on human beings and			conducted a major study I think it was by Rand	
9.	again they put "maybe." I think today you have been			Corporation and prepared a master plan assuring the	
0 0	given a lot of testimony that says absolutely yes			community that the boundaries of present airports	
1 1	there would be substantial effect on human beings to			will be not changed and only future expansion goes	
2 1	the point that it would lead to increased human			to Palmdale. Indeed, five and a half times of land	
	exposure to noise, air pollution emissions and risk			size was acquired in Palmdale for this purpose.	
i c	of exposure to hazardous materials and substances,			Today we don't even mention about Palmdale. As a	
5 i	increased risk of traffic accidents and jeopardy of			result of these assurances, major condominium	
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1	projects have been constructed in Playa Del Rey,	1	by Playa Vista. All of the traffic in the area will	
2	almost 1,000 units. These units will be suffering	2	be at a standstill. There also may be other plans	
3	property depreciation and the city will be subject	3	within the proximity that may need to be	
4	to the lawsuits not only by the homeowners but by	4	considered.	
5	the lenders who will be losing a substantial portion	5	Another concern I have is about bomb	
6	of their loans. Thank you.	6	threats and actual bombs. We can pretty much bring	
7	MR. OSWALD: We're going to take just a	7	all of Los Angeles to its knees if we are too	
8	few-minute break. I've got 11:45. We will start at	8	dependent upon one airport to meet all of our	
9	five minutes to 12:00. At that time we will take a	9	transportation needs.	
10	few more comments.	10	I think that we should start looking at	
11	Those of you who would like to leave if	11	distribution of air traffic and not centralization.	
12	you are going to leave, if you have any written	12	This plan sounds a bit to me like a blast into the	
13	comments do turn them in in the back. As you know,	13	past rather than a step into the future.	
14	we are going to be here this afternoon again from	14	Now I want to step into noise and some of	
15	2:00 until 7:00. You can come back again if you	15	my concerns here. The drastic increase in traffic	
16	like. You're welcome to join us at 2:00 o'clock.	16	from LAX will probably negate any benefit offered by	
	We'll take a ten-minute break. We'll get a few more	17		
	of these and then we will wrap up at 12:30 today.	18	3. It's not just about how loud is a plane, it's	
19	(Brief recess.)	19	how many times you have to listen to that crap	
20	MR. OSWALD: Janet Snapp followed by	20	through the process of a day.	
21	David Weiss.	21	Also, noise levels are related to	
22	Those of you who have just stepped in,	22	atmospheric conditions and I hope they take that	
	let me quickly tell you that we are here to identify	23	into consideration as they do their planning.	
	issues as part of the official public scoping	24	Sometimes it's very, very noisy depending upon what	
	process for the master plan EIR and EIS. As a part	25	the weather is doing.	
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	of the public scoping, we are identifying issues		Also if we're going to go through this	
	that need to be addressed in those documents. We		project, the first phase of it needs to be	
	don't have really a question-and-answer period.	3	completely focused upon noise reduction and I think	
	That's not a part of today's function.	4	there's a lot they can do and I think there's very	
5	We have a green card in front. It means		little that's been done. There's very little that	
	please continue. The yellow card is you have one		has been done in terms of making the outdoor	
	minute left. And a red card is please conclude your		environment a little better. I know they have done	
	comments. We're keeping verbatim notes over here	8	some things for some of the very close residents but	
9	with our court reporter and also just keeping the	9	that's about it.	
10	general quotes up on the wall, general comments.	10	The last statement I'd like to make is	
11	MS. SNAPP: I kind of have a hodgepodge	11	about the noise pollution and we actually have a	
	of issues and I'm just going to go through them.	12	couple of endangered species in Playa. It's not	
13	First off, I don't know if you guys	13	about the fact the airport is putting runways into	
	remember what happened on April the 16th. I	14	that, it's that they're dumping exhaust and	
15	certainly do because that was when a near collision	15	pollution into this area and I think we need to	
16	at LAX between two airplanes about to land took	16	consider that because once this blue butterfly is	
17	place and this could have been deadly but it wasn't	17	gone, it's gone forever. Thank you very much.	
18	and we're just lucky that it wasn't. The bottom	18	MR. OSWALD: Thank you.	
19	line is what do you think is going to happen as we	19	Janet reminds me that if you have any	
20	double the number of airplanes coming into the same	20	written comments and you would like to drop those	
21	air space? Apparently we care more about the income	21	off to us, our box is in the back. You can mail	
22	than we do about lives. I think that makes a real	22	them also directly to the airport.	
23	important statement.	23	The final speaker is David Weiss,	
24	I'm also concerned that this plan doesn't	24	please.	
25	take into account the traffic congestion also caused	25	MR. WEISS: Yeah, hi. I wanted to talk	
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1	about the ground noise that's currently right now at		1	runways and now that they are using that west end of	
2	the airport even without expanding. We moved in		2	the airport more for international traffic and	
3	December 6 blocks from 83rd and Lincoln to 83rd and		3	charters, it's getting even worse.	
4	Seran which is on the north side of the airport. We		4	So I think that some creative ideas could	
5	moved from Westchester to Playa Del Rey thinking		5	be come up with. There also could be, for example,	
6	that the noise would not be that much stronger but		6	some sort of sound-reduction material applied to the	
7	it really made an incredible difference just six		7	roofs of those large condominium complexes in	
8	blocks and we are on the map exactly a block and a		8	Playa. I live in Playa. I'm sure the residents of	
9	half or two blocks outside of the 1992 noise		9	El Segundo and Westchester could benefit from these	
10	contours which don't seem fair because we have an		10	types of things as well.	
11	extremely loud situation depending on the different		11	There's this huge area along the outside	
12	atmospheric conditions so I don't feel that it's		12	of the Westchester parkway that's unused land right	
13	fair to base any kind of soundproofing requirements		13	now. It's sitting there vacant and dormant and	
14	in terms of your exact location when it's really not		14	something could be done there easily. I think that	
15	known what the noise levels truly are. That was		15	a grove of citrus trees might be a good thing.	
16	five years ago already, 1992, and it really does		16	Maybe it wouldn't help that much but it would be	
17	matter what the atmospheric conditions are doing.		17	something and it might be cheaper than putting up	
18	It's very different depending on where the wind is		18	big walls. I'm sure if some people started	
19	coming from, the fog, etcetera. I'm curious what		19	brainstorming and really putting their minds to it	
20	time of the year in 1992 this study was done.		20	some creative approaches could be come up with	
21	The bottom line on that issue is I don't		21	quickly and it wouldn't cost a lot of money.	
22	feel the CNEL 1992 is fair for soundproofing		22	MR. OSWALD: Any other speaker request	
23	requirements and assistance should be available to		23	cards in the back? I'm inclined just to then go	
24	residents who need and who want it and who ask for		24	ahead and we'll conclude this morning's segment of	
25	it. If you don't want to pay to put in actual		25	our scoping session. We will reconvene at 2:00 p.m.	
		Page 134			Page 136
1	soundproofing installation, at least some sort of		1	and run until about 7:00 p.m. this evening. If you	
2	consulting services to be provided to tell us what			would like to come back, please do. And we	
3	we could do on our own to our house. We spend		3	certainly appreciate you coming out and helping us	
4	nearly a half a million dollars on a house, you		4	identify these important issues that need to be	
5	expect it to be an enjoyable one to live in and		5	addressed as part of the LAX Master Plan EIS and	
6	right now it's not quiet inside of the house and			EIR. Thank you very much for coming.	
7	it's very loud outside of the house. So we are also		7		
8	curious why there has been no soundproofing done in		8	(Whereupon at 12:15 p.m. the hearing was	•
9	terms of outdoor noise for ground noise from the		9	concluded.)	
10	airport. There's no kind of wall up in Playa on the		10		
11	northwest end of the runway of the airports and what		11		
12	about some creative ideas like a citrus grove or		12		
13	something bordering the airport. Maybe citrus trees		13		
14	would create jobs provide jobs for some youth and		14		
15	they would actually generate income for the		15		
16	airport. Let's come up with some creative ideas		16		
17	that aren't that expensive to implement that could		17		
18	actually reduce current noise quickly. Maybe brick		18		
19	walls. Brick walls have been done in Westchester		19		
20	and actually help. I was told that the noise in		20		
	Playa Del Rey was from the planes once they are		21		
	airborne and that there was nothing that would be		22		
23	done about it but that's not always the case.		23		
	There's plenty of times when we are hearing engines		24	·	
25	that are being revved up on the west end of the	1	25		
		Page 135			Page 137
	e 134 Dago 127				- ge 101

1	STATE OF CALIFORNIA)	
2) ss.	
3	COUNTY OF LOS ANGELES)	
4	I, WENDY S. SCHREIBER, CSR No. 3558, in	
5		
6	- -	
	before me at the time and place therein set forth;	
8	That the testimony of said witnesses and	
	all proceedings held were recorded stenographically	
10	by me and were thereafter transcribed;	
11	That the foregoing transcript comprises a	
12	true record of the testimony and of all proceedings	
13	held at the time of the hearing;	
14	That I am in no way related to the	
15	parties in this action, nor interested in the	
16	outcome thereof.	
17	IN WITNESS WHEREOF, I have subscribed my	
18	name and affixed my seal this 21st day of July,	
1	1996.	
20		
21	Certified Shorthand Reporter	
22	for the State of California	
	for the state of carronna	
23		
24		
25		
	Fage 138	

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FEDERAL AVIATION ADMINISTRATION

LOS ANGELES DEPARTMENT OF AIRPORTS

In Re Federal Aviation Administration)
Los Angeles Department of Airports for)
Preparation of An Environmental Impact)
Statement/Environmental Impact Report)
for the LAX Master Plan Project)

PUBLIC SCOPING MEETING SATURDAY, JULY 12, 1997 AFTERNOON SESSION 2:00 P.M.

Reported by:

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NANCY STAACK

CSR No. 9671, RPR

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1	Public Scoping Meeting In Re LAX Master Plan, taken	1	LOS ANGELES, CALIFORNIA; SATURDAY, JULY 12, 1997	
2	on SATURDAY, JULY 12, 1997, 2:00 P.M., at The Proud	2	2:00 P.M.	
3	Bird Restaurant, 11022 Aviation Boulevard, Los	3		
. 4	Angeles, California, before NANCY STAACK, CSR. No.	4	MR. OSWALD: I want to welcome you to	
5	9671, RPR.	5	the afternoon session of our public scoping meeting	
6		6	for the LAX Master Plan EIR Environment Impact Report	
7	APPEARANCES:	7	and the EIS for the LA airport.	
8		8	My name is Jim Oswald, and I work for	
9	FOR THE CITY OF LOS ANGELES DEPARTMENT OF AIRPORTS:	9	the firm MIG. I am a third-party facilitator. I'm	
10	J. L. (JACK) GRAHAM	10	not a part of the master plan team. My job here	
11	Chief of Airport Planning	11	today is to facilitate this discussion, your comments	
12	One World Way	12	and questions that need to be addressed in the EIR.	
13	P. O. Box 92216	13	I should say we're primarily here today to listen, to	
14	Los Angeles, CA 90009	14	write down and note your comments that should be	
15	310-646-7116	15	addressed, those issues that should be addressed as a	
16		16	part of the EIR.	
17	FOR THE FEDERAL AVIATION ASSOCIATION	17	We do not have a question and answer	
18	DAVID KESSLER	18	period as a part of this session. We want you to	
19	P. O. Box 92007	19	hear the presentation and then hear from you what are	
20	World Way Postal Center	20	the most important issues that need to be addressed	
21	Los Angeles, CA 90009-2007	21	as we begin the process of environmental evaluation	
22		22	on the alternatives contained in the master plan.	
23		23	I want to be sure that when you came in	
24		24	today you picked up a couple of key handouts. One is	
25			a comment sheet. These comment sheets play a very	
25	Page 140			Page 142
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1		1	important role in that if you intend on making oral	
2		2	comments today, you're invited to fill these out and	
3	APPEARANCES (CONTINUED):	3	either drop it out on the back tables or you can mail	
4		4	them to the address on the bottom of the comment	
5	THIRD PARTY FACILITATOR:	5	sheet.	
6	JAMES OSWALD, DIRECTOR	6	We'd like to get these comments in by	
7	MIG	7	July 31st so that we can be sure they are included in	
8	4676 Admiralty Way	8	the public report from the scoping meeting. We also	
9	South Tower, Suite 621	9	want you to pick up an agenda, which just describes	
10	Marina Del Rey, CA 90292	10	the overview of our hearing that we're going to	
11	310-448-5488	11	proceed on this afternoon.	
12		12	Take a quick look at that and you can	
13	ADDITIONAL APPEARANCE:	13	see, as soon as I'm done, we'll move onto a	
14	SUSAN GILMORE, Public Relations Manager	14	presentation by different members of the LAX team,	
15		1		
16	City of Los Angeles Department of Airports	15	the FAA team, and the majority of the afternoon is	
		15 16	the FAA team, and the majority of the afternoon is dedicated to listening to your public comments. Your	
17		16		
17 18		16	dedicated to listening to your public comments. Your	
		16 17	dedicated to listening to your public comments. Your issues, questions and comments that you would like to	
18		16 17 18	dedicated to listening to your public comments. Your issues, questions and comments that you would like to see addressed in the EIR.	
18 19		16 17 18 19	dedicated to listening to your public comments. Your issues, questions and comments that you would like to see addressed in the EIR. The last handout is just the notice of	
18 19 20		16 17 18 19 20	dedicated to listening to your public comments. Your issues, questions and comments that you would like to see addressed in the EIR. The last handout is just the notice of the public scoping meeting which just lays out the	
18 19 20 21		16 17 18 19 20 21	dedicated to listening to your public comments. Your issues, questions and comments that you would like to see addressed in the EIR. The last handout is just the notice of the public scoping meeting which just lays out the fact that it is the second of three public meetings	
18 19 20 21 22		16 17 18 19 20 21 22 23	dedicated to listening to your public comments. Your issues, questions and comments that you would like to see addressed in the EIR. The last handout is just the notice of the public scoping meeting which just lays out the fact that it is the second of three public meetings that have been scheduled. You can see that we had	
18 19 20 21 22 23		16 17 18 19 20 21 22 23 23 24	dedicated to listening to your public comments. Your issues, questions and comments that you would like to see addressed in the EIR. The last handout is just the notice of the public scoping meeting which just lays out the fact that it is the second of three public meetings that have been scheduled. You can see that we had our morning session here today from 8:00 a.m to	

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5.	and to the left or right. We'll be taking a couple	25	cargo facilities, ancillary facility and ground	
	review process. The rest rooms are out these doors	24	taxi-way system, terminal and airport parking gates,	
	of the meeting and agenda and the environmental	23	alternative to including new runways and an improved	
	the room there are the forms, along with each issue	22	There are several components to each	
1	You might have noticed in the back of	21	forecast.	
	process that we're going to be going through today.	20	have been designed to satisfy the unconstrained 2015	
	myself a couple times so people understand the	19	to accommodate. The five alternatives being studied	
	in and not having this information, I want to repeat	18	handling more aviation demand than they were designed	
7	Bear with me because today we're coming	17	operational inefficiencies as airport facilities are	
	card.	16	The airport is currently experiencing	
	the public hearing that you do fill out the speaker	15	cargo operations by the year 2015.	
	in, be sure that if you like to make a comment during	14	needed to accommodate projected demand for passenger	
3	Let me ask, in case you're just coming	13	site and land site facility and facility requirements	
2	about that in a just a minute.	12	based in part on assessment of LAX's existing air	
l	have additional comment for that, and we'll talk more	11	The evaluation of the alternatives is	
D	into the environmental process and the draft EIR to	10	master plan improvements to the existing airport.	
9	written comments on the scoping issue. Once we get	9	alternative that does not involve comprehensive	
9	you. July 31st is the last time there would be	8	Four development alternatives and one no project	
7	deadline for receiving comments is July 31st. Thank	٦	We are working with five alternatives.	
5	MR. OSWALD: I believe the legal	6	Los Angeles.	
,	deadline?	5	international commercial gateway role of the City of	
	day that you would like to get comments or is that	4	component of the regional economy and the	
	AUDIENCE MEMBER: Is July 31st just the	3		
	just a minute. Did you have a question?	2		
L	possible. I'll go through the process of that in	1	capacity are efficient and cost effective, maximizing	
		Page 144		Page
5	speaker so we can hear from as many of you today as	25	capacity, to ensure that new investments in airport	
	we'll have a time limit, three minutes for each	24	amount, type, location, and timeliness of such new	
	is next and the third person ready to speak. And	23	needs during the period 2000 to 2015 with respect to	
2	is going to be on deck as the speaker, somebody who	22	are to meet local and regional air transportation	
	then be calling you out in groups of three. Somebody	21	In particular, the project objectives	
)	person in the back, they'll bring them forward. I'll	20	Coast Basin.	
9	you fill one of these out, give them to a staff	19	advance the economic growth and vitality of the South	
8	saw the speaker request card on the back table. If	18	Angeles metropolitan area that will sustain and	
7	microphones. And very simply, as you came in, you	17	capacity for passengers and freight in the Los	
6	If you have comments, come to the	16	with surrounding land uses, additional airport	
5	from the California Environmental Quality Act.	15	; an environmentally sound manner that is compatible	
4	little bit about CEQA and the environmental review	14	the purpose of the LAX master plan is to provide in	
3	We'll go right back to John to talk a	13	As stated in the notice of preparation,	
2	property is undergoing.	1:	2 take a few moments to explain the project to you.	
1	overview of the federal environmental process the	1:	l future proposed LAX master plan, and I'm going to	
0	Aviation Administration, FAA, will then provide an	1) know, we're here today to receive input for the	
9	the focus. David Kessler, who is from the Federal		9 for attending the meeting this afternoon. As you	
8	discussion of the LAX master plan, the process and		MR. GRAHAM: Good afternoon. Thank you	
7	planning from LA World Airport, to give a brief		7 project description.	
6	-		6 give us that overview of the LAX master plan and	
5	After I'm done with my remarks, I'm		5 who is the chief of airport planning to step up and	
4			3 We'll give you an opportunity to get up 4 and leave if you so choose. Let me ask John Graham,	
	and then there's a public scoping meeting scheduled		2 don't need to stay the whole time. 3 We'll give you an opportunity to get up	
	El Segundo Boulevard. That is another public meeting			

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2	access improvements. In all four development	1	reconfigured and expanded westward, increasing the	
	concepts ancillary facilities which are the	2	number of aircraft parking gates from 145 to 245.	
3	facilities that support the aviation related activity	3	And referring back to this, this is the existing	
4	of LAX would require 228 acres, a reduction from the	4	central terminal area here.	
5	existing 355 acres.	5	This plan eliminates the north	
6	Terminal facilities would be expanded by	6	concourse, and the north Tom Bradley terminal	
7	approximately 3- to 4,000,000 square feet from 3.96	7	expansion is occurring west of the Tom Bradley by	
8	million to approximately 7.9 million, a new terminal	8	taking the area which is now predominantly airline	
9	building and new concourses would be built west of	9	maintenance and putting in there a new check-in	
10	the Tom Bradley terminal. A people mover system and	10	terminal and new linear concourses here out on the	
11	roadway would be built to connect the new terminal	11	air field, as has been done at Denver or Atlanta	
12	and concourses to the central terminal area and	12	where you have a main terminal facility and you have	
13	ultimately to the Metro Green Line.	13	an underground people mover which feeds parallel	
14	The first alternative that we're talking	14	terminals where the aircraft are. This is what	
15	about, the no project alternative. This alternative	15	provides the additional gates that I mentioned.	
16		16	The existing Imperial south and Century	
17	without comprehensive master plan improvement. With	17		
18	passenger and cargo demand continuing to grow as	18	million additional square feet of new and redeveloped	
19	forecasted, limited and outdated airport facilities	19	cargo space proposed. And, again, referring to this	
20	will lead to increased flight delays, terminal	20	exhibit here, we have Aviation Boulevard here and the	
21	crowding and ground access traffic congestion.	21	cargo facility now is over here. And this area which	
22	Given a limited capital improvement	22		
	currently approved by the Los Angeles Board of	23		
24	Airport Commissioners, LAX's efficiency will continue	24		
	to degrade as demand grows without improvement to the		that there would be taxiway access into this new	
	Page 148			Page 150
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	existing is facilities.		cargo area.	
2	I will briefly go into the four	2	There would also be new cargo terminals	
3	development alternatives, starting with alternative	3	along here which is just west of La Cienega and this	
4	No. 1. And I'll try to show you some of these	4	facility south of Century. And then basically the	1
5	features on the screen as I go along.			
		5	existing cargo area which here would be redeveloped	
6	Alternative 1 represents the most	6	existing cargo area which here would be redeveloped with the capacity and the efficiency of all this	
6 7	Alternative 1 represents the most physically compact airport development alternative.	6	·	
		5 6 7 8	with the capacity and the efficiency of all this	
٦	physically compact airport development alternative.	7	with the capacity and the efficiency of all this cargo area improved to what it is now much.	
7 8	physically compact airport development alternative. It also accommodates the smallest number of aircraft	7 8	with the capacity and the efficiency of all this cargo area improved to what it is now much. Approximately 220 acres of additional	
7 8 9	physically compact airport development alternative. It also accommodates the smallest number of aircraft operations of the four development alternatives under	7 8 9	with the capacity and the efficiency of all this cargo area improved to what it is now much. Approximately 220 acres of additional land would enable LAX to accommodate 900,000 to	
7 8 9 10	physically compact airport development alternative. It also accommodates the smallest number of aircraft operations of the four development alternatives under evaluation. This alternative proposes five runways	7 8 9 10 11	with the capacity and the efficiency of all this cargo area improved to what it is now much. Approximately 220 acres of additional land would enable LAX to accommodate 900,000 to 940,000 annual aircraft operations, 88 to 92 million annual passengers and 4.2 million tons of cargo each year in the year 2015 under this concept.	
7 8 9 10 11	physically compact airport development alternative. It also accommodates the smallest number of aircraft operations of the four development alternatives under evaluation. This alternative proposes five runways by adding a 6,000-foot runway to the north airfield	7 8 9 10 11	with the capacity and the efficiency of all this cargo area improved to what it is now much. Approximately 220 acres of additional land would enable LAX to accommodate 900,000 to 940,000 annual aircraft operations, 88 to 92 million annual passengers and 4.2 million tons of cargo each	
7 8 9 10 11 12	physically compact airport development alternative. It also accommodates the smallest number of aircraft operations of the four development alternatives under evaluation. This alternative proposes five runways by adding a 6,000-foot runway to the north airfield and relocating two north runways southward.	7 8 9 10 11 12	with the capacity and the efficiency of all this cargo area improved to what it is now much. Approximately 220 acres of additional land would enable LAX to accommodate 900,000 to 940,000 annual aircraft operations, 88 to 92 million annual passengers and 4.2 million tons of cargo each year in the year 2015 under this concept.	
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7 8 9 10 11 12 13 14	physically compact airport development alternative. It also accommodates the smallest number of aircraft operations of the four development alternatives under evaluation. This alternative proposes five runways by adding a 6,000-foot runway to the north airfield and relocating two north runways southward. And looking at the screen here, you see the proposed 6,000-foot north runway for commuters as	7 8 9 10 11 12 13 14	<pre>with the capacity and the efficiency of all this cargo area improved to what it is now much.</pre>	
7 8 9 10 11 12 13 14 15	physically compact airport development alternative. It also accommodates the smallest number of aircraft operations of the four development alternatives under evaluation. This alternative proposes five runways by adding a 6,000-foot runway to the north airfield and relocating two north runways southward. And looking at the screen here, you see the proposed 6,000-foot north runway for commuters as shown on this plan.	7 8 9 10 11 12 13 14 15	with the capacity and the efficiency of all this cargo area improved to what it is now much. Approximately 220 acres of additional land would enable LAX to accommodate 900,000 to 940,000 annual aircraft operations, 88 to 92 million annual passengers and 4.2 million tons of cargo each year in the year 2015 under this concept. Now we will go to development concept 2. Alternative 2 represents an increase in airport development and the amount of land involved relative	
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7 8 9 10 11 12 13 14 15 16 17 18	physically compact airport development alternative. It also accommodates the smallest number of aircraft operations of the four development alternatives under evaluation. This alternative proposes five runways by adding a 6,000-foot runway to the north airfield and relocating two north runways southward. And looking at the screen here, you see the proposed 6,000-foot north runway for commuters as shown on this plan. These two runways represent the existing 24 left and 24 right relocated several hundred feet to the south in order to make room for this new	7 8 9 10 11 12 13 14 15 16 17 18	<pre>with the capacity and the efficiency of all this cargo area improved to what it is now much. Approximately 220 acres of additional land would enable LAX to accommodate 900,000 to 940,000 annual aircraft operations, 88 to 92 million annual passengers and 4.2 million tons of cargo each year in the year 2015 under this concept. Now we will go to development concept 2. Alternative 2 represents an increase in airport development and the amount of land involved relative to alternative 1. This alternative would propose six runways by extending the existing runways and adding one 6,000-foot runway to both the north and south</pre>	
7 8 9 10 11 12 13 14 15 16 17 18 19 20	physically compact airport development alternative. It also accommodates the smallest number of aircraft operations of the four development alternatives under evaluation. This alternative proposes five runways by adding a 6,000-foot runway to the north airfield and relocating two north runways southward. And looking at the screen here, you see the proposed 6,000-foot north runway for commuters as shown on this plan. These two runways represent the existing 24 left and 24 right relocated several hundred feet to the south in order to make room for this new runway without pushing further north. And what this	7 8 9 10 11 12 13 14 15 16 17 18 19	<pre>with the capacity and the efficiency of all this cargo area improved to what it is now much. Approximately 220 acres of additional land would enable LAX to accommodate 900,000 to 940,000 annual aircraft operations, 88 to 92 million annual passengers and 4.2 million tons of cargo each year in the year 2015 under this concept. Now we will go to development concept 2. Alternative 2 represents an increase in airport development and the amount of land involved relative to alternative 1. This alternative would propose six runways by extending the existing runways and adding one 6,000-foot runway to both the north and south airfields.</pre>	
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1	This adds capacity in the south side by pushing also		1	Left to about 12,000 feet.	
2	a landing runway, a communal runway at 6,000 feet on		2	The south side, basically, is the same	
3	the south side, and thereby using or eliminating some		3	here as it was in alternative 2 with the third runway	
4	of the cargo facilities on the south side.		4	on the south.	
5	But under this scheme we get six		5	The Century terminal area corner would	
6	runways. The central terminal area would be		6	increase the number of aircraft parking gates from	
7	reconfigured similar to the before, increasing the		7	145 to 276. Like alternative 2, the new commuter	
8	number of aircraft parking gates from 145 to 276.		8	aircraft would be displacing a significant portion of	
9	As I said, the main difference in terms		9	the existing South Imperial cargo areas.	
10	of terminals is that we have not eliminated		10	As a result, as in the last alternative	
11	concourses on the north side with this plan. The		11	we have new cargo facilities north of 98th Street	
12	west side is pretty much the same as it was in the		12	west of Aviation as well as the southeast corner of	
13	alternate one.		13	that. Actually, it's east of Aviation here where	
14	The new commuter runway on the southeast		14	we're adding the cargo facility.	
15	corner of the airport would displace a significant		15	Again, redevelopment. Cargo facility is	
16	portion of the existing south Imperial cargo area.		16	the same as in alternative 2 with the cargo facility	
17	As a result, a new cargo facility would be		17	up north of 98th Street. Alternative 3 would require	
1	constructed north of 98th Street, west of Aviation		18	the acquisition of approximately 400 acres of land	
19			19	and would enable LAX to accommodate 920,000 to	
20	existing Century cargo complex would be replaced		20	960,000 annual aircraft operations, 90 to 94 million	
21	This is pretty similar to what we just saw.		21	tons of cargo each year, again, in 2015.	
22	Again, the expansion on the south side		22	Now, the last alternative is alternative	
23	going over into the former Continental City area		23	4. Alternative 4 proposes to use the airfield	
24	south, the restaurants with Aviation Boulevard		24	capacity at the existing Hawthorne airport to enhance	
25	underground and taxi-way across this area and with		25	operations at LAX. This alternative proposes	
		Page 152			Page 154
1	cargo being, in this case, up here off of 98th		1	realignment of the existing Hawthorne runway,	
	street. This is predominantly the makeup for the			lengthening it to 6,000 feet. Thereby, allowing	
			3	operation of commuter aircraft. Here you see the	
	in on the south side.		4	realigned and lengthened runway here at Hawthorne.	
5	AUDIENCE MEMBER: Would it take off?		5	The two airports would be connected by a	
6	MR. OSWALD: Hold on just a second.			new dedicated runway along the 105, 405 freeways,	
7				allowing buses to take passengers and transfer	
8	MR. GRAHAM: Alternative 2 would require			between the two operations. This shows an elevated	
9	the acquisition of approximately 446 acres of land			and graduated roadway along this route into the	
	-			airfield here at LAX so that the commuter passengers	
	960,000 annual aircraft operations, 90 to 94 million			could then make their connections off of the	
	annual passengers, and 4.2 tons of cargo each year in			terminals at LAX.	
	2015.		13	The central terminal would be	
14	Now we will go to concept 3. Similar to		14	reconfigured and expanded westward, increasing the	
15	alternative 2, No. 3 represents an increase in			number of aircraft parking gates from 145 to 245. As	
	airport development and the occupied land relative to			in the other alternatives, the existing Imperial	
	this alternative 1. This alternative proposes six			south and Century Cargo complexes would be preserved	
	runways as in alternative 2 by adding a 6,000-foot			with approximately 2.9 million additional square feet	
	runway to the north and south airfields and extending			of new and redeveloped cargo space proposed.	
	existing runways.	1	20	Alternative 4 would require the	
21	Here, you can see very similar to the			acquisition of approximately 500 acres of land and,	
	last alternative. In this case the commuter runway			if implemented, would enable LAX to accommodate	
	is shifted further to the west across Pershing Drive			940,000 to 980,000 annual aircraft operations, 92 to	
	and the new located 24 Right doesn't go as far east	1		96 million annual passengers and 4.2 million tons of	
	as it did in alternative 2. Also, we relocate 24			cargo each year.	
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1	If you want further information on the	1	Publication of a notice of intent in the	
2	alternatives, you're certainly welcome to look at the	2	Federal Register, which we have already done.	
3	exhibit in the back of room. It will give you much	3	Conducting joint public scoping meeting, which we are	
4	more detail on the alternatives.	4	doing here today. Refinement of the scope of the	
5	MR. OSWALD: Let me ask David Kessler to	5	EIS/EIR upon completion of the scoping process. And	
6	talk a little bit about the environmental review	6	considering comments received, preparation of the	
7	process.	7	draft EIS/EIR document, publication of the draft	
8	MR. KESSLER: Good afternoon, ladies and	8	EIS/EIR for the purpose of review for a period of not	
9	gentlemen. Welcome to the public scoping meeting for	9	less than 45 days in accordance with the CEQA	
10	the Environmental Impact Statement and Environmental	10	regulations.	
11	Impact report or, EIS, EIR for the further	11	Conducting public hearing on the draft	
12	development of Los Angeles International Airport as	12	document. Evaluation of comments received on the	
13	described in the master plan.	13	draft EIS/EIR, the final EIS/EIR will include	
14	My name is David Kessler. I am the	14	responses to comments on the draft document.	
15	airport planner from the Federal Aviation	15	Preparation and publication of the final	
16	Administration at the Western Pacific Region office.	16	Environmental Impact Statement.	
17	This is the first of three meetings being conducted	17	And the final step in the federal	
18	in the local area to collect comments from the	18	process is the record of decision. After 30 days	
19	general public, local interest groups, government	19	have passed following the publication of the Notice	
20	agencies, concerning the scope of the joining	20	of Availability in the Federal Register, in	
21	EIS/EIR.	21		
22	The FAA is preparing the EIS portion of	22	render a decision.	
23	the document in accordance with federal legislation	23	Today we are asking for your comments	
	known as the National Environmental Policy Act of	24	concerning the scope of the EIS/EIR. Some of the	
	1969. This law became effective on January 1st,	25	environmental topics that will be evaluated include,	
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			but are not limited to the following:	
	1970. The implementation and regulation of 1970 are defined by the President's Council on California	2	Aircraft noise, air quality, surface	
	Environmental Quality Regulations or CEQA	3	traffic, social impacts, threatened and endangered	
	regulations. The FAA announced its notice of intent	4	species and cultural resources.	
		5	As mentioned by our facilitator, there	
5	to prepare an EIS/EIR and the scheduling of these		is a sign-in register placed at the table near the	
6	meeting in accordance with CEQA. This notice appeared on Wednesday, July 11, 1997 issue of the	7	door for everyone to sign. Please do so, as this	
	Appeared on weakesday, July 11, 1997 Issue of the	8	will provide an accurate listing of attendees of this	
8	,			
9	Pursuant to the California Environmental		meeting and will be an attachment to the EIS.	
10	Quality Act of 1970, the City of Los Angeles, as	10	We've also provided speaker sign-up	
11	operator of the airport, must also prepare an	11		
12	Environmental Impact Report before a decision can be		They look like these. These small cards.	
13	made on which development alternative is to be used	13	I'd like to remind everyone that the	
14	at the airport.	14		
15	In accordance with CEQA, the FAA and		of Los Angeles to listen to your comments concerning	
16	the City of Los Angeles will proceed as joint lead	16	•	
17	agencies in the preparation of a joint lead EIS/EIR.	17	If you feel more comfortable providing	
18	The joint preparation is being accomplished to		your comments in writing, we will be accepting	1
19	eliminate unnecessary duplication and produce a		letters until Thursday, July 31st, 1997. You can	
20	timely document.	20		
21	This combined federal and state	21	,	
22			listed at the top of the attendance sheet and at the	
	1500.6 of the CEQA requirements. The process for	23	bottom of comments sheet.	
24	preparing the EIS/EIR document includes the following	24	At this point, Mr. Graham for the City	
25	steps:	25	will describe the CEQA portion of the document, thank	D 175
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1	you	1	comments. As we begin our comment period now,	
2	MR. GRAHAM: As Mr. Kessler explained,	2	anything that you believe should be addressed as we	
3	the environmental document will be a joint EIS/EIR.	3	begin this very important phase of environmental	
4	The City, as co-lead agency, is responsible for	4	evaluation. There are the comment cards in the back.	
5	complying with the California Environmental Quality	5	These are the speaker request cards. If	
6	Act. That's the CEQA guidelines. The CEQA	6	you'd like to fill one of these out and leave it in	
7	guidelines, although somewhat parallel, vary somewhat	7	the back, it will get to me and I can use these to	
8	from the federal NEQA requirements.	8	call upon people.	
9	Under CEQA the following occurs: An	9	As we begin, Nancy is our court reporter	
10	initial study is made to determine what environmental	10	today. She'll be typing up your questions and your	
11	categories will be affected by the project. A Notice	11	comments. My associate, Lou Hector, will also be	•
12	of Preparation of Environmental Impact Report is	12	keeping a series of notes much like we did this	
13	prepared and distributed. Public scoping meetings	13	morning. You can see examples of those on the walls.	
14	are optional under CEQA, but are generally held to	14	We have just the essence of what the comments are.	
15	allow for public input early in the process.	15	Kim is going to be helping me today. She will put up	
16	Input received as a result of scoping	16	a green card beginning the comment period. She will	
17	meetings is reviewed for possible inclusion in the	17	be holding up a card like this one when you start.	
18	environmental document, which for this project, will	18	When you get down to a minute remaining	
19	be the EIS/EIR. After impacts are analyzed, the	19		
20	draft EIS/EIR is prepared and circulated for review.	20		
21	Commends are received and incorporated into the final	21	time is up, we will ask you to stop or wrap up. The	
22	EIS/EIR. The EIR is certified by the board of	22	red card will go up. You are welcome to submit your	
23	airport commissioners, along with the necessary	23	name again if you'd like. We are here until 7:00	
24	entitlements required to accomplish the project.	24	this evening. I received about six or seven cards	
25	The Los Angeles City Council ultimately	25	thus far. I night have more.	
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,	approves the project and certifies the environmental			
2		1	So we'll step up to the microphone. And	
3	findings prior to the FAA certification of the EIS/EIR. Many of the environmental categories	1	the first speaker is Jim Bickhart, followed by Howard	
4	examined overlap between NEPA and CEQSA, such as air		Paul. Followed by John Jones. Mr. Bickhart, I again	
5	quality, noise, cultural resources.	4	to point out our purpose today is to get your	
6	Others are unique to the CEQA process.		comments. Our format today doesn't allow us to	
7	For example, recreation, public services, population		respond to your questions. So if you can term your	
8	and housing. Please refer to the comments sheet for	1	questions in that manner, it will be recorded for the	
	a listing of the categories which will be examined.		record, that should be addressed as the EIR, we would	
	Thank you.		certainly appreciate it. Jim Bickhart.	
11	MR. OSWALD: Thank you, John. We're now	10	MR. BICKHART: My name is Jim Bickhart.	
12	going to move into the public comment period segment	1	I live in Venice, California. I live in Venice,	
13	of our day today. Again, I'll urge you, if you're		California. I have a letter to submit that outlines	
14	just coming in today, to pick up a comment sheet.		approximately 29 issues of the EIS/EIR and I have a	
15	These comment sheets are for you and will be made a		comment about Mr. Graham's description of this	
16	part of the formal public. They will be a part of		process. It is, I think, worth noting that the CEQA	
17		16	approval processes don't need to lead to approval.	
18			The EIR and EIS documents can be used by	
19			the decision makers to deny a project. Most of the	
	across the top and I'd like you to look at those,		issues I've mentioned in my letter are from CEQA and	
21			NEPA. And a few of them also deal with issues unique	
22			to this project and this location. I will not go into these issues in my testimony. I think they'll	
23			into these issues in my testimony. I think they'll be more useful in your deliberations later.	
		23	be more userul in your deliberations later. But I would like to make a comment,	
25			general, at first. LAX 2015 appears to be rooted in	
1			general, at initial. Mor zois appears to be rooted in	
1	Page 161		-	age 163

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1	the questionable pretext that the airport is intent	1	now the studies show you will have the 405 freeway	
2	on accommodating the whims of the carriers who don't	2	driving at 12 1/2 miles per hour, average. Now,	
3	want to be bothered to respect the needs of existing	3	expanding LAX anymore is impossible. You can't	
4	communities in the region. I suggest that the region	4	handle it now. What makes you think that you can do	
5	not look at these plans to expand passenger and cargo	5	anything better. You can't even build a subway that	
6	access. I'm confident that a rational review of the	6	has been in nothing but trouble for years and years.	
7	proposals and their likely impact will show that LAX	7	How can you possibly say we're going to build one of	
8	cannot accommodate the desired and predicted levels	8	these plans. You are incapable of it. You have a	
9	of activities, nor should it be expected to.	9	school system that needs money badly. Everybody	
10	LAX is the only international airport	10	knows about the dropout rate. This is what it's	
11	between San Francisco and San Diego. The basis of	11	about.	
12	contaminated ground, access, noise and air quality	12	If you go to Palmdale and you build it,	
13	impact and most crucially, predicted aircraft	13	you will be able to build it for 80 percent of the	
14	limitations, safe air travel, suggests that we need	14	cost of this expansion. By doing that, you will be	
15	not simply creating a larger one here would not	15		
16	solve the problem. I would like to turn in the	16	City of LA is going to tell me they don't do this,	
17	letter to the appropriate people.	17	may I remind you the airport commission has already	
18	MR. OSWALD: You can drop it in the	18	given money to LA for the police force which has now	
19	back. We have boxes for all the comments. We have	19	been challenged in court; so you know how to move	
20	Howard Paul, followed by John Jones, followed by Yury	20	money around real well. Take the 20 percent, create	
21	Gurvich.	21	an infrastructure of a fast rail system from Palmdale	
22	MR. PAUL: As some of you will	22	-	
23	remember, I was here this morning. I live at 9	23		
24	Catalina Court, Manhattan Beach, which is an	24	in the country. It could be the best.	
25	association of 400 homes that range in value from	25	You can also, by building in Palmdale,	
	Page 164			Page 166
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	350,000 up to \$1,000,000. One of the plans, plan 4,		you can build the best airport rather than trying to	
	will fly directly over Manhattan Beach. In fact, I	1	rehash old news. And as far as the airlines go, I'm	
	believe what it would do to the business community is		going to tell you, they're all expanding. If	
4			somebody said to you, we don't want to build in	
	that strongly, they can sacrifice a town of 30,000	5	Palmdale, I guarantee I'll find you airplanes that	
	people, then we really maybe you guys should move	6	will fly and they will satisfy our needs for air	
	out of the area.		travel. Thank you.	
8	The next thing I want to talk about is	8	MR. OSWALD: John Jones. Followed by	
	plan 5 has been skated over very quickly, and that's	9	Yury Gurvich.	
10	convenient for you, City of LA, because you want all	10	MR. JONES: My name is John Jones from	
11	the revenue you could probably get your hands on.	11		
12	The bottom line about plan 5 is that it forces you to		being a bad business decision for environmental	
13	develop property elsewhere. That means that any		reasons, it's also a bad business decision, period.	
14	property schedule anyplace else, put another airport,	14	Any business person looking at a project	
15	that means that any building goes on outside of that,		of this magnitude, when by your own admissions won't	
16	like what happened in Orange County you won't get any		meet your requirement for the year 2015, is just a	
17			poor decision. As I said, we live in El Segundo.	
18	This is about how you get can money.		Our rear deck faces LAX, and I can tell you that over	
19			the past few years we have to wash that deck down at	
20	the City of LA and the airport commissioner what they		least every other month. When years ago we'd only	
21			wash the back of our house down maybe once a year.	
22		22	Now, anyone can just open their eyes and	
23			see all the soot on our vehicles and that is to be	
24			cleaned. More people are complaining about	
25		25	bronchitis in the city. Trees, pine trees are more	Dias 167
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1	subjects to pollution than other trees. We've been	1	Thank you for coming. We have Charlie	
2	fighting, trying to keep a 75-foot tall tree alive.	2	Cheatham, followed by Russell Stone and then Patrick	
3	We've had three different people look at the tree and	3	Hamilton.	
4	say a lot of it has been caused by air pollution.	4	Go ahead, Mr. Cheatham.	
5	We're breathing that air. You can see it. All you	5	MR. CHEATHAM: Charlie Cheatham. The	
6	have to do is open your eyes and look around. I	6	EIR should reconsider the need for such a large	
7	don't care what kind of studies you come up with.	7		
8	Just plain logic tells you that. Thank you.	8	the assumptions in the studies for estimating the	
9	MR. OSWALD: Yury Gurvich.	9		
10	MR. GURVICH: Yury Gurvich. Traffic,	10	flawed. The airport is being sized to accommodate	
11	air quality, decrease prices of houses, safety, and	11	the maximum number of passengers given, and those	
12	increased risk are obvious to everyone. I want to	12	passengers will be available and convenient and cheap	
13	talk about another impact. I wonder when was the	13	airport to use.	
14	last time LAX representatives rode their bikes at the	14	In other words, the supply will exactly	
15	Strand bike pass.	15		
16	I ride my bike and when a plane takes	16	convenience and price were not optimum, people would	
17	off, the noise is so thunderous that I have a feeling	17		
18	that I'm going to be thrown off of my bike. Each	18		
19	plane is followed by a black stream in the sky. In	19	other airports in the area will expand to meet the	
20	addition to condensed water, it has exhaust from the	20	demand. There isn't a need.	
21	jet. All fuels contain lead, so does jet fuels.	21	Second point, the EIS/EIR should	
22	Numerous investigations show a direct	22	consider the impact on the vehicular traffic patterns	
23	impact of lead on human behavior. Excessive lead		of major surface streets throughout the local	
24	directly correlates with excessive violence. We have		communities. Despite plans to establish a connection	
25	had enough violence in Los Angeles already. We had		to a major freeway, the assumption that has to be	
	Page 168		Page 1	170
1	riots.	\uparrow	made in the FID is that during pack traus) parieds a	
2	We've already had expansion of LAX. You	2	made in the EIR is that during peak travel periods a significant portion of vehicle traffic, possibly 30	
	expanded even more. Los Angeles is the only large		to 40 percent into and out of the airport, will use	
4	city around the world where the major airport is in		surface streets instead of freeways. It should be	
5	the center of the city. Look at Heathrow in London,		clearly evident that people tend to avoid the	
6	Kennedy in New York, DeGaulle in Paris, and even in		freeways during rush hours.	
7	Russia. We have a lot of empty land, not like in	7	This being the case, the EIR should	
8	Hong Kong or Singapore. Especially in the desert		scrutinize the improvements that will be required to	
9	area.	1	mitigate traffic and the cost to implement. In	
10	This is a good place for expansion of		addition, the funding sources authorizing these	
11	LAX, not the old and over crowded LAX. This is the		improvement should be identified as there currently	
12	approach which they took in Denver, developing a new		are no funds planned for them. Thank you.	
13	airport. Developers of LAX expansion are either lazy	13	MR. OSWALD: Thank you. Russell Stone,	
14	or ignorant, arrogant. They even didn't try to	14	Patrick Hamilton. Larisa Stephan.	
15	transfer the LA airport to a completely new area.	15	MR. STONE: Russell Stone. I'm a	
16	The only memory of the old airport we should probably		resident of Westchester. First of all, I think it's	
17	use was the haircut which President Bill Clinton had	17	disingenuous to present the no expansion alternative	
18	at LAX.	18	and then dismiss it out of hand, as other speakers	
19	MR. OSWALD: If you are just joining	19	have said. The demand is overstated. And also we	
20	us, we are in the public meeting today. We are		have the alternative of building the airport in	
21	taking your comments and questions and issues that	21	Palmdale. And there's also the El Toro airport which	
22	should be addressed as part of the environmental	22	now is a military airport in Orange County.	
23	impact report and the environmental impact statement.	23	I'm particularly concerned about traffic	
24	If you can pick up a speaker card in the back, we'll	24	problems. We have to look at the combination of	
25	pass it up here to me and I'll call your name.		additional airport traffic, plus the traffic from the	
	Page 169		Page 1	71
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1	Playa Vista. If both projects are built, it would be	1	annual passengers volumes from 40 million to 65	
2	like having three LAX's.	2	million in 1988, called the LAX 2000 plan. In the	
3	And the San Diego freeway is also so	3	plan's Environmental Impact Report, on page 18 they	
4	congested in and around LAX, most of the additional	4	said at 65 million annual passengers it is likely	
5	traffic, we'll still have traffic on the 405 that is	5	that LAX will have reached its aerospace capacity	
6	jammed, which will be all the time. Traffic will	6	that have we not already reached or aerospace	
7	spill onto Sepulveda Boulevard, which will become so	7	capacity, thank you.	
8	jammed that the traffic on Sepulveda in Westchester,	8	MR. OSWALD: Larisa Stephan, followed by	
9	residential Westchester is surrounded on three	9	Jane Harman followed by George Rappuci.	
10	sides by LAX and we have a few streets or potential	10	MS. STEPHAN: Larisa Stephan. I live in	
11	streets to provide access.	11	Westchester and work in El Segundo. This morning I	
12	The only possible way to make a dent in	12	was volunteering on the El Segundo dunes, on behalf	
13	the traffic would be to double deck the 405. El	13	of all the community residents, I would like to	
14		14	advocate the passage at calculates tore further	
15	appreciate their efforts. The people in El Segundo		resource rational efforts.	
16	have their city government on their side. The	16	The dunes surrounds (inaudible) negative	
17	Westchester has a city government, the Los Angeles	17		
18	city government, that would like nothing better than		can have a positive impact on the health of this	
19	to sacrifice our little community on the altar of big	19		
20	development, thank you.	20		
21	MR. OSWALD: Patrick Hamilton. Am I	21	 I am here to press to broaden	
	getting that correctly? Patricia Hamilton. Chamber		(inaudible) of a resource center involving a	
	of Commerce. Larisa Stephan. Followed by Jane		community and local agency in a conservation program	
	Harman. Followed by W. H. Kessener.	24	for the dunes. And I hope to put LAX in a powerful	
25	MS. HAMILTON: LAX definitely needs to	25	leadership role with a public facility.	
	- Page 172			Page 174
1.		1.	Trateral of dealing in mitigation INV	
	upgrade. It's a great airport, it should reflect the	1	Instead of dealing in mitigation, LAX	
2	vitality and creativity that is Los Angeles. It does	2	could represent enhancement, rather than aggravate	
2 3	vitality and creativity that is Los Angeles. It does not need expansion. While perusing through the check	2 3	could represent enhancement, rather than aggravate this tiny butterfly that happens to be endangered,	
2 3 4	vitality and creativity that is Los Angeles. It does not need expansion. While perusing through the check study lists here on population, would the proposal	2 3 4	could represent enhancement, rather than aggravate this tiny butterfly that happens to be endangered, the airport could be a host to a center of learning	
2 3 4 5	vitality and creativity that is Los Angeles. It does not need expansion. While perusing through the check study lists here on population, would the proposal result in changes in the distribution, density or	2 3 4 5	could represent enhancement, rather than aggravate this tiny butterfly that happens to be endangered, the airport could be a host to a center of learning and civic pride. I'd like to propose good will by	
2 3 4 5 6	vitality and creativity that is Los Angeles. It does not need expansion. While perusing through the check study lists here on population, would the proposal result in changes in the distribution, density or growth rate of the human population of an area?	2 3 4 5 6	could represent enhancement, rather than aggravate this tiny butterfly that happens to be endangered, the airport could be a host to a center of learning and civic pride. I'd like to propose good will by voluntarily enhancing the national environment.	
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1	And third, the airport should extend its		Denver, London, Brussels, Atlanta, other airports	
2	investigation to the public areas that will		when they expand move out. They don't stay put.	
3	re-landscape in 20th (inaudible) Sunday is a	3	And the problem, obviously, is we have	
4	beautiful spot in Los Angeles area. This should be	4		
5	part of every visitor's trip to LAX.	5		
6	The dunes shouldn't be treated as a	6		
7	neglected site. We have a beautiful garden at our	7	obviously, to the environment. That's the first	
	front door. With much anticipation, it calls for a	8		
9	new entrance to Pershing Drive.	9	-	
10	As the number of paying passengers	10		
11	traveling by the Dunes has increased, imagine how	11		
	welcome to Los Angeles they would feel if they saw a	12	e e e e e e e e e e e e e e e e e e e	
	nature center providing those tours, the natural	13		
	resource. This is a uniquely (inaudible) people to	14		
15		15	-	
16		16		
17	On behalf of the local residents,	17		
18		18	,	
19	talent will be found to advance the cause of the	19		
20	dunes and the airport with help. It's to examine a	20		
21	landscape man need find the expert (inaudible) we'll	21	Many of you have laid out the issues	
22	seek at the hearings and write letters to your	22		
23	representatives, volunteer communities, the	23		
24	instrument. In the planning bag, the butter cannot	24		
25	do a cab. Do you now only become a better community?		safety.	
	Page 17		Page	170
I,	Today, during the brick of the first state			
	Today, during the height of butterflies night wonder,	1	As all of you know, the Federal Aviation	
3	pledge to help us save all the dunes.		Administration is a federal agency and it is the key	
	MR. OSWALD: Jane Harman followed by	3	watchdog over aviation safety. And I wrote to Rodney	
4	George Rappuci followed by W. H. Kessener.	4	Slater, who is the new secretary of transportation	
	MS. HARMON: I'm happy to see so many	5	with airline safety here, and he wrote back and said	
7	citizens here and to observe this process for the	6	quote, "Safety and related concerns associated with	
8	last 30 minutes or so. I think it is a very good		the increasing air traffic are the highest priority	
9	idea that's it's happening and it's very impressive	8	for me and the department. Let me assure you that	
10	that you've all come and you have so much to add.	9	these issues will be thoroughly assessed before any	
11	Let me say, I'm happy it occurred today not	10	expansion plan is approved."	
12	yesterday. Yesterday I was in Washington, trying to	11	I intend to hold Rodney Slater to this,	
12	save federal funding for the arts. It's still alive,		and I will make absolutely certain that the FAA is	
13	but barely. Hopefully, the Senate will fix the		actively involved in meeting with you before the	
14	damage that the House may do next Tuesday.	14	expansion of any plans is included. Let me just	
16	I'm happy to comment on LAX expansion,		close and say this.	
10	and I have a written statement which I'm submitting	16	This process matters. Your voice	
18	as part of the report, but I want to observe the time		matters. I hear it, these folks are hearing it, and	
19	limit. Let me make certain points, some of which have been made earlier.		those at LAX who are submitting the environmental	
20		1	plans are hearing it. And I urge you to stay	
20	First, an assistant of mine, Robin		vigilant. And may I represent that I and my staff	
21	Freedheim, pointed out at one of my meetings on LAX		will stay vigilant, too. Working together, we'll	
22	expansion. LA, unique in the world, is the only city	1	find the right answers here. Thank you very much.	
24	trying to double its airport capacity in the middle	23	MR. OSWALD: George Rappucci followed by	
1	of the city. This point may have been made earlier, but I didn't hear it just now. Hong Kong, Tokyo,		W. H. Kessener. Followed by Annie Whitehead.	
[25	MR. RAPPUCCI: My name is George	
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1	Rappucci. I live in Manhattan Beach. Formerly lived	1	fallout from your aircraft that has a great deal to	
2	in Westchester for 25 years. I live north of the	2	contribute toward lung cancer, toward deafness,	
3	airport. When I lived in Westchester and I saw,	3	toward stress, people that are effected by these.	
4	personally was part of seeing the destruction of	4	The vegetation. I've heard that mentioned before.	
5	Westchester, I was active in YMCA activity, school	5	The vegetation is being decimated by the	
6	activities and other activities where I saw the	6	fallout. The roof on my home is being deteriorated,	
7	population impacted severely by airport expansion.		maybe by 30 percent because it eats the asphalt off	
8	That community today is still recovering		the shingles and you have to replace them that much	
9	from what happened in the late 60's, early 70's when		sooner. Not only that, on your automobile, you have	
	the north wing opened. I don't want to see that	10	to wash it about every three days if you want to keep	
	happen on Manhattan Beach. I oppose the use of	11	a clean car.	
	Hawthorne airport as a commuter airport that would	12	I think I'd like to ask for a show of	
	impose Manhattan Beach and the beach cities'	13		
	oppressive noise from the airport imposing on the	14		
	surrounding area of El Segundo, Westchester.	15		
16	Now, I'm not an engineer. I	16	A significant number of people have a	
	participated in many trade studies of alternatives to	17		
	look at when designing something. The major	19	that you do a health study on this issue because it	
	alternative here, which was an alternative back in	19	affects our school children, and I think that's	
	the 60's and '70s when Los Angeles city purchased a	20	mandatory under federal regulations that you	
	large plot of land in Palmdale, is that on I don't	21	investigate that by scientists and medical doctors	
	know why this alternative isn't being considered. It	22	and whatever you have. It's a serious health issue.	
	should be. It's absent.	23	The American people were given dominion	
23	Certainly it is a viable alternative	24		
	from the standpoint of cargo. If the cargo were		number one consideration when it comes to health.	
	Page 180		number one consideration when it comes to hearth.	Page 182
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1	delivered to Palmdale, with a highly developed and	1	Because it cannot only affect your lungs, your	
2	set up, high speed rail, would reduce the number of	2	hearing, your stress. We could go on and on.	
3	aircraft operations. As we all know, the U.S.	3	And I think we need to know some facts	
4	government, the aircraft industry invested heavily in	4	on that before you go ahead with any expansion plan,	
5	reducing aircraft noise with the onset of the	5	especially where you put runways that are going to	
6	airlines to reduce aircraft noise. However, the	6	require takeoffs closer than they already are to your	
7	impact on people is related not to noise from any one	7	neighborhood. So I believe we have the people in	
8	aircraft, but the number of operations. And clearly,	8	this room to support this issue of health because	
9	the number of operations going up with quieter	9	what's more important to mankind and to great God all	
10	aircraft increases the stress on the communities and	10	mighty. He makes the people the number one issue in	
11	the people around it.	11	his kingdom. So you people should consider that.	
12	I think that the Palmdale option should	12	Thank you.	
13	be evaluated and that should be one of the real	13	MR. OSWALD: Cassandra Colquitt, Annie	
14	serious considerations here as far as where we are	14	Whitehead, followed by William Miller. If you're	
15	going in the future. Thank you.	15	just arriving, we are in the middle of the comment	
16	MR. OSWALD: W. H. Kessener. Followed	16	period. If you'd like to make a comment, please fill	
17	by Cassandra Colquitt followed by Amy Whitehead.	17	out a speaker card. The staff will bring it up to me	
18	MR. KESSENER: William Kessener. I've	18	from the back, and I'll call upon you. Three minutes	
19	been a resident of El Segundo for well over 40 years.	19	is our target so we can maximize the number of	
20	I've seen everything develop here over that period of	20	people. Cassandra Colquitt.	
21	years. And we see a continued encroachment by the	21	MS. COLQUITT: Thank you. My name is	
22	airport on our little lovely city.	22	Cassandra Colquitt. I have been a resident of the	
23	Now, over the years, I have heard very	23	LaMer Park community since 1960 when my parents	
24	little issue about the public health that is	24	bought a house in that area. I was 12 years old.	
25	affected, that we are affected by. And it's the	25	Both of my parents are now retired and still live in	
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1	the same home where I was raised.		1	takes off from near Imperial when it's raining, all				
2	In 1986 I moved on the very same block		2	of my windows shake and I think the whole house				
3	as my parents. About two years ago, air traffic		3	shakes.				
4	increased exponentially in our community. Jets and		4	There's a danger in the cargo because				
5	helicopters continually disrupt our neighborhood.		5	you know that everyone doesn't understand each issue,				
6	After calling the airport's noise complaint		6	and when these people come from all of these other				
7	department, I was informed that LaMer Park lies		7	countries that don't understand, we are going to have				
8	directly under a flight path used by aircraft en		8	some accidents, I believe. And so Palmdale is				
9	route to LAX.		9	supposed was supposed to have the largest airport.				
10	The current levels of air traffic and		10	I don't know happened there. But a lot of us own a				
11	its attendant noise is already intolerable because		11	lot of land and we'll sell it to you cheap.				
12	these planes fly over our homes at all hours of the		12	MR. OSWALD: William Miller. Lowell				
13	night and day, even in the wee hours of the morning.		13	Hill and Charlene Delgado.				
14	LaMer Park residents are well aware that these		14	MR. MILLER: William Miller. I hesitate				
15	conditions will become worse with the expansion of		15	to say don't expand the airport, but I think,				
16	LAX. It will mean more aircraft traffic, more noise,		16	actually, you need to just change the way the airport				
17	more pollution, more health and safety risks. Not to		17	does business. You have a lot of cargo traffic that				
18	mention a decline in our property values.		18	goes through here. And they just pay by the plane.				
19	We are a small community struggling to		19	If you were to eliminate the cargo traffic at LAX,				
20	preserve all that makes a good and a great place to		20	then you would have a lot more air space for				
21	live. I, therefore, prevail upon you, those of you		21	passenger traffic.				
22	who will make the decisions, to oppose the expansion		22	The cargo doesn't care where it lands.				
23	of LAX.		23	The El Toro Air Station is about to open up. They				
24	Please don't allow the interests of big		24	are still kicking around what to do with that place,				
25	business and big government, which are about money,		25	but if they would reroute the cargo traffic there,				
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1	to deprive people of this dignity and desire to		1	there's also the income from the cargo, but you would				
2	protect their most important assets, their homes and		2	also have more passenger traffic available.				
з	communities. Thank you.		3	If you were to get in touch with people				
4	MR. OSWALD: We have Annie Whitehead,		4	that were running the Metro Rail system and get a				
5	William Miller and then Lowell Hill.		5	rail station closer to the airport, you wouldn't have				
6	MS. WHITEHEAD: My name is Annie		6	to have shuttle buses; so I think rather than				
7	Whitehead and I live in Inglewood. I have been		7	expanding it, you should just run it more				
8	speaking for 15 or 20 years and I've never been		8	effectively.				
9	heard; so I don't expect to be heard today. But I'm		9	MR. OSWALD: Thank you. Lowell Hill,				
10	going to speak anyway. The planes were supposed to		10	Charlene Delgado, Debra-Lynne Terrill.				
11	take off from the west of the airport from 12:00 to		11	MR. HILL: Thank you. I have four				
12	6:30 a.m.		12	specific requests, and I'm very happy to hear most of				
13	Now the planes came over on July the		13	these have already been mentioned one way or another.				
14	2nd I can't tell you every night, but at 11:05,		14	But for scoping specifically, something I do not see				
15	11:15, 11:25, 11:29, 11:33, 11:45, 12:57, 1:30, 2:30		15	there is to quantify, not just wave hands at it, but				
16	and 5:05. So you know how much sleep I got. The		16	to quantify the impact of additional operations on				
17	noise is such terrible. And I know that my house		17	your four plans in terms of especially the value, the				
18	will not be noise proof because we've been waiting		18	property values of the community.				
19	for it and they get the money. I don't know where		19	Second, to study or restudy. But				
20	the money goes.		20	certainly, get back on the table spreading the load				
21	So Crenshaw is east of my house, and		21	of expansion around to other Los Angeles county, Los				
	late in the afternoon, I get nothing but emissions		22	Angeles city and maybe Orange County airports.				
23	from the cars. The other emissions come from 105.		23	Rather than concentrating entirely on				
24	That's coming from the other direction. The air is			LAX entirely. Third, how much can this airport be				
25	blowing toward me and so if the airport, if a plane	1			1			
23	biowing coward me and so if the airport, if a plane	Page 185	25	improved for capacity, especially improvements				

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	without expansion of area or number of operations or	1	MR. OSWALD: Charlene Delgado. If	
	noise?		you're just joining us, we're taking public comment,	
3			identifying issues that need to be addressed as a	
4		4	part of the overall draft EIR and EIS environmental	
5		5	documentation for the LAX Master Plan. We're	
6		6	listening and trying to note for the court reporter	
7		7	· · · · · ·	
			taking this down. We have comments up on the board	
8		8	here. And these are incorporated into the formal	
9	•	9	public records from today's meeting.	
10		10	Charlene Delgado, Debra-Lynne Terrill	
11		11	and Michael Stevens?	
12		12	MS. DELGADO: Charlene Delgado and I'm a	
13	·	13	resident of the Westchester for 18 years. And I also	
14	•	14	lived in the Manchester area, which has a little	
15		15	unique problem, more than anybody else. Your plans 2	
16		16	and 3 shows that we will be surrounded by all the	
17		17	cargo from Aviation, Arbor Vita, the San Diego	
18		18	freeway and Century Boulevard. There's an elementary	
19	city or great city, needs airport capacity. I	19	school in the middle of that area. What will you do	
20	believe we want the economic benefits of airports,	20	with this?	
21	but I think it's plural. I also believe that the	21	What about the kids of El Segundo and	
22	airport, when it expands, stomps on the community	22	the kids at Playa Del Rey? What about all the	
23	around it. And the people are not very good at	23	schools and the two high schools that are on the side	
24	keeping together and organizing opposition; so you	24	of Arbor Vita, the west with the parkway. It goes	
25	guys are going to have to study this for us and	25	all the way down. What will happen, since there are	
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1	hopefully do it.	1	planes on both sides. Their noise is tremendous. It	
2	It seems very inefficient to try and	2	has gotten worse over the years.	
3	cram more and more freight and load into one	з	Same thing with the back soot. Now they	
4	airport's more operations on runways, even if they're	4	want to come in next year and soundproof. What I	
5	running, they're parked more closely together. And	5	understand the soundproofing, you only do certain	
6	that's unsafe, as you can read in Aviation Week.	6	walls. It will not be the whole house. It will be	
7	Lots of majors statistic in the world. People have	7	three inches inside the house. That means every wall	
8	found out they're on the outside, but there are also	8	will come out three inches. There would be another	
9	more than one major airport. They make it work with	9	set of windows. But if our homes aren't up to code,	
10	rail, like and I think we can too.	10	which some of these homes were done in the 40's, you	
11	I think the other places have been	11	people will not come and do it.	
12	mentioned. The Ontario, Palmdale, El Toro. Where I	12	Plus we have to be home for two weeks	
13	am coming from is that I have hoped for a long time	13	for the contractors to come in and do this. Who can	
14	to retire and sit in a courtyard and sit in my yard.	14	afford to take off two weeks to be home for these	
15	I can't enjoy this.	15	people every single day? Nobody can. There has to	
16	When I bought my house, the airport was	16	be other arrangements made for this situation.	
17	telling me that the noise was going to be reduced at	17	There's homes in my area that are on the market.	
18	the same time as they would expand to no more than 25	18	Nobody wants to buy, the noise is	
19	or 26 million passengers. This was the number back	19	tremendous. In February or March we had some people	
20	around 1974. We've seen what happens to these	20	come to the airport to explain these four concepts to	
21	limits. And these promises not you guys. It was	21	us. We had to stop numerous times during that	
22	a bunch of other people that were making the promises	22	meeting because the plane noise was tremendous.	
23	then. The only threat I see to my enjoying my	23	Nobody could hear anything.	
24	property and my property value is the expansion of	24	That has to be stopped. And I've seen	
25	the airport.	25	the planes coming in. All of a sudden they have to	
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1	speed up and take off again. Something is wrong on	1	buddy of mine on the phone who couldn't make it. His	
2	the runway. We've seen planes come together. Awful		father died of cancer and his mother has Alzheimer's.	
3	close. To us on the ground. Maybe they look close		I start thinking about family members who either have	
4		4		
5	these aircraft coming in. We need to do something	5		
6		6		
7	There's too many residents, as you know,	7		
8	that do not like this concept at all. None of them.	8	Another gentleman spoke said high crime	
	Go out to Palmdale. The population out there is not		is caused by noise, and all these other things.	
	as much. I'm sure people out there would love to	10		
1	have a job. The land is cheaper. People would be	111		
	able to afford it. If you got jobs for people, they	12		
	will go. It doesn't want matter where it is.	13	because I went home and called.	
14	MR. OSWALD: Debra-Lynne Terrill.	14	Is anybody here from Inglewood other	
15	Michael Stevens and Jim Phillips.	15	than four people? This lady made a copy. I talked	
16	MS. TERRILL: I'm Debra Terrill and I'm	16	to a lady outside, said she should know. She got to	
17	also a business woman. And the one thing that seems	17	do your job? Bottom line is this, is that you seem	
	so amazing to me is the numbers. These numbers in	18	to think that the people in Inglewood, South Central	
	terms of plans for expansion are much too grandiose	19	Los Angeles don't matter. These people here know	
	for this particular area.	20	because you know that you can't bamboozle them. We	
21	LAX, even with these plans, cannot	21	have a bunch of politicians in our city that's	
22	accommodate these plans that you're discussing. The		selling us out, obviously.	
	only sensible thing to do is look for an area such as	23	But the bottom line is this. You're	
	they did in Denver. Going out of the immediate		getting ready to fly these planes overhead and you	
	population area to expand out there. Something was		put this I'm running out of time. I want to know	
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	looking at Palmdale or some other locations. If we		how many people died of respiratory problems, lung	
	don't put a stop to this, we are going to be meeting		cancer, cancer, stress. I want you to put that in	
	like we are today, maybe seven years. So let's put a stop to it now.		your report. I don't know why I'm talking to you.	
5		4	Over there. This is serious. I know it might seem	
6	MR. OSWALD: Michael Stevens. Followed by Jim Phillips. Mike, we'll take a short two or		funny to you guys. You come in here blind. I had no	
	three-minute break. We need to change our paper; so		idea what you people know. You people been knowing	
	after Michael we'll take a break.	7	that this stuff kills people.	
9	MR. STEVENS: I was here this morning.	8	They have a clue. They don't do the	
	And I came about this meeting, as I said earlier, by		noise level, then you offer us windows, you offer us	
11		10	this. Windows. We do not want windows. We don't	
12	and I was here earlier. Before I left, there were	11	want walls because you know what's going to happen.	
13	people came to the microphone just like now and gave		You start telling us prove that somebody's father	
14	me an education as to what I'm dealing with this	13	died of cancer. You can you sit over there and you	
	aircraft flying over my head.	14 15	y sering this	
16	When I left out of here, I had even more	16	thing by the barrel of gun. You're not going to kill	
	of an education. Because you're just a moderator, I	16	somebody because you want to make a buck.	
1	want to ask these gentleman here. I asked when I	18	You treat people in the inner city as	
	left which one I heard was with the Federal Aviation	19		
20	Administration. This is my point. I've got a father		can't come flying these things, doing these planes in	
21	that died of cancer. Never smoked. Never drank.	20	here. I didn't see your sign. Thank you. All do	
22	Did you ever see somebody die of cancer. They turn	21	respect, ma'am, I didn't see your sign. Thank you.	
	yellow, eyes turn yellow, shrink down to next to		MR. OSWALD: We're going to take a short break.	
1	nothing. He didn't want to take it anymore.	23		
25	I got busy when I left. I called a	24	(Recess.)	
	Page 193		MR. OSWALD: Once again, we'll start	
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1	with Jim Phillips. Jim Phillips and Linda Nichols.	1	properties all over the Westchester area. Also one	
2	We're going to continue this program until we have	2	maps in the charts that are being shown under here	
3	more or less cards. We'll take a pause after we go	3	each of the charts we have heard about how much	
4	through these cards and then start up again, once we	4	acreage needs to be taken in order to accomplish the	
5	have a good critical mass of cards. So Jim Phillips	5	thing in order to expand.	
6	will kick us off this half.	6	However, your charts do not indicate to	
7	MR. PHILLIPS: I'm Jim Phillips. I live	7	any of us involved what properties those are. We	
8	in Playa Del Rey. In addition to the previous	8	would like to see on those charts the acreage that	
9	well-spoken comments heard here, I'd like to comment	9	you plan on taking. What does that involve? What	
10	on a facet of the expansion that has not been	10	homes does that involve? What businesses, where is	
11	specifically addressed but is a very real concern to	11	the land that would be taken by the airport in order	
12	the local homeowners, and I'm speaking about housing	12	to expand?	
13	values. Housing values are a big concern. Many of	13	Also, I have a couple of comments on	
14	us bought our houses in the late '80s and early 90's.	14	we'd like to see that in also, in the environmental	
15	Since then, we have suffered a 25	15	end of this. It is my opinion that the EPA has not	
16	percent or more decrease in housing values.	16	done its job in generally clearing up the air in all	
17	Unrelated to the airport but due to general economic	17	of California. We don't see anything done and we	
18	conditions. But the concern is that the airport	18	still have traffic emissions.	
19	expansion and the recovery property values would lead	19	We still see very serious problems along	
20	to further erosion of our property values, a result	20	with the emissions that we are inhaling. Those of us	
21	being a major capital loss to local homeowners. This	21	who live in and around this airport. How do you	
22	is a financial burden that's in addition to the lower	22	expect us to believe that you have not managed to	
23	quality of life that would result from the increase	23	clear the air in California and are going to be able	
24	in the noise levels.	24	to clear up air, considering this massive expansion	
25	Therefore, other alternatives that have	25	that you intend to put before us.	
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1	less catastrophic effects on people and finances and	1	We've already discussed health issues,	
	in addition of ecology in order and must be	2	and safety, et cetera. But my question would be if	
3	considered. People have brought the Palmdale thing		you cannot clear up the air in California as it is	
4	up. Also, I would like to point out that or mention	4	now, how could you do it with this expansion?	
5	that in the course of business I have flown into some	5	MR. OSWALD: Linda Nichols, followed by	
6	major airports around the world this year.	6	Chuck Younglove followed by Rex Frankel. Linda	
7	The airport just outside of Tokyo is a	7	Nichols here? Chuck Younglove followed by Rex	
8	new airport, and I have flown there several times	8	Frankel followed by W. William Kessiner.	
9	this year. Tokyo is a city with almost the entire	9	MR. YOUNGLOVE: Good afternoon. I'd	
10	population of California in the standard metropolitan	10	like to start off by commenting that there's a	
11	area of Tokyo, 20 million, 25 million people in	11	presumption that there is a decision already made to	
12	Tokyo. They realized it would have been folly to try	12	expand. And who comes to that conclusion? I don't	
13	to expand within Tokyo; so they went out about 45	13	think the people in this room, who are like the tip	
14	minutes by train and built Nurorita.	14	of the iceberg. If you look at what was originally	
15	And so you're talking about supporting a	15	in this room. There's probably 100 for every person	
16	population of almost the size of California in one	16	that was in this room who think this is a bad	
17	small area from the airport. That's only about 40	17	decision. This is a decision that should be made by	
	minutes away, 45 minutes away by train. And it's	18	the people who live here, and if you look at the	
	very, very successful. I don't see why we cannot do	19	total picture, I think we're talking about something	
	the same thing here when a population of much less.	20	is that being mismanaged.	4 1 1
21	MR. OSWALD: Lorraine Giambrone.	21	This is a management that's out of	
22	MS. GIAMBRONE: It's Giambrone. I live	22	control that's deciding this. If you're going to go	1
	in Westchester, and I'm one of the homeowners here.	23	ahead and make a decision, I think you better look at	-
24	When I was young enough to see the first airport take	24	the cost and the benefits. And let's look down	
	over and many of the homes removed from various		through the categories that you list and look at	
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1	where this noise is going to be. Housing. Your	1	push a mass project down our throats.	
2	housing decrease is visual, obviously. That's going	2	The promises that have been made by the	
3	to decrease. Dramatically. Traffic.	3	airport over the last few years are important issues	
4	It's already been stated umpteen times.	4	right now. The trust in the department of airports	
5	You can't manage the traffic now. How are you going	5	is, I don't see a lot of that in the audience today.	•
6	do it in 2015? You haven't even done any kind of	6	Once this answer to the big traffic	
7	study to figure out how to do the traffic now and	7	mitigation was to develop a loop road system. That	
8	effectively control it and it's getting worse. I	8	was promised 20 years ago by the airport to mitigate	
9	think someone mentioned at seven miles per hour on	9	the previous action that the airport had taken when	
10	the 405. I don't know about you, but logic says that	10	it went to 25 million passengers to 40 million. So	
11	this is crazy.	11	talk about recycling, we're recycling the promises of	
12	Employment, that may go up. However,	12	the airport, promises that they never kept before. I	
13	you have to look at how many jobs in the area already	13	think we need to keep these promises before we ever	
14	in existence are going to be dislocated. And I think	14	expand the airport further.	
15	that overall picture is that employment is going to	15	One problem with a loop road system is	
16	go down. You may see transient employment at the	16		
17	airlines increasing. But that's not the issue.	17	the 405 freeway. The residents in the area are	
18	What about energy conservation. You're	18	scared for the safety of passengers when this airport	
19	going to increase all the demands on public services.	19	plans on packing in more flights beyond the capacity.	
20	Et cetera. And that's just going to go up	20	The air capacity in the LA basin is no matter how	
21	continually. Safety, risk, well, let's face it. If	21		
22	you keep crowding the aerospace, as the one woman	22		
23	pointed out, it sounded like every two to three	23	If there's one airport crash, it's not	
24	minutes you got a jet coming. How are you going,	24		
25	physically going to handle that without having	25	newsletters to the communities telling us how that	
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1	another Cerritos?	1	will be.	
2	The fact that you're going to have a	2	Recently the head of the airport	
3	plane landing every 15 seconds. I don't think you		commission, Mr. Dan Garcia, stated that we will lose	1
4	can do that. I don't think the plan knows how to		jobs if we don't approve the expansion. The truth is	
5	handle public services and utilities. You already		it doesn't belong in circulated public dollars.	
	listed you can't keep up with the subway system. And		There is nothing with respect to stability. There is	
7	you're talking about an expansion which is almost	7	nothing environmentally sensitive about buying up and	
8	doubling the size.	8	leveling up the 1,700 homes and apartments. I hear	
9	In conclusion, I'll be submitting a	9	from some of the neighbors who are now claiming that	
10			homes may not be purchased.	
11		11	Will you instead blight our	
12	Palmdale, El Toro or somewhere you can go ahead and	1	neighborhoods and then buy them out later at bargain	
13	possibly handle the expansion. Thank you.		prices. Moreover, there's nothing (inaudible). LAX	
14	MR. OSWALD: Thank you. Rex Frankel.	1	is past capacity circulated LA out of the subpoena at	
15	Mr. Kessiner and Janet Prince. Again, drop in your		the library. It's a parallel project. The LAX	
16	cards in the back and we'll be bringing them up		expansion project under which you do live riskier	
17	forward and continuing with your public comment. Rex		lives of air only experts say the limit of the air	
18	Frankel.	1	reached within a few years. Shoes I notified less	
19	MR. FRANKEL: Thank you very much. I've		jets had airplane 40. (Inaudible) Expand the	
20	lived in Westchester for 30 years. I publish the		capacity of this separate environmental review	
21	free press and coalition of concerned community. I'm			
22	the secretary with the airport and development of		expanded air pace will serve the piece, separating	
23	Playa Del Ray.		one property into two for the purpose of creating	
24	I am also a strong advocate of the city	24	Finally, the solution is to divert some	
1.				
25	of Westchester. The City of Los Angeles is trying to	25	of the money into this sink hole and later build a	1
25	of Westchester. The City of Los Angeles is trying to Page 201	25	of the money into this sink hole and later build a	Page 203

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1	high speed rail. Don't threaten El Segundo, so you	1	And just sitting here for the last few	
2	remain open. Finally Mayor Riordan, Los Angeles	2	minutes I'm really concerned about my two children,	
з	communities will not stagnate without mega growth.	3	my three grandchildren that I'm trying to raise.	
4	They will, instead, stabilize.	4	This is crazy. Like I didn't have enough pressure	
5	MR. OSWALD: Thank you. Please, if you	5	already being unemployed, looking for a job. Now I	
6	have written comments to please turn those into the	6	have to deal with things falling out of the air.	
7	back. We want to be sure we have all the comments	7	Well, that's a different issue all	
8	for the public record. Mr. Kessener. Janet Prince,	8	together. But I have a proposal. I have a couple	
9	Jimmie Herron. And Gloria Sondhein. Mr. Kessener.	9	proposals. The first proposal is this guy that works	
10	Janet Prince. Then Jimmie Herron.	10	for the City and this Federal Aviation Administration	
11	MR. KESSENER: Hello. First of all, I	11	person here, why don't you get all these people in	
12	want to say that I agree with one gentleman. We have	12	these big offices who are putting all these plans	
13	received absolutely no notice whatsoever of anything,	13	together to come down and buy our houses and they can	
14	and our property is one that is going to be taken.	14	live in the neighborhood when the planes are coming	
15	So I believe there is a lack of communication and	15	over and they won't have the complaints.	
16	consideration. We bought our property, realizing	16	That's my first proposal. The second	
17	that we were in a noise area. We live in the 9400	17	one like I said, I'm unemployed, and I know one	
18	block of Bellford, and I would like to address my	18	person don't mean a thing, and I promise you if you	
19	comments in the way of questions.	19	give me a job at your airport, I'll work at your	
20	What is being prepared for the	20	airport. I'll put my money away. I'll move my	
21	arrangements now for the much more traffic? I've	21	family away, you won't have to hear from any anymore.	
22	been here 20 years and you still have a problem and	22	Thank you.	
23	is this problem going to be taken care of before you	23	MR. OSWALD: Thank you. Gloria	
24	have a bigger problem or after the problem exists?	24	Sondheim. Followed by A. Sorensen. And Linda	
25	The dirt. Not only from the planes but	25	Nichols. Gloria Sondheim. Bill Kessener?	
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1	from all the traffic. How and what is going to be	1	MR. KESSENER: It is kind of	
2	done or can anything be done to clean up our I'm	2	extemporaneous. But my main concern is to you to	
3	very agitated. There is nowhere I can go to get this	3	investigate moving out of the LA basin and	
4	cooperation. For all this dirt. Maybe as much from	4	particularly take a look at George Air Force base and	
5	traffic from trucks and other traffic as from the	5	the runways are there already to be used as an	
6	planes.	6	international airport. LAX is not going to benefit	
7	I really believe there are two questions	7	by this.	
8	as important to the total community; the airport and	8	I know it's going to affect your purse	
9	the populace community. And it should be bound to	9	and you might not like that, but it would seem to me	
10	help this problem at the same time or even before the	10	it would satisfy the desires of most people that	
11	airport planning issues. I also think these are	11	spoke here today. Obviously, we don't want to see	
12	questions we all would like to see answered.	12	this expansion take place in this area.	
13	MR. OSWALD: We have Jimmie Herron,	13	Now, I understand the news has broken	
14	followed by Gloria Sandhein and then A. Sorensen. If	14	out recently about the Cosco company from communist	
15	you'd like to make a comment, be sure to pass in	15	Red China and they're making a deal out there for	
16	those comment speaker cards to the back so we can be	16	that airport. They're also going to build ammunition	
17	sure to call you up here.	17	out there from what I read on this report. I don't	
18	MR. HERRON: I promise I would not be as	18	like the sound of that. They also have access to	
19	radical as the other guy. But I'm in a new home	19	Cosco is a multi-billion dollar conglomerate. They	
20	here. We just bought a house on 97th and La	20	have access to the San Diego port, to the Panama	
21	Cienega. We thought we were doing something nice for	21	canal ports on both sides.	
22	our children. We have five. We moved to a	22	And they going after the LA port where	
23	two-bedroom apartment. There is a three-bedroom	23	they want to ship in automobiles under a General	
24	apartment, but it seems in this meeting that we have	24	Motors contracts because they need a deep harbor to	
25	moved into a nightmare. A true nightmare.	25	bring them in. And those cars are going to be	
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		4		

				
1	manufactured or parts of them will be manufactured in	1	diversify our aviation directions. Why not use the	
2	Red China with cooley labor, slave labor, in my book.	2	naval base in Long Beach for helicopter traffic.	
3	And that's going to impact more jobs in this country		That would seem appropriate. Use El Toro or John	
4		4		
5	So the solution for you guys is to take	5		
6	that airport over and expand the international, but	6	weather is good. And of course the use of Palmdale.	
	have it under your control, the control of the United	7	Comment about energy. We frequently	
	States of America. They're also planning to build a	8	have in the north part of Manhattan Beach and I don't	
	big outlet there, a retail or a wholesale outlet.		know what happens in the rest of Manhattan Beach	
	And what are they going to do with the money they		power outage. I no longer set my automatic timer	
	make there? They're going to ship that back to Red	11		
	China to build up their military weaponry.		problems.	
13	There's already a record that these	13	So obviously, expansion is only going to	
14	people have of shipping in 2,000 AK-47's into this		increase that. I believe in progress, my life is	
15	country, and they ended up in the arms of these gangs	15		
16	in this country. And I think that the public needs	16	•	
17	to know the facts on that. I think it's high time we		let's support life, human, animal and plant. Thank	
18	came to our senses because this jeopardizes mine and	18		
19	your safety and security which our politicians are	19	you. MR. OSWALD: Linda Nichols. Edward	
20	supposed to take an oath of office to protect us from	20		
	foreign and domestic enemies.	21	• •	
22	MR. OSWALD: Thank you, Bill. Gloria	22	Linda Nichols, you still here? Why	
23	Sondheim. Are you back? A. Sorensen. Followed by	23		
	Linda Nichols, then Edward Burg.	24	Mora and then Mary David.	
25	MS. SONDHEIM: My name is Gloria	25	MR. BURG: I'm Edward Burg. I'm an	
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	Sondheim and I'm a licensed pilot. I use to keep my		attorney representing various business and property	
2	aircraft at Hawthorne airport. I no longer own it,	1	owners whose land is threatened. We have gone	
3	but I wonder what's going to happen with the general	3	through four alternative, but there is one	
	aviation aircraft at Hawthorne. I did not chose to	4	alternative that would entail the taking of no land.	
1	tie down my aircraft in Van Nuys. The reason for	5	That is the no project alternative.	
6	that is I just came from the Van Nuys area, and I was	6	And it seems to me that that is the	
	40 minutes late to this meeting because of the 12	7	project alternative that has been favored by every	
	miles per hour or 20 miles an hour traffic on the	8	speaker that we've heard so far today. But my	
	405.	9	suggestion is this.	
10	So we already have addressed the traffic	10	In considering and mapping out the draft	
11	problem that continues to exist for years and years		EIR's and draft EIS and the alternative discussed, I	
12	and years. I'm a resident of Manhattan Beach for 30		would like to see a discussion of exactly what	
13	year. Hermosa Beach prior to this. I was raised in		properties the airport commission has been	
14	Inglewood; so I'm certainly acquainted with the area.	1	investigating or proposed to purchase already that	
15	The windows in my home still continue to		would be covered in alternative 1 through 4 because	
16	rattle, and I cannot differentiate that noise		it is apparent that there are property acquisitions	
17	constant day and night from LAX or Standard Oil; so		that are already underway.	
18	the noise level is still a chronic problem. We	18	And it seems to me that this	
19	frequently get the smell of aircraft fuel from LAX,		environmental process is supposed to inform the	
20	particularly when the wind shifts; so air		decision-making process before the decision has been	
21	contamination.		made. But in fact, there are voluntary property	
22	I've already taken care of two cases of		acquisitions going forward at this time. It would	
23	cancer for myself, and my mother died the hard way,		appear that the decision is being made before the	
24	down to about 90 pounds. I don't know why we cannot		consequences are being studied.	
1 ^{2,3}	diversify. Large companies diverse. So we should	25	I would like the no project alternative,	
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1	therefore, to include a comprehensive discussion of	1	was not even alerted that this was going on. This,	
2	the efforts that have been made to voluntarily	2	to me, suggests that there really is absolutely no	
3	purchase properties that would be covered in the	3	interest in the community. So my confidence level in	
4	project alternatives 1 through 4, thank you.	4	the plans, the projects that have been put forth	
5	MR. OSWALD: Thank you. We have Himelda	5	suggests to me, since there has been no community	
6	Mora, and the interpreter for Miss Mora.	6	involvement at all, is that this is something that	
7		7	· · · · · · · · · · · · · · · · · · ·	
	Street and Airport Boulevard in Westchester. And I	8		
	would like to say every day it's harder to live	9	the businesses.	
	there. I live at 96th Street. It's impossible to	10	But it is going to basically be a	
	live there. Because the airport has many businesses,	11	detriment to any of the community, Westchester,	
	like tour buses come near my house and park there.	12		
	And they park on 96th street, 405. Buses are parked	13	Now, my proposal is this. I propose	
		14	that this stop, that if you would like to reconvene	
	there at times. Making noise, at 2:00 in the morning			
1	and 3:00 in the morning.	15	then that happens only with representations from each	
16	It loads and unloads passengers. It is	16	•	
	a warning, then, it says no parking anytime but they	17		
18	•	18	Lastly, I would like to say that, to me,	
	and it is very close and there are businesses		it's unconscionable to expand LAX and not move out to	
20	·	20		
21	airport getting all the land, to benefit all of us	·	with a plan for that. Get the people for Palmdale	
	that way the airport is better and us also.		involved in that and then we can really discuss this	
23	I'm in favor of what they do to the	1	at that point in time. Thank you very much.	
24	houses against the sound because it's not good to	24	MR. OSWALD: David Parr?	
25	live with the windows closed. If they're going to	25	MR. PARR: Hello. My name is David	
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1	get the property, they might as well get it. It's	1	Parr. I'm a homeowner in the Manchester area of	
2	impossible with that dust from the buses and also the	2	Westchester, and I want to deliver a more focused	
3	airplanes, the apartments all filled with sticky,	3	consideration to offer to the group here. And that	
4	black smoke and you can't take it off with anything.	4	is when you examine the proposals, we're surrounded	
5	The kids that live there, they always have sore	5	by commercial development on all sides. I think the	
6	throats and they complain about them because the	6	traffic alone would render the community unlivable.	
7	smog.	7	And that can be good or bad. I think there are	
8	MR. OSWALD: Mary David then David Parr.	8	political and economic forces way beyond	
9	Any additional in the back there, Susan? Do we have	9	There's a lot of complex reasons	
10	anymore cards. Please bring those forward.	10	involved in that, but I think it involves some	
11	MS. DAVID: My name is Mary David and a	11	we've got a pretty activity neighborhood watch group	
12	I'm homeowner from Westchester. I've lived there 14	12	and I think there's a strong sent many in favor of	
13	years. I hope I'm not speaking too loud because I	13	what I'm saying. And would certainly be open to not	
14	think I'm almost deaf from living there. I heard	14	listening and talking to you about that type of	
15	Jane Harmon's comments earlier that applauded the	15	proposal.	
16	process. I would like to take exception to that.	16	As far as, in fact, in one of our recent	
17	With all due respect to Jane Harmon,	17	watch meetings part of the message was put that the	
18	because my concern was that there was absolutely no	18	airport commission, whatever it's called, would	
19	representation from anybody in any of the community	19	actually consider that a very desirable piece of	
20	when you were drawing up these plans. To have the	20	property to acquire as part of the expansion plans,	
21	community at these kind of hearings after you have	21	but they didn't want to be recorded as the heavy or	
22	already decided what you're going to do is not a fair	22	bad guy in doing this.	
23	process.	23	But please consider, it might have the	
24	I was also very, very grieved when one	24	opposite effect because I think in terms of an	
25	gentleman came up to the mike from Inglewood and he	25	environmental impact you need to consider the impact	
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	for the Manchester square because we have some very	1	We've got Joyce Alexander and I think	
1	unique requirements, and we're surrounded by the		that's Grace Huth and then followed by Stacy Brown.	
1	development. Please, at least consider taking care	3		
4	of us in all of this. That's it. Thank you.	4		
5	MR. OSWALD: Audrey Judson and then	5	MS. ALEXANDER: I am a resident of	
6	Joyce Alexander.	6	Inglewood. And I guess I missed Mike Stevens'	
17	MS. JUDSON: My name is Audrey Judson.	7	speech, although I'm sure he was here. I am really	
e	And I'm a resident of Manhattan Beach. And I	8		
9	actually ordered one of the copies of the notice of	9		
10	intent in your proposal. And one thing that I	10		
11	realized was that you state that the communities that	11		
12	would be affected to the south are El Segundo.	12		
13	And you never put in there Manhattan	13	But I want to just state that I'm	
14	Beach, Redondo Beach and Hermosa Beach that would be	14		
15	affected. And would I like I've been a resident	15		
16	of Manhattan Beach for 15 years, and I in the past in	16		
17	the last six months wake up out of a sound sleep. It	17		
18	sounds like the airplanes are landing in our back	18		
	yards.	19		
20	During the day too. In the morning I	20	that the residents around the airport should have	
21	really notice it, early evening I notice it. I'd	21		
22	like to know what you're going to do with the current	22		
23	noise levels, and I'd like those issues to be	23	MR. OSWALD: Thank you, Grace. That was	
24	addressed you start increasing the number of planes	24	Joyce. Now we have Grace.	
25	in our skies.	25	MS. HUTH: Miss Hartman, I have been in	
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. 1	I consider it important too that the	1	living in this area for the last 25 years. I was at	
2	beach cities be considered in the expansion and how		the meeting that you had before your election. And	
1	it's going impact us. I think we're being ignored.		I'm still waiting for you to answer my letters. My	
4	One frustration that I have is when I call the	4		
5	airport and the noise hotline number what they pretty	5	office here in the Westchester, asking to remind you.	
6	much tell us once the planes are essentially up in	6	I know you don't answer those questions, but you	
7	the sky it's not our responsibility. It's all the	7	promised. So when it was supposed to do that, and we	
8	FAA's concern. I really notice the difference in the	8	are a lot of people who didn't get an answer from	
9	last six months versus how the planes have been	9	you. My problem is noise pollution and air	
10	flying previously.	10	pollution.	
11	I'm been told the flight paths are the	11	The noise pollution that affects my area	
12	same, but something is different. I'm not crazy and	12	is ground noise pollution, which cannot be, I promise	
13	I'm not stupid and my neighbors aren't either. I'd		you, solved by putting insulation in the roof,	
	like you to seriously address the current noise level		changing the windows. I have done all of that. My	
15	in the beach cities.		roof has, between the ceiling and the roof, three	
16	MR. OSWALD: Okay. Thank you, very		layers of insulation, okay? Nothing works. It comes	
17	much. We are talking public comment to identify uses		from the ground. That noise comes from the ground	
18	that need to be addressed as a part of EIS and EIR		and makes you tremble all over. It can sometimes	
19	for the LAX master plan. I've got three more cards.		throw you out of a chair or off the bed. It happened	
20	We're going to take these three cards		to me.	
21	and then we'll take a short break, and then we'll	21	Nothing is done about it. With this	
22	reconvene after that short break after about 15	22	noise people has been hired by the thousands by the	
23	minutes. We'll give people a chance to come in and	23	airport. What do they do? That's my every day	
24	review the materials, and then fill out a card, and	24	question. I call at 2:00 in the morning, noise. The	
25	we'll continue with your public comments session.	25	noise line, and the answer I get is what do you want	
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1	me to do? And really, let me tell you if I had that	1	includes space and supporting services for the	
2	person in front of me at that time, I think I slap	2	private businesses. I have not heard them addressed	
3	him. Because he's paid to answer that phone and he's	3	at all in this plan, and I have a major concern that	
4	paid to solve the problem.	4	they're going to be squeezed out of the airport. And	
5	Nothing is done. And on top of that,	5	that creates additional impacts that are not	
6	when the airport is quiet, we have the car. I don't	6	addressed here.	
7	know how to call them. Those huge trucks that move	7	If those jets are diverted to the Santa	
8	cars for the rental outlets that conduct their	8	Monica Airport, Hawthorne Airport, other general	
9	business at our back door or either our back or	9	aviation airports, then basically the impact of that	
10	our front door at any time during the 24 hours. So	10	plan is expanding to other areas. And the entire	
11	we don't want anymore people.	11	plan needs to address a wider geographic area.	
12	Let me tell you, the other day I called	12	And I believe this must be addressed the	
13	in the last year and a half they had hired 13 more	13	EIS and EIR process. It sounds to me like the air	
14	people with excuse of noise. They have given them	14	space in the LA area cannot accommodate the amount of	
15	cellular phones. They can answer anytime of the	15	traffic that this plan is being designed to handle.	
16	time, but at wherever they are. Even in the	16	If that's the case, it sounds like we're	
17	bathroom. How come you call that phone and you get	17	being to ask to pay for a lot more property than will	
18	told by a tape that the person, they usually is away		ever be used.	
19	from the place where the telephone is. I don't	19	Sleep deprivation, this includes not	
20	understand that.	20	only the sleep deprivation problem from the types of	
21	Then they have the problem with the		aircraft already using LAX, also from increased	
22	batteries. The batteries are out; so we cannot		traffic into LAX, but also from diversion of, again,	
23	contact them. And it shames me every time those		the business jets to other areas. This is one of the	
24	things happen. Whom to we have to go to? The		things directly under the flight plan.	
25	superintendent. And the superintendent is the most	25	One of the two additional alternatives	
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	full of problems person in the whole airport during		need to be addressed. One has been spoken of, and	
2	that between 5:00 p.m. and 8:00 or 9:00 or 10:00,		that's the Palmdale alternative. This would not only	
3	whenever they decide to come in they have all the	3	allow creation of a state of the art airport,	
4	problems on their shoulders and they have been always	4	possibly even cheaper than the expansion project, but	
	very most of them.	5	would also reduce the commuter traffic between	
6	MR. OSWALD: Okay. Grace?	[Palmdale and LA. I think this would be an enormous	
7	MS. HUTH: Something has to be done with	7	benefit to the region.	
8	regard to that. Last week they hire three more	8	Insulating home is a very limited value.	
9	environmentalists to discuss notes.		It doesn't adequately mitigate the impact of the	
10	MR. OSWALD: Thank you, Grace.		airport operations on the surrounding communities.	
11	MS. HUTH: Whatever you can do, we	11	And the public scoping meeting, while	
12	appreciate it.		they might be legally in compliance, I feel, are	
13	MR. OSWALD: Thank you. Stacy Brown,	13	painfully inadequate. We're talking about a huge	
14	Tom Ennis and then we'll take a break.	14	metropolitan area. And to expect the entire LA	
15	MS. BROWN: My name is Stacy Brown. I	15	community to be accommodated by three meetings to be	
16	am a resident of West Los Angeles. I believe very		held within three days, two of which are on the same	
17	strongly that we need a regional planning process.	17	day, in the same geographic location, especially	
18	It looks to me like we're only looking at a Los	18	during a traditional vacation season, is ridiculous.	
	Angeles City planning process. We have several	19	And that, combined with the fact that	
20	airports in the area, and rather than increasing LAX	20	notice was definitely not adequate to make sure that	
21	and concentrating all of the plans for the	21	all the surrounding communities have been notified,	
22	anticipated growth into this one small area, first we	22	makes this process not one that is inclusive of any	
23	should be looking at spreading that growth among the	23	project that's going to affect the greater LA	
24	other airports in the region.	24	community to the effect that this one would. It has	
25	We also need to ensure that the LAX plan	25	to be an inclusive process. Thank you.	
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	Then I think we'll go to Val Velasco and we'll take			citizens. I wake up every morning, my patio is	
	our short break.		3	covered with an oil film. My cars have got oil film	
4	MR. ENNIS: Tom Ennis. I live at 7331		4	on them. We have a lot of things to address here.	
	Vista Del Mar Lane. I originally moved there. I		5	Not only environmental. I was running on the beach	
	built a home in 1976. I was able to live there with	\$	6	and a 727 took off. I saw two elderly people, the	
7	my windows open, enjoy the ocean waves break and		7	man grabbed his ear piece out of his ear and held his	
8	· · · · · · · · · · · · · · · · · · ·		8	hand up. That's terrible. That plane had to be 35	
9	off.		9	years old.	
10	And it seems to me that the noise		10	Talk about environmental problems. We	
11	application that was talking on the phone, but all		11	have them, and you people are talking about doubling	
12	of a sudden I investigated and I found out that the		12	the input of that airport. It's insanity. Buy all	
13	government decided to raise its they were going to		13	the people out there, the people in Inglewood get	
14	put in the noise ordinance and they allowed the prior		14	yourself a 10-mile radius around the airport based on	
15	jets to fly without them. The airlines actually		15	fair market value. We'll all get the hell out of	
6	bought used engines and but them back on the		16	there because we can't exist with it. But you talk	
7	airplanes, the old engines worked out. The noise		17	about property values where you may be able to get	
8	increased.		18	them a lot cheaper if you ruin our properties. But I	
9	I built a new home 10 years ago. I put		19	don't think the people are going to let this happen.	
0	every soundproofing measure in that home that was		20	MR. OSWALD: We've got two more, then	
1	possible. Double paned windows, 2-bar insulation,		21	we'll take a break. Val Velasco and Robert Acherman.	
22	2-bars, double walls, insulation on top of it. My		22	MS. VELASCO: Val Velasco. I'm wearing	
23	house has two walls around it with two different		23	dual hats today. I'm here representing Saint	
4	ceilings in it.		24	Anastasia advisory airport committee and I also	
5	And let me tell you, I had to take my		25	representing business owners of Playa Del Rey. I've	
		Page 224			Page
1	fireplace out of the bedroom because the noise came		1	been instructed to stick to my text. The Saint	
2	through the fireplace and woke me up. And continues		2	Anastasia church and school are on located a	
3	to. I sleep in an air conditioned, environmental		3	five-acre property on Manchester Boulevard about one	
4	chamber. That's how I can sleep. Unfortunately, I		4	half mile north of the airport and a half mile south	
5	have two children and they can't sleep. They wake up		5	of Lincoln.	
6	at 3:00 in the morning.	1	6	And at its people number over 2,000	
7	One plane took off at 3:10 a.m. It		7	families. But over the past years, due to the	
8	shook my home, and I even heard it in my room.			airport expansion in the 1970's and decimation of the	
	Unfortunately, I had my door open because I just put			Westchester community. And the mass exodus at that	
	my one child back to sleep. She woke up, my son		10	time, the demographics have changed, and so the	
1	started screaming.		11	population has dwindled considerably. Our parish has	
2	And I called your famous noise number.		12	gone to about 1,100 families. And we were concerned	
	And I heard one of the other speakers talk about it,			at one point that we might lose our church. But we	
	and I called that all the time. It's on my automatic		14	approximately have 300 children at the school.	
	dialer. That's an insult. You ought to try it	1	15	We are seeking to ensure that all	
	sometime. I have people in my business call your own			we are seeking to ensure that all possible mitigation and impact that will be taken in	
	customer service number see if you think they're				
	treating your customers right.				
,	I suggest the airport try calling their			the school and we want to protect the viability of	
	noise line and seeing how they're handled. The last			the Westchester Playa Del Rey community in the home	
	time at 3:10 a.m. I contacted somebody in the police			and members of our church who are our friend and our	
		ł		neighbors.	
	department that didn't want to even take my name and		22	I live on the hill in Playa Del Rey.	
	would not give me his name, and basically told me			That's the area between Pershing and Vista Del Mar	
		1.		and the clear zone which is a water view, and Culver	
4	well, so what, the plane woke you up. That's the attitude.			Boulevard. We are greatly impacted already by the	

	17141(0	
1	airport. We're in phase 2, and we live with more	1	Acherman.	
2	than 70 decibels of noise. You cannot even talk	2	MR. ACHERMAN: My name is Robert	
3	when a plane goes over because it's so loud.	3	Acherman. I am a lifelong resident of Westchester.	i L
4	Our greatest concern, of course, is air	4	I grew up in this community. I have worked in this	1
5	pollution. We know that the doubling of air traffic	5	community and right now I work in El Segundo.	1
6	and resultant amount increasing in ground traffic	6	One of my principal concerns is traffic.	1
7	will mean significant increase in local air	7	I live pretty close to work so I can go home for	
8	pollution.	8	lunch. Sometimes go to lunch and come from the	Ì
9	Existing jets already result in the	9	Sepulveda tunnel because there's an accident, just	
10	significant leveling of local particulant matter on	10	last night I was trying to go home to an event and I	
11	roads and property. In our back yards we have black	11	couldn't get through the tunnel because there was an	
12	soot all over our patio furniture, all over our	12	accident. It's usually a weekly occurrence, but it	
13	house. And that's only at the current levels that we	13	seems like it's daily.	
14	have. We're really concerned about that air	14	I've seen the backup on the 105 from my	
15	pollution. The EIR must analyze the current local	15	office building. I just shudder at the thought of 98	
16	air pollution caused by aircraft. The increases that	16	million passengers trying to come through our airport	
17	will be caused by both ground and traffic. And	17	in the year 2015.	
18	aircraft.	18	Really, our only viable solution is to	Ì
19	We're also concerned about noise	19	go out to Palmdale and open up a second airport. I	1
20	pollution. We know noise pollution is not a winning	20	heard the excuse that we cannot expand Palmdale	
21	argument for lawsuits thus far in the state of	21	because inadequate transportation out there. But if	
22	California, but we are greatly we really want to	22	we look, Metro Link has built trains that go out as	1
23	take a look at that and consider the problems that we	23	far as San Bernardino all the way down to Oceanside.	
24	have with noise pollution. Then we are concerned	24	Why can't they go out to Lancaster and Palmdale into	
25	with safety as well, but we want to be guaranteed	25	a train station built right into the airport?	
	Page 225		Page	230
	that the crowded conditions of doubling the trip on a	1	I was just in Amsterdam two years ago,	
1	that the crowded conditions of doubling the crip on a		i was just in insteria the jears ago,	
2	yearly have plus the greater risk of safety because	2	and they have a train station that is built one level	1
	yearly base, plus the greater risk of safety because		and they have a train station that is built one level	
3	of the increased emergency and non-emergency	3	below the arrival level of the airport, and it's	
3	of the increased emergency and non-emergency fly-overs.	3	below the arrival level of the airport, and it's extremely convenient. Within three hours you can go	
3 4 5	of the increased emergency and non-emergency fly-overs. The EIR must examine these issues and	3 4 5	below the arrival level of the airport, and it's extremely convenient. Within three hours you can go to Brussels and within two or three hours you can be	
3 4 5 6	of the increased emergency and non-emergency fly-overs. The EIR must examine these issues and all impact must be considered. What about the ground	3 4 5	below the arrival level of the airport, and it's extremely convenient. Within three hours you can go to Brussels and within two or three hours you can be at most places in the Netherlands or go on to other	
3 4 5 6 7	of the increased emergency and non-emergency fly-overs. The EIR must examine these issues and all impact must be considered. What about the ground surface traffic? We need to know where and that	3 4 5 6 7	below the arrival level of the airport, and it's extremely convenient. Within three hours you can go to Brussels and within two or three hours you can be at most places in the Netherlands or go on to other places within Europe.	
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	l with regard to that.		1 walls around you we have been getting lots of
	2 I love air travel. I love commercial		2 comments from both the morning session which ran from
	3 travel. But there are limits to love, and certainly		3 8:00 to 12:30 today and also our afternoon session,
	this LAX expansion plan is one of it. We want to		4 which has been going since 2:00.
	5 think about our future. We need to do what other		5 We've received lots of comments. We
.	5 cities in the United States and the world have done.		6 have them recorded here. They've also been recorded
	They've gone out to outlying areas and opened up new		7 by the court reporter as well, and we are scheduled
	airports and we can do that. Other people in other		B to go until 7:00; so if there are any additional
	cities other parts of the nation, they've accepted	9	
	that they have to travel a little further to go to a	10	
	facility to use. And that is what's going to help	11	
	make this region grow. Thank you.	12	
13	MR. OSWALD: We're going to take a short	13	
14	break and try to get this microphone repaired. We're	14	
	going to take 15 minutes and allow those of you who	15	
16	have not had a chance to look around. We will	16	
17	reconvene in 15 minutes and continue to go until	17	
18	until 7:00.	18	
19	(Recess.)	19	
20	MR. OSWALD; We're going to go ahead and	20	
21	ahead and begin. We will need the Spanish	21	
22	interpreter. Here he comes.	22	-
23	I've got one more card. Any cards?	23	I remember many years back it was noted
24	We're going to go ahead. Evelia Figueroa, are you	24	
25	here? Evelia Figueroa. I have a comment for you.	25	creating a situation in which a lot of buildings were
	Page 23		Page 234
1	Okay. Is that you, Evelia? We're ready to start	1	beginning to basically crumble because of the
1	again. We've got one comment card. Evelia Figueroa.		sulfuric acid that was being created. And also the
	We might need a translation.		effects of the noise on children in relation to
4	MS. FIGUEROA: My name is Evelia	4	
5	Figueroa. And I live in LA. The noise is really,		flights are coming overhead. So it's got to be a
6	really loud in there. I felt sometime like police		comprehensive look. And I think if they have haven't
7	come and take our neighbors come and take the roof		already been consulted certainly, the school
8	of the house, hard to live in there. Also, I am the	8	districts and private schools do need to be consulted
9	mother of I have a baby still and they kind of	9	and do need to be talked to.
10	scary especially at night. Sometime they wake up	10	MR. OSWALD: Thank you. Very much,
11	3:00, early. I guess, you know.	11	Stacy. Any other speaker request cards? Anybody
12	I'm kind of scared, also, of the	12	else would like to address us? Three minutes. We're
13	airplane. I say no, go back to the bed. Is nothing	13	checking to see if there are any others, and then
14	going to happen. It's just a plane coming in. So	14	we'll come back to some other speakers.
15	the windows are closed. And also, I have one of my	15	There will be an additional public
16	babies six years old. He has leukemia. And we've	16	scoping meeting on Tuesday, July 15th at the
17	been discussing with his, beginning his sickness with		Hawthorne Memorial Center that's 5:00 to 9:00 p.m.
18	the doctor, and we find in one article something they	1	It's on your notice of public scoping meetings sheet
19	say that the houses also from the other many scary		that you picked up when you signed in. That is from
20	for that. But do something about this. It's really		5:00 p.m. to 9:00 p.m. at the Hawthorne Memorial
21	hard for us. We can't move.		Center.
22	MR. OSWALD: We appreciate your	22	We received a number of written
23	comments. Anymore cards or speaker request cards?	23	comments, and those will be incorporated into the
24	Anybody else would like to come up? We'd like to	24	final record from today's scoping meeting. I think
25	hear the concerns that you have. You can see on the	25	we're waiting for anymore comments.
	Page 233		Page 235
Pan	re 232 - Page 235		

		- `	- 0 -	
1	We have a couple more; so we'll bring	1	have any written comment, be sure you write them up	
2	those up and then we'll go back to others who had a	2	in the back. If you want to work on them a little	
3	chance already.	3	longer, get them back to the FAA or the City of LA	
4	We're going to go with Lee Hickman and	4	airport by July 31st. The address to mail those are	
5	then Grace Hickman.	5	on the bottom of comment sheets.	
6	MR. HICKMAN: My name is Lee Hickman. I	6	We're going to take another break until	
7	live El Segundo, and the only thing is I don't	7	we get enough to continue with comments. I want to	
8	understand why the LA airport does not understand	8	thank you. We're going to be here until 7:00.	
9	that they're out of area. They don't have the room	9	(Recess from 6:30 p.m. to 7:00 p.m.)	
10	to expand. In the year 2030, where are they going to	10	(Proceedings adjourned at 7:00 p.m.)	
11	go? Are they going to put the airport runway over	11		
12	the 405 freeway? I mean they're out of room. They	12		
13	have to get common sense on it. Anyway, I'll let you	13		
14	go. Thank you.	14		
15	MR. OSWALD: Thank you, Lee, for coming	15		
16	out. We have Grace again. If you have any comments	16		
17	or issues that you'd like to have addressed in the	17		
18	EIR, that's why we're here today. Thank you, Grace?	18		
19	MS. HUTH: We have three issues. Three	19		
20	issues I want to be included on that chart. One is	20		
21	the defoliants used by Los Angeles.	21		
22	MR. OSWALD: Use of?	22		
23	MS. HUTH: You are not aware.	23		
24	Defoliants. They are very, very toxic. I have two	24		
25	rabbits, and I took the second one because they were	25		
	Page 236		Page 2	38
1		1		38
	going around and from one moment one and the other,		Page 2 CERTIFICATE	38
2		1		.38
2 3	going around and from one moment one and the other, the second one dropped dead. The other one lasted a	1 2		38
2 3 4	going around and from one moment one and the other, the second one dropped dead. The other one lasted a little longer. And I went to the veterinarian and it	1 2 3		38
2 3 4 5	going around and from one moment one and the other, the second one dropped dead. The other one lasted a little longer. And I went to the veterinarian and it had been poisoned by the defoliant. The trees get	1 2 3 4 5	CERTIFICATE	.38
2 3 4 5 6	going around and from one moment one and the other, the second one dropped dead. The other one lasted a little longer. And I went to the veterinarian and it had been poisoned by the defoliant. The trees get burned, the leaves because it comes in like in	1 2 3 4 5	CERTIFICATE I, NANCY STAACK, CSR No. 9671, RPR, do	238
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19		NANCY STAACK, CSR, RPR	
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PUBLIC SCOPING MEETING

LAX MASTER PLAN

vs.

FAA SCOPING

HAWTHORNE MEMORIAL CENTER

HAWTHORNE, CALIFORNIA

TUESDAY, JULY 15, 1997

5:00 P.M.

Meeting Facilitator: Jon Oswald Department of Airports: Sheila Murphy FAA: Mike Agaibi Reported by: Vickie Blair, CSR 8940, RPR-CRR

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	1VA UIU	_	<u> </u>	
1	HAWTHORNE, CALIFORNIA; TUESDAY, JULY 15, 1997	1	one of the mikes; first Paul Roach, then James	
2	000	2	McCovroy, and then Evi Lettrick.	
3		3	And if you'd like to make comments	
4	(Commentary of Ms. Murphy and	4	this evening, please fill out a comment speaker	
5	Mr. Agaibi omitted at facilitator's	5	request card, drop it in the back, and we'll	
6	request.)	6	continue to go. Please.	
7		7	MR. ROACH: Thank you. My understanding	
8	MR. OSWALD: We're now moving into that	8	that two of the four proposed plans would require	
9	public comment period. The way we'd like to work	9	removal of some homes, one of which is mine.	
10	our public comment period today is you have, when	10	My concern is that once you announce	
11	you came in, filled out, or might have wanted to	11	that that's part of the plan, I own that home, it	
12	fill, out a speaker request card. If you would	12	immediately starts to diminish because who wants	
13	like to make a comment during this period, in the	13	to buy a home with an uncertain future.	
14		14	Now, my question is this, and I asked	
15	one of these cards, pass it on back, and I'll	15	this before in one of the previous meetings at the	
16	bring it up. What I'll do is call the cards off	16	Airport Marina, I was promised a written return, I	
17	in the order I receive them.	17	didn't get it. My question was: Are we going to	
18	We have two microphones in the aisle	18	pick today's price, or the day you made the	
19	here. You are welcome to step up to one of them	19	announcement, as a minimum price, or are you going	
20	when I call your name. You have three minutes to	20	to give us a price for the homes that have been	
21	make your comments of those issues and concerns	21	devalued to the point where we're really taking a	
22	that need to be addressed as a part of the EIS and	22	licking at it? The environmental impact on me is	
23	EIR process, the environmental review process.	23	going to on be on my home.	
24	My assistant has in front of her a	24	MR. OSWALD: Thank you very much. Next	
	couple of cards. The first one is a green card	25	speaker will be James, it's the I'm sure I'm	
	Page 2			Page 4
		1	not pronouncing your name right McCovroy.	
	meaning you started, keep on going; the yellow		Please tell us your name so I can get it right.	
2	card meaning you've got one minute left; and the red card means please complete your comments.	1	rieuse cerr us your name so'r oan goo ro regner	
3		1 3	MR MC COVROY: James McCovroy.	
		3	MR. MC COVROY: James McCovroy,	
	We'd like, given that I have received	4	M-c-C-o-v-r-o-y. Thank you.	
	We'd like, given that I have received a number of cards, to hear from as many of you as	4	M-c-C-o-v-r-o-y. Thank you. My concern is that I live in	
6	We'd like, given that I have received a number of cards, to hear from as many of you as possible this evening, so please help us out by	4 5 6	M-c-C-o-v-r-o-y. Thank you. My concern is that I live in Inglewood, and the houses over there are from a	
6 7	We'd like, given that I have received a number of cards, to hear from as many of you as possible this evening, so please help us out by keeping your comments to three minutes.	4 5 6 7	M-c-C-o-v-r-o-y. Thank you. My concern is that I live in Inglewood, and the houses over there are from a hundred and four that	
6 7 8	We'd like, given that I have received a number of cards, to hear from as many of you as possible this evening, so please help us out by keeping your comments to three minutes. Again, if you'd like, we are	4 5 6 7 8	M-c-C-o-v-r-o-y. Thank you. My concern is that I live in Inglewood, and the houses over there are from a hundred and eight solid to a hundred and four that have that's in, and half and another half is	
6 7 8 9	We'd like, given that I have received a number of cards, to hear from as many of you as possible this evening, so please help us out by keeping your comments to three minutes. Again, if you'd like, we are accepting the comment sheets, as well as any	4 5 6 7 8 9	M-c-C-o-v-r-o-y. Thank you. My concern is that I live in Inglewood, and the houses over there are from a hundred and eight solid to a hundred and four that have that's in, and half and another half is out of the path, and they're designated to be	
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1	comment sheets, those of you in the audience and		l noise, and airplanes, and crud flying over the top	
2	those present here, I would like to say my speech		2 of them. Shame on the City of Los Angeles for	
3	will be quite short.	1	3 numerous things, their self-centered needs and	
4	The answer to these comments, as far	4	wants because this is about the South Bay, and	
5	as I'm concerned is a negative no. There's no air	5	; this South Bay is a jewel of this community.	
6	quality. I have to hose my apartment and driveway	6	Hawthorne, Inglewood, all of it. And poor	
7	down now every morning just to keep the black soot	1	Westchester, who's had to be under the City of	
8	from getting trapped in my apartment. It's 10	8	Los Angeles, and had to go to them for fighting	
9	times worse now than it was five years ago. The	9	their battles. That had to have been a real	
10	noise, no. The houses, no. Traffic circulation,	10	yeah, somebody said it in the audience. I won't	
11	no. Water control, no. Land use, no. There	11	repeat it.	
12	isn't one thing.	12	Twenty years or so of El Segundo's	
13	And we prize something very highly	13	noise and problems, LAX, you have no record of	
14	here in the City of Hawthorne. We have a city, a	14	being a good neighbor, and in the city of good	
15	mayor, and a counsel, and a school board that	15	neighbors, I have to say, we don't want you. We	
16	really go all out to educate our children. We	16	don't want your plan four. We don't want you	
17	have York School. We have other schools that are	17	here. We don't want you coming in here.	
18	terrible. The whole city is impacted by this	18	And I'm going to let you all know	
19	situation, and I say that we need no more	19	here today that they can come in here and take	
20	airplanes. Where are you going to park the	20	this airport from us. They can say it's for the	
21	airplanes at the airport? Where are you going to	21	best of this community, and they will take the	
22	park the automobiles at the airport? Don't tell	22	airport away from Hawthorne. We don't want that.	
23	me that this is going to be a plus for us.	23	We don't want you here. We don't want any	
24	I thank you.	24	expansion. We've had enough of your noise and	
25	MR. OSWALD: Thank you. We have Eric	25	crud and pollution of this community. That's it.	
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1	Hartman followed by Alan Popper, and then Eric	1	It's enough. It's enough traffic and busses and	
	Donald. And if you could just ask you guys,		impact to this community.	
	everybody please, just speak directly into this	3	Shame on you for even coming in here	
4	mike. Thank you.	4	and barking up the tree that it's your needs and	
5	MR. HARTMAN: This is my third LAX Master	5	your wants because it's the people who live here	
6	Plan meeting, and I have to say, "Shame on the		who have the onus of what goes on, and we don't	
7	City of Los Angeles and shame on the FAA to want	7	want LAX expansion plan for 2015.	
8	to come in to our community with plan four."	8	And I'd also have to say to	
9	After all the years I've watched what the	9	Ms. Murphy that shame on John Drexel. He's not	
10	community of what El Segundo has to put up with,	10	telling you one other thing, that once they put a	
11	and I'd like to say thank you to the El Segundo	11	6,000 foot runway in, the FAA will fly in whatever	
12	city council for going after LAX and standing up	12	they want in and out of here. Not City of	
13	for their community. And I know that Hawthorne	1	Los Angeles, not Sheila Murphy or anybody else;	
14	will do the same for us because we don't want your	14		
15	jets flying over the tops of our schools, and our	15	They're going to sit here and tell us they want to	
16	children, our churches, and our community.	1	fly turbo props. And shame on the FAA for hiring	
17	And shame on you for our property		Webster Hubble for \$50,000 a year. Shame on you.	
18	values, and what you'll do to them. Who wants to	1	Thank you.	
19	live underneath the flight path? Shame on you for	19	MR. OSWALD: Next up is Alan Popper,	
20	standing up here and saying anticipation of what	20	please, followed by Eric Donald, and then after	
21	your needs are. Who cares what your needs are?	1	Eric Donald is Brit Johnson. Alan Popper.	
22	We have our lives invested here in this community.	22	MR. POPPER: Good afternoon. My name is	
23	And you talk about the jobs you're	23	Alan Popper. I'm the CEO of a non-profit	
24	going to bring in. Where are these people going		organization called Gateway to L.A. Gateway to	
25	to live? They're not going to live here with		L.A. was born by a group of commercial property	
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1	and business centers. The properties and	1	but which I've spoken of here now and again as a	
2	businesses are located on or adjacent to Century	2	means of getting you quickly from L.A. to New York	
3	Boulevard, which leads to the airport. That is to	3	overnight at, say, 300 miles an hour. And this	
4	the gateway of L.A. Our members include General	4	would be the middle ground between the motor car	
5	Electric, which owns six buildings in the area,	5	and the airplane.	
6	Arden Realty, and First Commercial Corporation,	6	And this would lessen the demand at	
7	which are also office building owners. R and B	7	LAX for more runways, and more aircraft, and more	
8	Real Estate, which manages many office buildings,	8	movement. In fact, it could replace it	
9	the Crown Plaza Hotel, Sheraton Gateway Hotel, The	9	altogether, just about. So I think this is	
10	Travelodge Hotel, the Holiday Inn Hotel,	10	something that should be seriously looked at, from	
11	Renaissance Hotel, LAX Hilton Hotel, and many more	11	the point of view, perhaps, of putting part of the	
12	members. With the help of counsel member Ruth	12	funds into studying this as an option to,	
13	Gallanter's office, we're in final stages of	13	therefore, keep the size of LAX down, and all	
14	formal approval by the Los Angeles city council to	14	these good people able to go on living in their	
15	become a business improvement district. Our goal	15	own homes.	
16	is to try to bring about physical and economic	16	So I think it would be a proper move	
17	revitalzation of the Century Boulevard corridor.	17	to consider it. And I've brought some leaflets	
18	The properties in the Century corridor were	18	with me just to give you brief ideas. I'll, in	
19	significantly impacted by the rescission. We	19	fact, pass those out, and perhaps you can pass	
20	experienced significant deceases this property	20	them along, please.	
21	values and very low occupancy rates. Simultaneous	21	MR. OSWALD: All right. Thank you. We'll	
22	to emerging from the rescission, and implementing	22	have Brit Johnson, followed by Jeff Felts.	
23	our activities under the business improvement	23	MR. JOHNSON: Good evening. I'd like to see	
24	district, the airport is planning a major	24	a show of hands of people that have lived here in	
25	expansion of passengers, cargo capacity and	25	the South Bay area for more than 40 years.	
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1	airport facilities.	1	So far this evening we've heard a lot	
2	The proposed expansion of the airport		of people talk about Westchester, Hawthorne, and	
	will have much impact to the commercial property	3	everything. I have not heard one person say	
4	and business interests along the Century corridor,	4	anything about Playa Del Rey. Those people that	
5	including but not limited to construction-related	5	have been here for that time, perhaps you remember	
	impacts, traffic, and circulation impacts, and	6	the houses that were out there at the end of the	
	land acquisition by the airport.		runway. A lot of you people that are new to the	
8	Gateway to L.A. requests that as the	8	area drive by and see a big sand dunes out there.	
9		9	That used to be a very lovely place.	
10	the commercial and property business interests in	10	I grew up in the area, both of the	
11	the Century corridor be considered. Gateway to	11	houses, and I'll quote somebody famous author, you	
12	L.A. looks forward to working with the Department	12	can't go home anymore. Both of the houses I grew	
13	of Airports in these issues in the spirit of	13	up in were leveled, taken away. My folks lived	
14	cooperation and partnership. Thank you.	14	there at the end of the time. They were one of	
15	MR. OSWALD: Thank you. Eric Donald, Brit	15	the last peoples to stay out there. They did not	
16	Johnson, and Jeff Felts. Thank you.	16	get the price as the one gentleman, the first	
17	MR. DONALD: My name is Eric Donald. I have	17	gentleman that spoke tonight, they did not get a	
18	50 years experience in aircraft operation and	18	good price to their house because at the time they	
19	professional experience starting as a teenager and	19	used what are you going to use for a comp?	
20	as a cadet; so I've looked at everything from	20	There isn't any houses around.	
21	flying aircraft, and designing them, and stressing	21	So the airport came in and condemned	
22	them, and ended up as a rocket scientist. So I'm	22	the houses. So you people that have houses that	
23	not here to talk about aircraft, really, but	23	are going to be impacted, you better get your act	
24	alternative to aircraft. That is the high speed	24	together and get together because these people are	
25	monorail, which is not being looked at in America,	25	just going to steamroll right over the top of	
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	1 you. Noise and dirt and air traffic.		1 unimportant. Also I'd like to introduce mayor pro
	2 Right now, I live down in Hermosa		2 tem and councilman Mark Shoenfeld. We're not
	3 Beach. Already we are experiencing a great amount		3 violating the group act because we're not standing
	4 of air traffic flying over Hermosa Beach already.		4 next to each other and talking.
	5 If they put in this proposal, the south runways,		5 So for the record I'd like to let the
	6 people are going to be highly impacted down there		6 people in had room know that the Hawthorne city
	7 with noise. The airplanes are supposed to go out		7 council has passed a resolution opposing plan
	8 over the ocean, and then they can turn. They're		8 amendment four. There is no way we will expose
	9 not doing that. They're turning just as soon as		9 the people of Hawthorne to any more noise and air
1	0 they get off the runway, they're turning south.	10	
1	l Let's face it, airlines are in the	11	
1	2 business of making money. They're not in the	12	2 And you saw the raise of hands here,
1	3 business of helping out their neighbors.	13	
1	4 Thank you very much.	14	•
1	5 MR. OSWALD: Thank you. Jeff Felts. And	15	
1	5 then we'll have Joseph Marshal, and Francis	16	
1	7 Amonte. Thank you.	17	
11	MR. FELTS: My name is Jeff Felts and I live	18	
19) in West Los Angeles. And I just have a couple	19	
20) comments. The first is representing my homeowners	20	
21	group, and of course myself, having been a victim	21	
22	of the expansion of the Santa Monica Airport, I	22	
23	would suggest to anyone in this room who lives	23	
24	anywhere within the bounds of this expansion that	24	Anymore airplanes over the skys of
25	you do everything you can to fight any expansion	25	Hawthorne, Lennox, Marina Del Rey, Westchester,
	Pa	age 14	Page 16
1	of the L.A. Airport, or any airport in your	1	even Redondo Beach is in the flight pattern, we
	vicinity. As the gentleman said before, the FAA,	2	will be here to support these cities in full as a
3	their duty is promulgating what happens at these	3	Counsel.
4	airports. The expansion of our Los Angeles	4	And if you need to do some testing on
5	Airport will not only hurt Hawthorne, but will	5	pollution just go to the Lennox sherriff station
6	hurt the entire West Side and the city.	6	and start wiping some of the cars. They used to
7	And it almost seems silly to say will		be black and white, but now they're all black.
8	hurt, because when you look at our city now, how		Thank you.
9	it's been destroyed by the aircraft that comes	9	MR. OSWALD: Joseph Marshal, followed by
10	into our city, I think it is pitiful.	10	Francis Amonte, and then Jim Donaldson.
11	I ask if there's any representatives	11	MR. MARSHAL: A teacher with L.A. Unified
12	from our mayor's office in this room, or from this	12	School District. I live in the area. The goal of
13	group here, to bring this recommendation, true	13	plan four is to increase space not only on the
14	leadership would be a proposal to build an airport		ground but to land at LAX by commuter aircraft to
15	away from LAX to expand to elsewhere, if need be.		Hawthorne Airport. That is the real goal of this
16	Or even further, have no expansion, and let the		plan. And given that a member of the Los Angeles
17	size of our city be limited by the size of our		Airport commission told me directly that plan four
18	airport, and not expanded.	1	is their first choice, I would like to focus on
19	Thank you.		plan four.
20	MR. OSWALD: Thank you. Actually, I just	20	The appropriate scope and content of
21	got a request if Mayor Geddy could go next. He	21	the environmental information, including
22	has to go to a meeting, so perhaps let the mayor		alternatives to be included in the draft EIS/EIR
23	go and then we'll go to Joe Marshal.		should address the following questions and related
24	MAYOR GEDDY: Mayor Geddy, you have to spell		research. How would the increase in commuter
25	it right for the newspapers. It's okay. That's	25	aircraft traffic at Jack Northrop, formerly
		e 15	Page 17
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1	Hawthorne Municipal Airport, negatively impact the	1	homes are going to be involved. Mine already is.
2	cognitive development of children in public,	2	And they haven't even expanded.
3	private, and home schooling environments? What	3	So it's not going to happen, ladies
4	prompt and effective countermeasures are planned	4	and gentlemen, unless everybody objects, so please
5	to offset the established cognitive risks to	5	talk to your neighbors, talk to your friends, and
6	children studying in high-noise impact, urban	6	get them out in force. It's the only way that
7		7	they're going to understand.
8	I have submitted in writing several	8	I know that all of us are busy, and a
	studies which confirm results both here at LAX and	9	five o'clock meeting to me, was unrealistic. Too
10	in Germany that have found that more children for	10	many people work, but it's very easy to plan a
11	the more complex higher-order skills such as	11	meeting at a time when you can't come.
12	reading comprehension skills are adversely	12	So be aware that you need to talk to
13	impacted by airport-generated noise.	13	your neighbors, and we have to fight this.
14		14	
	Further, the children's attempt to		Thank you.
	cope with noise by developing cognitive strategies	15	MR. OSWALD: Thank you very much. Before we
16	like tuning out noise may negatively impact		go further, let me just point out, if you're just
17	language acquisition and speech processing.	17	joining us, we're here right now collecting key
18	Further, how would the increase of	18	issues, questions, items that you believe the
19	commuter airport traffic at this airport	19	environmental documentation needs to address as a
20	negatively impact physical development of our	20	part of the Master Plan, Los Angeles Master Plan,
21	children, again, in public, private, and home	21	EIS and EIR. Those are environmental documents,
22	schooling environments. These risks include an	22	each assessing the impacts of the alternatives.
23	elevation of stress hormones, elevation of resting	23	If you're interested in making oral
24	blood pressure, and differential cardiovascular	24	comments tonight, please fill out a speaker card,
25	reactivity. Stress.	25	and drop it in the back. We also have a comment
	Page 18		Page 2
1	For the record, when you are taking	1	sheet. You're welcome to write your written
2	into account community input during the	2	comments. Also submit those to the back.
3	development of the EIS/EIR, please address each	3	If you would like to spend a little
4	individually, and do not group them in a summary.	4	more time on those comments, the team is accepting
5	Thank you very much.	5	those up to July 31. You can mail those in to the
6	MR. OSWALD: Francis Amonte and Jim Donald	6	addresses on the bottom of the comment sheet.
7	son, followed by Chris Moyer.	7	So now we have Jim Donaldson,
8	MS. AMONTE: Ladies and gentlemen, I'd like	8	followed by Chris Moyer, followed by Hector
9	to express my feelings about noise pollution.	9	Correo.
10	If you recall, when the airport was	10	MR. DONALDSON: Yes, my name is Jim
11	expanded, and Westchester was affected, Inglewood	11	Donaldson. I'm the of the West Los Angeles I
12	was affected, El Segundo was affected. It was	12	would just like to say something about what this
13	many years. I would hazard a guess of maybe 30,	13	lady said. First of all, I'm going to put out
14	at least.	14	about 1,200 flyers this weekend to people in my
15	In April of this year, I read that	15	community and other communities, and basically I'm
16	finally, they're going to do something about the	16	going to let them know they have to the 31st of
17	noise, and they're not going to do it for	17	July to get their comments in. So I would suggest
18	everybody, so the first 8,850 residences of	18	that these people here you might want to get some
19	Westchester, South Central Los Angeles will be	19	flyers out to people in your area letting them
20	insulated at the year's end.	20	know what they're faced with, and it's important
21	Well, how long does it take? If you	21	to get their concerns in by the 31st.
22	people think that this expansion, if they choose	22	Basically I would like to know how
23	number four, is going to help us in noise, and		many flights to you anticipate the Santa Monica
24	traffic, and pollution, and dirt, and excessive		Airport to be subjected to because of changes to
25	transportation of airplanes over your homes, your		Los Angeles. The existing baseline at Santa
1			Page 2
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1	l Monica Airport is about 2,000 flights a year, and		I In this meeting, I'm some what
2	2 we've noticed an increase of about two and a half		2 stressed that we haven't had any discussion of the
3	3 to three percent in the last year just coming into		3 separation of cargo and passenger. At one time, I
4	Santa Monica Airport. What affects would Santa		
5	6 Monica Airport and all the communities surrounding		; the it was too much a dead horse, but my other
6	5 Santa Monica Airport be subjected to with the		prime concern is safety. There's no question with
7	' change at Los Angeles? Would a build-out of the	7	an increase in traffic, there will be an accident
8	Master Plan at LAX affect existing fixed-bace	8	
9	operator services that service all executive jets	9	
	at Los Angeles, and will this affect the existing	10	
	jet operation as far as flights? We would like to	11	
1	know. At the present, there is one fixed-base	12	
	operator at Los Angeles, and I believe it's called	13	
1	The Air Corporation. And what they do is service		noise and there's nothing we can do about that
	small business jets and executive jets.	15	
16	What I would like to recommend or put	16	· · · · · · · · · · · · · · · · · · ·
17	on the public record is we would like to see you	17	y and the pollution of coulde we
	add more fixed-base operators at LAX so they can	11/	in the set of the set of the set
	service these small business jets, and the Gulf		i internet de complaines. It is not
	Stream force, and stuff so they're not pushed out	19	j and second and policical breaking in
1	to Santa Monica Airport or Hawthorne, if Hawthorne	20	
1	gets any jets now. But we get some pretty big	21	MR. OSWALD: Thank you. Hector Correo and
	ones at Santa Monica Airport. If you add more		Val Cole. And after Val Cole, Evelyn Macoy.
1	fixed-base operators at LAX to handle the existing	23	MR. CORREO: I am Hector Correo. A resident
1		24	in the fourth for all chese years, 1
	corporate jets you have coming in and out for		have been living with the airport impact area at
	Page 22	2	Page 24
1	small business executives, and the ones that are	1	135 road area, Lennox, my neighbor is Chris
2	going to increase in the future, you might not	2	Moyer.
3	have to push them out to the other airports.	3	The community has been neglected
4	Also we would like to know if the	4	consistently by Los Angeles. Los Angeles has been
	change at LAX would have a localized effect at	5	to promote, make sure the litigation of the
6	Santa Monica with pollution because right now	6	imperfect noise environment in which we, the
7	we're subjected to a lot of that black stuff and	7	Lennox residents, live. The Master Plan and the
8	an increase in jet operations and noise.	8	four concept neglect the needs of the Lennox
9	The last thing I would like you to	9	community. Ultimately, any advance of the airport
10	mention is we would like to look at the noise	10	will increase the negative impact to Lennox.
11	problem we have at Santa Monica Airport and what	11	Los Angeles has been consistently insensible to
12	we're going to wind up with when you finish your	12	the ravishes of unhealthy aircraft noise impact
13	build-out plan. Right now we're subjected to a	13	cause to our community already. Thank you.
14	lot of noise, and also, we'd like to consider for	14	MR. OSWALD: Thank you. Val Cole followed
15	maybe some insulation and maybe some additional	15	by Evelyn Macoy.
16	noise blotters. Thank you.	16	MS. COLE: My name is Val Cole. I live in
17	MR. OSWALD: Thank you very much. Chris	17	West Los Angeles. We have a lovely little problem
18	Moyer, followed by Hector Correo, and then Val	18	that every day we have to dust our window sills
19	Cole.	19	because they're loaded with you know what.
20	MR. MOYER: My name is Chris Moyer. I	20	I represent this evening the West
21	bought a house in Lennox at 130th Street at Dale	21	Side Civic Federation. I am the chair of the
22	Road in 1951. At that time, the flight pattern	22	community task force regarding the Los Angeles
23	went down Lennox Boulevard. With the continued		expansion. The West Side Civic Federation is a
24	expansion, it's pretty much gone down my driveway,	24	federation of residential associations located in
25	which makes outside life pretty sad.		the densely-populated area of West Los Angeles.
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1	Consisting of our over 250,000 residents.	1	of the expansion project at serious risk,	
2	Please respond to the following in	2	references the L.A. Times 7/31/97.	
3	your scoping process: We are seriously concerned	3	Many thousands of our residents live	
4	that the proposed Los Angeles expansion will	4	adjacent to and within a two-mile radius of Santa	
5	critically affect our established community,	5	Monica Municipal Airport, consequently, still	
6	endangering our environment, the health and the	6	greater hazards and noise pollution will be	
7	safety of our children, families, and the value of		unbearable. It is a priority that the Department	
8	our homes. Our proximity to both Los Angeles and		of Los Angeles Airports include fixed-base	
	the Santa Monica Airport reinforces this concern.		operators facilities to accommodate corporate and	
10	The adverse environmental impacts,	10	business jet aircraft during the development of	
	noise, and emissions pollution and risk to human	11	the Los Angeles Master Plan and after	
	health, triggered by the proposed expansion, are	12	Los Angeles's operation.	
		13	MR. OSWALD: Val, do you have a couple more?	
	well documented, and we want specific references	14	MS. COLE: I'll be through very shortly.	
	to be incorporated in your scoping procedure.	15	Please analyze the methods you will	
	Many public studies have available which we		-	
	request be reviewed by your staff, and		utilize to prevent overburdening the West Los Angeles and Santa Monica areas from the relocation	
	importantly, by an independent agency such as the	17		
	Natural Resources Defense Counsel.	18	of turbine traffic.	
19	It is evident that the Los Angeles	19	We strongly urge Los Angeles to	
	Airport expansion is of such great magnitude that	20	having the advantage of alternative co-partnership	
21		21	with other local and general aviation airports	
	result in major impacts to our community.	22	such as Hawthorne, Long Beach, and Burbank.	
	Unfortunately, not only the present generation,	23	The Santa Monica Airport and the	
	but generations to come would be at risk. Because	24	surrounding residential community in this densely	
25	of the complexity and costs of such a vast	1	populated area have already reached the saturation	D
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1	project, and the extended time frame into the 21st	1	level. For the past eight months, a community	
2	century, it is imperative that innovative	2	advisory group appointed by the Santa Monica	
3	alternatives be comprehensively explored, such as	3	Airport Commission has been working to alleviate	
4	El Toro airport in Orange County, Point Mugu in	4	the accumulative impacts at the Santa Monica	
5	Ventura County, as well as underdeveloped areas of	5	Airport and in the airspace of West Los Angeles.	
6	Los Angeles County, in addition to the Bay Areas,	6	Specifically, it is essential for Los Angeles to	
7	et cetera. We need a comparative analysis based	7	include improvements and expand full-service,	
8	on the costs of long-term benefits, scope of	8	fixed-based operator facilities and services for	
9	negative impacts to the residential community of	9	business and corporate jet aircraft.	
10	West Los Angeles.	10	Further, all possible alternatives	
11	We request that a feasibility report	11	must be explored to reinforce and strengthen such	
12	be provided from an independent agency the	12	facilities during the development.	
13	economic breakdown of cost basis analysis versus	13	MR. OSWALD: Okay, Val, a couple more	
14	expense and/or benefits to the West L.A. community	14	points, and then you have written comments that	
15	would be a critical significance. Would any	15	you can submit.	
16	indebtedness incurred by this expansion became a	16	MS. COLE: I will, right.	
17	future burden on the taxpayers? Please cite	17	Summary, in addition to the	
18	substantiated statistics which expound on the	18	foregoing, we request that your scoping access the	
19	total area impacted and charted on a map	19	current updated studies with the latest statistics	
20	delineating the airport expansion, which seems	20	confirming that the airplane noise and pollution	
21	predicated on very optimistic expectation of	21	is damaging to our health. This underscores the	
22	Pacific Rim traffic, in view of the growing	22	importance of the formerly regarded as harmless	
23	political unrest of the various Asian economics.	23	cigarette smoking connection and the relevance of	
24	Please analyze whether such	24	environmental hazards to the public. The noise	
25	conditions may place the future profit structure	25	and health relationship needs to be evaluated.	
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	. The quantity of air pollution that is emitted by		l community to include the following in their
1	aircraft and where it is emitted in the		2 report: Cost benefits for the West Side, and the
3	atmosphere. A large part of aircraft emissions	:	3 greater area, as each of these plans would impact
4	are released into the atmosphere at high altitudes		a our communities. That includes property values,
5	where how it affects the pollutants can be		cost of sending our children to school, as well as
6	different and more serious than pollutants at		_
7	ground level.	-	pollutants or responding to problems caused by
8	MR. OSWALD: Thank you, Val. I have to cut	e	breathing them in.
9	you off, but thank you very much.	9	We also want to be sure that safety,
10	MS. COLE: Thank you.	10	noise, and negative environmental factors are
11	MR. OSWALD: I wanted to make a quick	11	factored into this report in terms of flight
12	announcement, and that announcement is that we do	12	paths, increasing over our areas, and that doesn't
13	have Spanish speaking translation capabilities, if	13	mean just coming in but going out. We also want
14	you need that. Again, we do want to be sure if	14	that this area be told what this will cost, what
15	you have written comments, good details. Please	15	are the long term costs, not just till we get to
16	submit them to Tyler in the back.	16	2015, but then for managing the airport
17	Tyler, you're going to wave to us so	17	afterwards, long term plans, because obviously we
18	we can see you back there. Hello, Tyler. There	18	will be here in 40 years again, probably, looking
19	you go. Please, we've got a comment box back	19	at another expansion.
20	there. We do want to get the details to become	20	We also would like to know where all
21	part of the formal record. Thank you.	21	this cargo that's coming in is going to be shipped
22	Evelyn Macoy followed by Laird Melmed	22	to. Is it staying here? Is it staying on our
23	and Barbara William.	23	streets? What are the impacts to our homes both
24	MS. MACOY: My name is Evelyn Macoy, and I	24	for cargo and for moving people to and from the
25	live just north of the Hawthorne Airport, and just	25	airport? And we would like to suggest that lots
	Page 3	0	Page 32
1	east of the freeway. And I was appalled when I	1	of alternatives be investigated in this report in
2	received a letter that another meeting was	2	terms of carpool lanes, park and fly centers to
з	scheduled for the expansion of LAX because I	3	get people in and out in a manner that does not
4	thought that when we had the last meeting that it	4	add substantial traffic to our area.
5	was overwhelmingly understood that Hawthorne did	5	In Cheviot Hills specifically, we
6	not want an expansion of LAX in our area.	6	deal every day with Century City traffic. I know
7	However, I thought that perhaps by	7	in Westchester they deal with the airport traffic,
8	scheduling it here in a larger place at a	8	that needs to be included as well, in terms of how
9	different time and a different hour, maybe they	9	are people taking these flights getting to the
10	thought that they would get a different crowd, or	10	airport? How do we get them on the freeways, off
11	smaller crowd, perhaps, by scheduling it at that	11	the residential streets, and away from our kids
12	hour. Our mayor distinctly stated, and we voted	12	that are playing?
13	at the other meeting, that we did not want an	13	Additionally, we would like to
14	expansion of LAX. But it seems that you're going	14	absolutely require that Santa Monica Airport be
	to reschedule perhaps thinking you'll get more	15	considered in this plan in terms of the impacts on
1	people, or a different crowd. But again, we do	16	aircraft jets as has been mentioned a number of
	not want an expansion of LAX.	17	times in terms 678 fixed-base operators. We
18	MR. OSWALD: Thank you, Evelyn. Laird	18	reiterated that is an important consideration that
	Melmed, and Barbara William, and Kimberly Ingram.	19	any airport in the area be included as a lump
20	MR. MELMED: Good evening. My name is Laird	20	package. It's all our airspace. It's all our
1	Melmed. I represent the California Country Club	21	freeway space, and it will affect how we live.
	Homeowners Association, a West Los Angeles	22	And finally, we would like to see
	partnership. I am an graduate of MIT with in	23	that the impact to air traffic prices and air
	aeronautical engineering.	24	traffic use of the airport is not we are not
25	We wish to advise the scoping	25	pressed out as a populace for using that airport
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1	by the cargo functions. I know cargo is a big	1	smogged. What about the airplanes? What are they	
2	function of that plan. That we ourselves need to	2	going to do about our breathing space? Thank you.	
3	use the airport to get to from to visit family	3	MR. OSWALD: Thank you. American Citizen,	
4	members and we need to use those resources not	4	followed by Jacquelyn Ier, followed by F. A.	
5	just for moving cargo. Thank you very much.	5	Jacknick.	
6	MR. OSWALD: Thank you. Barbara Williams,	6	AMERICAN CITIZEN: This environment is under	
	followed by Kimberly Ingram, followed by American	7	siege. I stand here in a state of the	
	Citizen.	8	sleeplessness. Aircraft going into L.A. Airport	
9	MS. WILLIAMS: Good evening. My comments	9	keep me from getting a good night's sleep.	
	address air quality, noise, housing, traffic,	10	Airports going out of LAX do not operate over the	
	circulation, safety, risk and upset. The	11	sea. This is a ongoing problem these and domestic	
	residents of Hawthorne do not wish to have any	12	tranquility are family values. American citizens	
	enlarged Los Angeles Airport. We contained	13		
	ourselves as best as possible when the airport	14	of peaceful enjoyment of their private residents.	
	when the Hawthorne Airport has its airshow.	15	Los Angeles International Airport is not a good	1
16	Where is the petition to protect this	16	neighbor. You have written in one of your documents stating that Los Angeles International	
	program? We do not wish to have this Hawthorne	17		
	plan project number four. I have lived at 11924	18	. , , , , ,	
	South Neilside, Hawthorne, since 1967. I speak	19	Let us set the record straight. Let	
	for many residents in our neighborhood, please	20	the environmental impact statement clearly state	
	find another cite. Option four, no. Relocation	21		
1	runway, no.	22	a public nuisance. There is no one here from	
23	MR. OSWALD: Thank you very much, Barbara.	23	, , ,	
1	Kimberly Ingram, followed by American Citizen,	24		
25	followed by Jacquelyn Ier.		that the jets will pollute the American citizens	
	Page 34			Page 36
1	MS. INGRAM: My name is Kimberly Ingram. I	1	in Inglewood. I think it is a crime against the	
2	grew up in Hawthorne. I went to Cimeron Henry	2	American citizens in Inglewood.	
3	Clyde and Washington High School. I've been	3	One other point I wish to make here.	
4	living in Hawthorne over 25 years, and when I grew	4	Soundproofing the homes over whose airspace the	
5	up there, I decided not to buy a house out far, I	5	aircraft will be violating is not the solution.	
6	moved back into my neighborhood. I happen to have	6	This puts American citizens in a position where	
7	bought the house right next door to where my	7	they have to choose between suffocation with	
8	father lives. Right now they're talking about	8	soundproof windows locked, or ventilation that is	
9	plan four in Hawthorne. We do not want it. There	9	polluted with jet fuel, jet fumes. Jet fumes are	
10	is a health problem. I want the health problem	10	hazardous to our health. We need the surgeon	
11	addressed. We got shortchanged on the 105 highway	11	general here. He is the nation's doctor. Let him	
12	in the Hollypark corridor where we didn't even get	12	declare to the nation for the American people that	
13	the wall built up high enough to stop the noise,	13	jet that fumes, inhaling jet fumes is hazardous to	
14	and we got shortchanged on our cul de sac.	14	our health.	
15	I have a baby who has asthma. Right	15	MR. OSWALD: Jacquelyn Ier, followed by F.	
16	now, I can't even open the windows as it is now to	16	A. Jacknick, followed by Gordan McVego.	
17	let any breeze come through. We have to cover our	17	MS. IER: Next my name is Jacquelyn Ier. We	
18	lawn furniture because if you don't, you're out in	18	require the alternative to be that which includes,	
19	the morning with a water hose.	19	of course, the no-project alternative which you	
20	Several times I have seen plains	20	discussed earlier. To truly discuss the issue of	
21	waiting so they can get into L.A. Airport. What's	21	no-project alternative, one must consider the	
22	going to happen when they're waiting over our	22		
23	houses, and where my child is playing. The city	23	airports in Southern California, including	
24	council, the mayor, and me as a private citizen		Southern California Airport and Norton Air Force	
		4	·	
25	say no to plan four. We have to get our cars	25	Base. Both of those facilities are on the fast	1
25	say no to plan four. We have to get our cars Page 35		Base. Both of those facilities are on the fast	Page 37

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	1 track. Cargo expansion plans now Los Angeles		1	And in looking at the way the city	
	2 claims that the expansion will provide capacity		2		
	3 necessary to pick up cargo volume shortfall that		3	and in others not. And when I look at this	
	4 will consider over the next 10 to 15 years. It		4	Los Angeles plan, the expansion especially, kind	
	5 seems imperative that the ability of these other		5		
	6 airport expansion projects is to pick up this		6		
	7 cargo capacity shortfall must be considered in the		7	I do not find that very attractive at all, and I	
	θ no-project alternative or in some other		8		
	9 alternative scenario.		9	And furthermore, I think that a lot	
1	I'd also like to comment that many		10		
1	l people have stated here that the particulate and		11	-	
1	2 dust fallout is an annoyance. I know that is		12	-	
1	3 regulated under title three of the clean air and		13	And also another thing I'd like to	
1	l parks amendments, as well as our own state, such		14	make note of is that I've noticed an increasing	
1.	as air toxic hot spots and our risk reduction		15	number of overflights over the city in increasing	
10	programs. And I think those issues need to be		16	numbers of these commercial passenger jets,	
17	addressed in detail not just particulate, but also		17	especially the late night and early morning hours,	
18	the volatile, semi-volatile compound that are		18	and some couple of times just in the past six	
19	condensed on the surface of the particulate.		19	months have flown over in probably no more than a	
20	MR. OSWALD: Thank you. F. A. Jacknick,		20	thousand, 1,500 feet. I mean, it was really low.	
21	Gordon McVego, and Mini Hadley.		21	And it just woke me right out of bed wondering	
22	MR. JACKNICK: Hi. Good evening. I don't		22	what was going on.	
23	want to oppose progress and I don't want to oppose		23	And in regards to the kind of overall	
24	expansion, but to do so at the expense of your		24	overview of the L.A. International plan, one thing	
25	fellow human, I think, is untenable. I live in		25	I find even deficient with the current layout is	
		Page 38			Page 40
1	Playa Del Rey, and as earlier speaker said, 30		1	that the Continue 105 fraction does not be a	
	years ago, when you expanded the airport, you made		2	that the Century 105 freeway does not directly	
	a promise to at least to improve some of the homes		3	and append sources for requires	
1	in that area. To date, you still haven't done		4	the people to go through the, you know, the	
1	it.			Sepulveda underpass, the freeway to the	
6	I live in a building where the only		6	interconnecting roads, and therefore the airport.	
7	meanings of ventilation is a screen door in the		7	And that is bad enough as it is, and	
8	living room and a window in the bedroom. I'm told			then they also don't have available the	1
9	that my building is first on the list to be sound			long-promised metrorail green line extension, and	
10	proofed by the end of this year, but only confined			it's a facility. And that's another thing I	
11	to soundproofing the window, not the screen door.			noticed in looking at the plans back there on the	
12	You don't have the money to make good on the			boards which I've seen previously, that that seems	
13	promises you made 30 years ago, yet you have the			to be not even a part of the overall ideas, plans,	
14	money to expand the airport. I just want to tell			proposals, to make that as another option for	
15	you that you people have some nerve. Thank you.		14	people to get to and around the facility.	
16	MR. OSWALD: Thank you, Gordon McVego,			And I to notice they're going to have	
17	followed by Mini Hadley, and N. C. Sheldon.			a people mover system that will be for the other	
18	MR. MC VEGO: Hello. My name is Gordon	1		new portion of the facility. I wanted to say that	
19	McVego. I live at 4535 West 141 Street in			in regards to the design, that that is a very poor	
20	Hawthorne, and I'm here. I'm 45 years old and I'm			idea because they have not rely on just a people	
21	a native of Hawthorne, and have lived 39 of those			mover, and totally block out people from driving	
22	years in the city, and am very proud to be a			their cars on the extended facility, if there is	
23	Hawthorne resident, and also I am a former	[]		going to even be such an extended facility, and	
24	airspace engineer of many years Rockwell,			that looking at it from an engineering point and	
25				from a people comfort, whatever, that it should be	
		Page 39		something that is the same for people, the same as	
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1	it is now, where people can travel the full length	1	can hear the speakers.	
2	of the airport by car, and access it.	2	And with that, I'm going to ask Mini	
3	But overall, I think that you have to	3	Hadley, to be followed by Missy Sheldon, to be	
4	look at the fact that there are, like many of the	4	followed by Richard Mulligan.	
5	residents from the nearby areas of Inglewood and	5	When you do make your comments just	
6	Playa Vista and all that, that they have to live	6	try to get right on top of that microphone and	
7	there, and I think that their wishes have to be	7	speak directly into it. We would sure appreciate	
8	very much respected and that even as much as we	8	it. We're going to start with Mini Hadley,	
9	would like to have a, maybe a more modern, even	9	followed by Missy Sheldon, followed by Richard	
10	more modern facility or whatever it is that that	10	Mulligan. I apologize for the delay. Please.	
11	has to be tempered with the fact that the	11	MS. HADLEY: May name is Mini Hadley, and	
12	expansion going to create a fallout, and many	12	I've owned a home in Hawthorne since 1966. I	
13	negatives, that I think it will be very well, you	13	raised my children here, and my daughter, and her	
14	know. I say that it should not go forward if	14	family, and children, still live hear in	
15	these people do not want it, and it shouldn't be	15	Hawthorne. And I was' just so angry when I learned	
16	basically, you know, shoved down their throats.	16	that Los Angeles was trying to expand into our	
17		17	community again. I looked at all of the plans, in	
18		18	fact they presented the plan to us at one of our	
19		19	meetings as an opportunity for us to have jobs and	
20		20	money coming into our community. And I was really	
21		21	insulted because I don't think it would benefit us	
22		22	at all. It would just be a cost to us.	
23		23	We grew up here in Hawthorne with the	
24		24	threat of the 105 freeway. And to this day, we	
25			have the 105 freeway running down the middle of	
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	a comment sheet. We are going to resume here in		our block with a train down the center. We have	
2		2	the Hawthorne Airport, and the railroad that	
3		3	killed many people at that corner before that big	
14		4	business would respond to us.	
5		5	In my opinion, Los Angeles is just	
6		6	another big business. They're just trying to make	
1	MR. OSWALD: We're going to start up again.		money, and that's fine with me, except we don't	
8	If you would like to stay for the next part of the		want it at our expense. We do not want that	
9	public comment hearing, you can take a seat at	9	airport. We have noise from the airport now.	
10		10	Many nights I cannot even sleep in my house	
11	Tonight we are primarily identifying	11	because of LAX, and just like the gentleman said	
12		12	earlier when he called over there they went	
13		13	responsive. They could not care less.	
14	as well as the Los Angeles Master Plan	14	We have enough now. We have the	
15	representatives, are here, also, to listen to	15	railroad. We have the freeway. We have light	
16		16	rail, we have the Hawthorne Airport, dirt, and	
17		17	everything else. And no longer just because we	
18		18	are a working class, middle income or poor	
19		19	neighborhood, do not bring that airport in here	
20	a comment form that is also available at the back	20	because we do not want either of the one of the	
21	table when you came in, or also your typed or	21	plans. I've looked at all of them. Plan four is	
22	written comments may be dropped in the box.	22	most objectable; however, all of them are	
23	Again, if you are going to stay in	23	objectable.	
24	the back, I would just ask you to give us a little	24	Our life in this community would be	
25	bit of courtesy by keeping your voices down so we	25	forever impacted if we would allow that airport to	
1	Page 43	1		Page 45

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1	expand, and I'm trying to figure out how do these		1 the school children of Hawthorne, and the
2	? notions come about? How do you just accidentally		2 surrounding communities. The impact of repeated
3	B plan to impact our neighborhood again? I want to		3 aircraft over flights and the learning process has
4	know how these things get started. Why don't we		4 been well documented. Our sister school district
5	know about this when it's in the planning stages?		5 of Lennox has come up with a good solution,
6	Who helped to draw up those plans? I think if		6 putting the classrooms underground; but that
7	you're putting something in our neighborhood, we		7 doesn't discuss the issue of getting to and from
8	should be involved in planning, and we would have		8 school, and also playing out in the playgrounds.
9	planned right away not to have it here because we		9 What does the environmental impact
10	don't want either one. None. Not now. Not	10) say about the surrounding school districts of
11	ever.	11	l Wesbourne, Lennox, Centinela, Westchester,
12	MR. OSWALD: Thank you, Mini. Missy	12	2 Manhattan Beach, El Segundo? I think that has to
13	Sheldon, Richard Mulligan, and Val Cole. I'll	13	be a very, very important part of this
14	come back to Missy. Richard Mulligan, val Cole.	14	environmental impact. And if those issues are not
15	MR. MULLIGAN: My name is Richard Mulligan.	15	
16	I'm a resident of Hawthorne for 16 years and a	16	Thank you.
17	former board of trustees for the Hawthorne	17	
18	district.	18	has spoken, so I'd like to have the other speakers
19	I'm very concerned about the	19	
20	presentation that was made this evening, that no	20	
21	cost estimates for given for each of the	21	
22	concepts. Just by looking at the concepts as	22	William Moore. Sam Resnick.
23	presented here this evening, it's obvious that	23	MR. RESNICK: I'm one of the anointed
24	concept number four is the low-cost option. It	24	residents that live under the Los Angeles flight
25	provides the most total flights for the least		plan. I've had an advantage because I don't hear
	Page		Page 4
1	amount of dollars, so I just want everyone to be		
	aware that a steamroller is coming in the guise of		too well, so naturally I miss some of the noise;
	an environmental statement and environmental		but I am in favor of helping our neighbors deal
	impact report, and I think that has to be part of		with the noise that's presently available to us
	the process. It's obvious that without building		and which we cannot dispose of.
	any new runways or moving any runways, concept	6	So I don't speak necessarily in favor
7	four is going to be the choice coming out of the		of insulation or not, I just want to put the plans
8	process.		and promises made in a proper context. I speak of promises made and promises not kept. The plan
9	Hawthorne Airport already has a	9	
	fly-out pattern established by the FAA for	10	promises to deal with the noise, exhaust, debris,
1	westbound departures. Is that pattern being	10	and the fly-over planes and traffic congestion for
2	enforced by the FAA? As a resident of Hawthorne,	11	the future. How can we expect promises made to
3	the answer is no. And getting woken up at seven	12	deal with these problems, as you plan to expand
4	in the morning by a jet departure is very	13	the airport? When you made promises in the past,
5	disturbing, especially when a number of aircraft	14	not for the new airport, but the present existing
6	are not even rated for the Hawthorne Airport in		airport noise to insulate our homes. You stated
7	terms of jet aircraft, and I'm not even sure if	10	there was a four million dollar fund existing, and
8	they should be permitted in Hawthorne Airport to	18	how many homes presently have been insulated out
	begin with.	19	of that four million dollar fund? I would venture
	Also, I think in the future, if we		none or few, so how can you expect us to believe
0			in your projected plan and promises to ameliorate
	are to be believe the FAA's turbo prop only edict	121	all of these imposing problems? I don't think you
1	are to be believe the FAA's turbo prop only edict, I think that will probably work for year one, but	21	
1 2	I think that will probably work for year one, but	22	can.
1 2 3	I think that will probably work for year one, but for every year thereafter, it's just as easy to	22 23	And in the end, if we here allow this
1 2 3	I think that will probably work for year one, but	22 23 24	

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1	poll. How many here living over or near the	1	consistently kept leaning on the people. There	
2	flight path have had their homes insulated as	2	were mass meetings. Such a protest among the	
3	promised in the last community meeting last year?	3	people that they had to break up the meetings into	
4	Show of hands. Anybody have their homes	4	smaller groups, as is happening here.	
5	insulated? No. I assume that those that have	5	If Inglewood has a meeting, Hawthorne	
6	left would not raise their hands either because	6	has a meeting, no central meeting because they	
7	that was promised a year ago, a promise not kept.	7	couldn't handle the crowd, breaking it down to	
8	So how can we expect promises in the future to be	8	elementary school size they could say, "You don't	
9	kept?	9	belong here, you're part of this other elementary	
10	- I had my home freshly painted a few	10	school." One of the other techniques that was	
11	months ago. This is another story, like many of	11	used, besides wearing the people out over a	
12	you have had, I'd like to invite those planning	12		
13	this airport paradise to come to my home and hose	13	of properties. It's only going to be two years	
14	down the exhaust debris now collecting on my	14	they'll have you in that same category.	
15	newly-painted window sills and walls. And I'll	15	One of the techniques used was to	
16	supply the hose and water. I wonder how many will	16		
17	attend that little party.	17	speaker alone, is presenting the views, and that	
18	I also believe with high speed trains	18	the others are not in agreement or that the	
19	or monorails we could take advantage of the past	19	airport and this big money prevails, which they	
20	proposed Intercontinental Airport. There are	20	never give up their plan, and it was put upon the	
21	17,000 acres bought and paid for lying fallow, not	21	people in Westchester.	
22	used, in Palmdale. We've got all kinds of	22	So let me first ask, because my	
23	arguments about the costs, that's not possible,	23	appeal is a demand that the airport recognize the	
24	they say we have to build the airport here to take	24		
	care of the business from the Pacific Rim, and it		property. So I would ask, just so that you can	
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	has to be close to this airport.		all speak at once, how many are in favor of or	
2	And yes, I had a discussion with the		let me first put it the other way, how many of	
3	gentleman here, and he says, yes, we should try a	3	you, by standing, are opposed to the method of	
4	little expansion. That will probably satisfy	4	acquisition of private property that that the	
5	everybody. Fine. We have a little expansion to		airport uses. All of you that are opposed, would	
6	accommodate the increase in traffic, freight, so		you stand. Are you opposed to the airport's plan	
	on, passengers. In five to 10 years, that	7	and acquisition of property? How many of you are	
8	increase will be absorbed, again, so we have	8	opposed to that method that the use of acquisition	
9	another problem just one more second, another	9	of private property, just take note. If you stand	
10	problem we have to expand again.	10	for the moment, and that would be the issue that I	
11	The answer is in Palmdale where you	11	will speak to. How many of you, to be fair, how	
	have 17,000 acres free to be used. Nobody around	12	many of you are in support? Will you stand. How	
13	there, hardly any homes. They have a buffer zone	13		
14	of acres to absorb noise, debris from the	14	say that it's unanimous. There is no one in	
15	airplanes, and so on. I ask all of you to propose	15	support of your plan of acquisition.	
16	Palmdale as the answer; otherwise we'll have one	16	Now, the constitutional right of	
17	meeting after another, and no promises will be	17	private property. The big money government is	
18	kept.		financed by free enterprise and property taxes of	
19	MR. OSWALD: Thank you, Sam. We've got	19	the people, and those people had to acquire their	
20	I'm not getting the name right Gus Siamis,	20	property through negotiation, buyer and seller	
21	William Moore, and Jane Perry.		negotiation. It is not a method of a buyer coming	
22	MR. SIAMIS: I'm Gus Siamis, and I am sure		in and saying, "This is the price we are going to	
23	that most of the people here have not witnessed		pay. And under private domain, ours is a free	
24	what took place in Westchester. Thousands of	24	market price, and under the eminent domain, ours	
25	homes were wiped out, same procedure, airport	25	is the price, and you may still lose if you go	
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	through the courts, so therefore take this		1 parts, and I know that if we can go to Mars 310	
1	price."		2 million miles, we can also go five miles from	
13	A buyer does not determine what the	:	3 Hawthorne Airport over to International Airport	
4	price is. Both parties agree, and its incumbent		4 with a vertical lifting device. It's a piece of	
5	upon this airport to understand that, that it's		5 cake, actually, and I'd be willing to design the	
6	wrong for any government constitution, which is		6 thing, if you give me a grant, I'll do it.	
7	financed by the people and has no competition, we	-		
8	have no selection, it be can a different	6	any down wash. And I don't like to complain about	
9	government, a different airport. No, there is no	9		
10		10		
11	free enterprise.	11		
12	What right do they have to move in,	12		
13	confiscate private property for large corporate	13	-	
	use for private profit? It's wrong. And	14		
1	unfortunately, the gloss over of this method of	15		
1	confiscation, it's listed in the newspaper as the	15		
	bottom thing, acquisition of property, my God,	17	a second and second million of the	
	it's the top. It's the first thing you should		j stranger in ope when i buj	
	have come to these people and asked.	18		
20	"We are going to encroach upon your	19	for the second s	
	private property rights, how do you want us to do	20	, and the source of mate	
	it, or do you want us not to do it at all?"	21	, , , , , , , , , , , , , , , , , , , ,	
23		22	1 · · · · · · · · · · · · · · · · · · ·	
	MR. OSWALD: Thank you, Gus. We're going to	23	•	
	go with William Moore, Jane Perry, and then Howard	24	Not only that, but I'm a business	
2.5	Paul. Again, I urge you, if you have written		owner in the City of Los Angeles, at least until	
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1	comments, to please drop them off in the back in	1	the next 45 days, because what I'm going to	
2	our box so we have them for the record. We'd	2	address is the reason that we are leaving the City	
3	appreciate that. So this is William Moyer.	3	of Los Angeles. I'm also a private pilot, so I	
4	MR. MOORE: William Moore. My concern is	4	have an understanding of the FAA, and what I want	
5	that the large aircraft are sluggish and they	5	to address is the traffic issue. The City of L.A.	:
6	descend on about a three-degree incline plane, and	6	has approved an impact study are for the Playa	
7	they take off, and they're sluggish. Big	7	Vista project, which if memory serves me correct,	
8	airplanes are real sluggish. They take off, and	8	about 20,000 people will live and work there.	
9	before they can go in a vertical, they have to go	9	On the other side of that there's an	
10	such a long distance in the horizontal, and it's	10	environmental impact study that's already been	
11	only a three-degree rise. And I kind of shudder	11	approved and groundbreaking is to start next month	
12	to think that in our local area that over our		at the corner of Aviation and Marine, which is the	
13	heads so close, I'd rather have those large	1	Manhattan Beach Studios. It's a sound stage.	
14	aircraft over at the International Airport cause	14	If you lengthen your runways, you	
15	they been over there, and I don't see why they	15	will turn that beautiful, multimillion dollar	
6	want to bring large aircraft over here.		property that is designed to give people good	
7	And then they had a rail that went in		jobs, high-paying jobs, and elevate their lives,	
8	a golf course, and I can't understand why the		you will trash that, and I will turn that into a	
9	people that are supposed to be doing things for		warehouse space, or perhaps office space, at about	
	our benefit, why then, that rail ended up at the		a dollar a square foot. Millions of dollars in	
	airport so we could get on the rail here if we		jobs will go right out the door.	
	wanted to go on the airplane at the International	22	We already have enough traffic going	
	Airport and go from there.		up and down the 405. As I said, my office is	
	And I worked in aircraft for 39		leaving in the next 30 to 45 days. We will be	
4				
	years, and I spent 32 years building the big bone	1	completing the lease this week. We're doing that	

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1	because I have employees that come from places	1	Cummings, and I'm the first president of the	
2	like Long Beach, not far away if you have to go to	2	Hollypark Homeowners Association. Three issues	
3	Venice Boulevard, and yet it takes them an hour	3	I'd like to bring up at our very, very sensitive	
4	and 15 minutes already to commute. I live on	4	to me. The first one is the noise issue. I would	
5	Marine Drive close to Sepulveda. If I take a	5	like to invite any of these people to come over to	
6	shortcut through Manhattan Village, to cut out two	6	my home, I will sleep on the couch, let you sleep	
7	stop lights which take a cycle of three to four	7	in my bed, let you get woke up in the middle of	
8	times to get through at eight o'clock in the	8	the night by rattling windows, and the noise, and	
9	morning, I can make that 11-mile commute in about	9	the stink that we experience living along	
10	35 minutes. If I'm lucky with the shortcut, and	10		
11	if traffic is light like it is during the summer,	11		
12	I can do it in about 27 minutes to go 11 miles.	12	Second issue is the dirt. I don't	
13	How on earth can you possibly justify	13	know if any of you are aware of it or not, but as	
14	putting this much extra traffic into this area	14		
	surrounded on both sides by viable businesses	15	-	
	bringing vital jobs to this area, which is the	16		
17	very reason that the City of L.A. has turned down	17		
18		18		
19	On Sunday, I had the pleasure to	19	collect particulates. They're going to analyze	
20		20		
21	Los Angeles in a very high position in a very	21		
22	casual, friendly, social way. I was aware that	22	yards, and our lungs are contributed by the	
23	they were involved, but not to what extent, or		airport.	
24	that they were involved with the expansion.	24	The other thing I experience with	
25	But they did tell me in casual	25	dirt is I have purchased in the City of Hawthorne	
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1	conversation is that the reason that you have	1	a lot which my home is on, it's 50 feet wide it's	
	omitted Palmdale is that your economic studies		a hundred feet deep. I get to use approximately a	
	have shown that the jobs will go to Palmdale to	3	third of that. I can't grow flowers, they die. I	
4	support that area, to support the airport.	4	can't grow fruits or vegetables. They just will	
5	Furthermore, those jobs, companies		not bloom. I can't hang towels out in the summer	
6	will move out to the airport area, and all those		to dry, they stink. I can't use my Jacuzzi I	
7	jobs will leave the City of L.A. What does that		spent \$6,000 on because it's constantly covered	
8	mean to the City of L.A. It means a lack of		with filth. I went to the expense of having my	
	money, something that you desperately need. It		Jacuzzi enclosed in a patio, doesn't do any good,	
10	means every time we fill up our cars, the city tax		it blows right in on top of the Jacuzzi. The	
11	that goes into the gasoline is gone, every time we		noise, it's not relaxing to try to sit out and	
12	go buy a shirt or a pair of clothes, all that		listen to these jets fly overhead out into the	
13	sales tax that you might enjoy a piece of is going		ocean.	
14	to go. It means that the property taxes for all	14	The third thing is the air quality.	
15	those homes, you're not going to get.	15	I was raised on a farm back in Ohio, I have had	
16	It goes on and on and on, and this is		animals all my life. I raised chickens, horses,	
17	about the money. And it doesn't matter, the City		cats, rabbits. I have had more animals die in the	
18	of L.A. is like the meanest, baddest boy around,	18	past four years than I experienced in my 25 years	
19	we're going to do whatever you want. If you don't		in Ohio. I cannot keep a rabbit alive. I cannot	
20	like it, we're going to beat you up, and I gotta	20	keep a hamster or a rat alive in my home. I spoke	
21	tell you, it be ain't gonna happen.	21	with neighbors. They mysteriously find cats dead	
22	MR. OSWALD: Thank you. Christine Cummings,	22	with bloody noses. They mysteriously find rodents	
23	followed by Reverend Irvine Smith, and then	23	dead with bloody noses. Something is going on	
24	Darlene Love.	24	here. If I have to have autopsies performed on my	
25	MS. CUMMINGS: My name is Christine	25	pets to determine that the airport is contributing	
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1	to that, as well, I will do that.	1	not to go over. Thank you.	
2	I know. I have one point left. If	2	MR. OSWALD: Thank you. Frank D. Pasqually,	
3	someone would please address why this airport has	3	Fannie Upshaw. I have a couple, then I have Val	
4	to be expanded in such a highly-populated area	4	Cole. If there's any other cards, if anybody else	
5	instead of moving it to Ontario or El Toro,	5	would like to make a comment, please be sure to	
6	please, please let us know. Thank you.	6	drop it off on the back table. Written comments	
7	MR. OSWALD: Thank you. Reverend Smith,	7	are also being accepted back there. Frank D.	
8	followed by Darlene Love, and then Frank D.	8	Pasqually. Did I say your name right?	
9	Pasqually.	9	MR. PASQUALLY: Yes. My name is Frank D.	
10	REVEREND SMITH: I would like to speak	10	Pasqually. I live at 425 133rd Street, and I've	
11	concerning the safety of the people in the	11	been a resident of Hawthorne for about 37 years.	
12	airplane crash in 1978. In 1978 one of the	12	I've seen a few changes. My concern about this	
13	smaller planes fell and crashed. If I had about	13	expansion process. There's a couple areas I want	
14	five minutes earlier been driving through, I	14	to address, one of which is the increased	
15	probably would have been killed. And children out	15	traffic. It's inconceivable to believe that	
16	in the park playing, and thinking about the plan	16	you're going to have this kind of increased air	
17	we have to implement now, in comparison with	17	traffic at Hawthorne Airport and not impact the	
18	what's going on over there now with the small	18	city streets. And by doing so, you're going to	
19	airplanes, what would happen if this volume	19	have to deal with, and I hope that the study that	
20	increase, as far as the safety of the people and	20	you're conducting will address, the increased	
21	the children are concerned, I think that it's	21	traffic, specifically how it's going to impact the	
22	something that should be taken into consideration	22	surrounding school areas, and the safety of the	
23	is the safety. And I am definitely against any	23	children as they travel to school.	
24	plane in the area when people's safety is	24	One of the other issues that concerns	
25	involved. Thank you.	25	me, and I would like to have addressed is the	
		Page 62		Page 64
1	MR. OSWALD: Darlene Love, then Frank D	1	issue of safety for residents needs to be	
2	Pasqually, Fannie Upshaw.	2		
3	MS. LOVE: I my name is Darlene Love, and I	3	surrounding adjacent areas to the current LAX and	
4	live in Hawthorne. I live in the area where the	4	some of the crime issues that have evolved, and I	
	Hawthorn Airport is now, and as Reverend Smith,		have seen an increase over the years, as the	
	said we did have an airplane fall there.	6	airport has expanded. So we need to address those	
7	One of the things that really bothers	7	issues.	
8	me is we have a park there where we have thousands	8	Number three, we need to look at the	
9	of kids and parents there with little league,	9	economic impact it will have on the local	
10	summer fun, and for those planes every Sunday, if	10	merchants here in town. When you have the amount	
11	you would come in this area and look at the	11	of increased air traffic that you will experience,	
12	families, it's really a family park that is there	12	and I'm going to talk about that in a minute.	
13	that is just would be right over where those	13	We're going to negatively impact these merchants,	
14	planes would be landing.	14	and they need to be addressed in this setting.	
15	And I think it's awful is that you	15	Now, one of the alarming things is	
16	would break up a nice, very good neighborhood, to		that sometimes you have things right in front of	
17	put your planes or your cargo to come in to		you presented, and you may miss it. I'm looking	
18	destroy young lives.		at this study, or actually, this is the notice of	
19	We have enough problems now with our		preparation, Los Angeles Master Plan, 1997. Page	
20	children, and when you are getting ready to put		26, and earlier, a comment was made that there was	
21	them somewhere else, and put your planes in, or		about 30 percent of the traffic is commuter	
22	your cargo in, or whatever, it's not right. And		traffic and it equals about 210,000 flights a	
1	I'm sure the people in Hollypark that know me, and	1	year. If I would quote this it says that plan	
	I'm very well-known, will know I'll be out there		four, the proposal would eliminate the need for	
	campaigning, working very hard to get this thing		the smaller and slower aircraft to use the	
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1	Los Angeles runways and keep the larger aircraft	1	little flap on the side.	
2	operations that means 200 and 10,000 flights a	2	And I said, "Where is our plan?"	
3	year would be moved to Hawthorne Airport.	3	And a man raised up the thing and	
4	If you do a little bit of math that	4	said, "Here we are here. We're a little flap on	
5	equals to about 17,500 flights a month, or 580	5	the side."	
6	flights a day if you did it seven days a week.	6	When you come, may I suggest the next	
7	That's a tremendous amount of impact on a	7	time you have one of these meetings that you	
8	community, and it says right here that this is the	8	develop two maps. I'm sure there's money	
9	goal of plan number four, is to eliminate those at	9	somewhere to develop two maps a map of the	
10	LAX and bring them here to Hawthorne.	10	existing property, the way it is now, showing	
11	So I'm not sure that we're really	11	Crenshaw, Vanness, 120th, the 405 freeway, El	
12	seeing the scope of this, but this is a horrendous	12	Segundo, and the surrounding proximity, and the	
13	amount of impact to the community. And I don't	13	way you want it to look when you do this airport	
14	think we can take it. Thank you.	14	expansion. That's my suggestion. Okay.	
15	MR. OSWALD: Thank you. Fannie Upshaw, and	15	People of Hawthorne, wake up and	
16	then Val Cole.	16	smell the coffee. Okay. Wake up and smell the	
17	MS. UPSHAW: Good evening. My name is	17		
18	Fannie Upshaw, and I'm a resident of Hollypark.	18		
19	We've heard a lot tonight from community	19		
20	residents, our city officials, about safety, about	20		
21	hazards, about fumes, and about a lot of things.	21		
22	Now my complaint is a whole lot	22		
23	different, although I'm concerned about all of	23	MR. OSWALD: Anymore cards in the back,	
24	those things. My concern are those maps that you	24	-	
25	people keep bringing to these meetings. They're	25	Okay. At this point, I'm waiting to see if	
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	an insult, as far as I'm concerned, because you cannot tell nothing about nothing on those maps.		there's any additional speaker cards. If you	
			would like to make a comment, please fill one of	
	I live between Crenshaw and Venice. Can everybody	3		
	in here read those maps? Do you know where you	4	forward, until we get a few more, we'll just take	
5	are? I have a house between Crenshaw and Vanness	5	a five or 10-minute break, and if we get a few	
6	right near the Hawthorne Airport.	6	more, we'll continue the public comment period.	
8	I don't know where Crenshaw is on the		We'll be here until nine o'clock, so	
	map. I don't know where Vanness is on the map.	8	if you do have comments, please drop them in the	
9	They said at one time that they were going to	9	back. We'll reconvene at quarter to eight. We	
10	take we went to another meeting, they said that	10	appreciate the comments you'd made this evening.	
11	they were going to take Hollypark which our			
12	neighborhood park, that it is going east, the	12	(Recess taken.)	
13	project was going east. We couldn't tell whether	13	MR. OSWALD: We're going to go ahead and get	
14	it was going across Vanness, whether it was going	14	,	
15	across Prairie, I know there's a mall over there		you who would like to listen to the next three	
16	they're talking about adding stories to the mall.		speakers, you are welcome to do so.	
17	From the maps that you bring, we know	17	We've got John Bordon, followed by	
18	absolutely nothing, and I truly do believe that		Willy Miles, followed by Bill Bond. Again, if you	
19	they are designed to confuse us and to fool us.		have interested in making comments, issues that	
20	You guys know when you look at it, but we don't		need to be addressed as a part of the Los Angeles	
21	know when we walk over there and look at it. When		Master Plan EIS and EIR, that's environmental	
22	I walked into this, I thought it was an insult		impact statement and the environmental impact	
23	that you come into Hawthorne talking about		report. Those are environmental documents that	
24	Hawthorne Airport as one of the expansion plans,	24	will assess the proposed project.	
25	and I'm looking for Hawthorne Airport and it's a	25	Please fill out the comment cards or	
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1	the speaker request cards, and pass them on up	:	times. And I think we should vote against this	
2	here, and we can hear your comments. Now I've got		ecause it's going to be a disaster. Thank you.	
3	the next three speakers John Bordon, Willy Miles,	3	MR. OSWALD: Thank you very much. Barry	
4	and Barry Bond. And we'll be begin with John	4	Bond, followed by Mrs. Bryant.	
5	Bordon.	5	MR. BOND: My name is Barry Bond. I live in	
6	MR. BORDON: Thank you. John Bordon, City	6	the Mar Vista area of LAX. I'm also the delegate	
7	of Hawthorne. I'm heard quite a few comments	7	of councilman Ruth Gallanter of the Santa Monica	
8	tonight about the various plans and opposition to	8	Airport working group, but I am speaking here	
9	plans one, two, three, or four.	9	today in my private capacity as a citizen of the	
10	I would like to express my opposition	10	City of Los Angeles.	
11	to all of the above, plans one through four. For	11	The Master Plan appears to be	
12	the very good reasons I see posted on the board in	12	deficient in two particular respects. I'm	
13	front of me and over to our right, I think that we	13	referring to chapter four of the facility	
14	should all rally together, whether we are from El	14	requirements dated May 8th, 1988. General	
15	Segundo, Lennox, Hawthorne, Westchester, Manhattan	15	aviation, with respect to general aviation, the	
16	Beach, Hermosa Beach, or Redondo Beach if we don't	16	document states the demand for increase general	
17	oppose this things completely and totally, I think	17	aviation services cannot be accommodated at LAX	
18	we will be divided, and they, so to speak, will	18	should be encouraged to develop full-service	
19	conquer.	19	faculties at the nearby reliever airports. One of	
20	So given the impact of air pollution,	20	those reliever airports is the Santa Monica	
21	traffic, noise pollution, I don't think that we	21	Airport.	
22	can tolerate any of these plans, one through four,	22	The estimate in chapter three of the	
23	and I think we must rally together, and put this	23	four cast aviation demand dated February 26, 1996,	
24	thing down, or we're all gonna lose. Thank you.	24	project increases in domestic commuter aircraft	
25	MR. OSWALD: Thank you, John. Let's go	25	operations. The graph shown in figure three, 10	
	Pag	e 70		Page 72
1	ahead and ask Willy Miles, please. Willy.	1	dot two show a dramatic increase in the number of	
2	MR. MILES: Thank you. My name is Willy	2	domestic commuter aircraft operations from 1985,	
3	Miles. I'm a resident of Hawthorne for 26 years,	3	86 to the present.	
4	and I would like to address this to the people	4	The projections, however, are that	
5	that are here today.	5	the increase will occur at a much lower rate.	
6	I came in a little late myself, but	6	That appears to be inaccurate and not	
7	where I live right here off of 119th and Crenshaw,	7	substantiated or supported by the director over	
8	is that when they first put the freeway through	8	the last 10 years. If that is underestimated	
9	there, they give all the information. Had known	9	intentionally or by mistake, it will not reflect	
10	the freeway was coming that close to my home, I	10	the growth in commuter aircraft traffic which will	
11	wouldn't have bought in this area.	11	impact on general aviation capability here at the	
12	I noticed the noise level, especially	12	Los Angeles International Airport.	
13	in the first of the year when they detour a lot of	13	The projections with respect to the	
14	the airport traffic, it seems like it's becoming	14	demand for general aviation are now broken down by	
15	more and more close to a ll9th street, that flight	15	jet, turbo prop, or light aircraft. Consequently	
16	pattern there. At one time, I noticed the flight	16	there's an apparent underestimate of the continued	
17	pattern was normally going down Century Boulevard,	17	demand for jet general aviation use of this	
18	and every year, it seems like it began to be	18	airport to the extent that that is underestimated,	
19	worse. And we do have a lot of kids, of course,		it will have a significant environmental impact on	
20	like my kid is grown now, but I have grand kids,		lever airports such as the Santa Monica Airport,	
21	and a lot of them old people have grand kids, and	21	and it must be considered for the environmental	
22	I'm very concerned about the noise level.	22	documentation to be correct.	
23	As a matter of fact, I had a dog at	23	MR. OSWALD: Thank you very much. And our	
24	one time, and when the noise level gets so he	24	final speaker that I have, unless there are cards	
5	it would scare the dog, and he got out several	25	in the back, I have Mrs. Bryant.	
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11	Florence to Manchester the planes constantly	11	you built the system? You promised a rail system,	
12	flying over the house. To me, it's like there's a	12		
13	plane, there's a plane, there's a plane, there's a	13	people won't ride that because they're going to	
14	plane. The windows are rattling. The house is	14	get their legs bagged by the luggage and the	
15	unbalanced. It's not stable. It's not structured	15	baggage. So now what are you going to say, "We're	
16	like it used to do they're going 11, 12.	16	not going to build it now."	
17	Last Tuesday or Thursday, some with	17	You tell us this is the way you'll	
	in that area, a plane came in about 2:36 in the	18	mitigate the traffic, this is the way you're going	
19	morning, and then I said, cause my window is open	19 20	to handle it. Are you going to do a study on	
20 21	I have big windows in my house when I remodeled, I like lots of windows. I like windows open. I	20	things afterwards to eliminate what you agreed to to get people to say okay? This is okay? Are you	
22	don't like air conditioning. I like what we call	22	going to change the rules down the road?	
23	fresh air, but it's polluted and that's another	23	The other question I have with regard	
24	thing. It's polluted. Even more, it doesn't make	24	to the rail system is one of the issues that I was	
25	sense. Why are we trying to expand, and we	25	told the reason you didn't go to Palmdale, too, is	
	Page 74		Pag	e 76
1	already have a lot of problems? Where are all	1	nobody would ride the rail system. I think you	
2	these people going to be coming from that are	2	should rethink that because the reality to it is	
3	going to get these jobs? Who are the people	3	this: People are looking at not distance but	
4	you're going to hire to get these jobs?	4	time. If it takes me a cab ride across New York	
5	You know, we should just leave it		and it takes 45 minutes, that's 45 minutes whether	
	like it is. Go to Palmdale. Go to El Toro, or go		I go two miles or 20 miles. If it's going to take	
7	out to somewhere else. It doesn't make sense to keep overcrowding, but I know it's all about the		me 30 or 40 minutes to go two miles, but the freeway and a rail system that could take me 40 or	
	million dollar megabuck. We gotta think about the		50 miles in the same amount of time, won't matter	
10	people in the community.	10	too much.	
11	When I moved there in '69, I was 23	11	There's another issue involved, it's	
12	years old. I don't want to go anywhere else. I	12	called dollars. If you take and build a system, a	
13	would have gone to a lot of other places to live,	13	new airport out in Palmdale, and I'm not	
14	but I like it there in Los Angeles. So I am	14	suggesting that you cancel Los Angeles totally,	
15	against it. So something really needs to be done,	15	but if you expand by going out to Palmdale, you	
16	and I am opposed to it.	16	can build that for probably 80 percent of your	
17	MR. OSWALD: Thank you, Mrs. Bryant. I	17	costs. That's construction number, and I'm a	1
		1	contractor. It's a basic knowledge. It's a basic	
18	don't have any other cards. I have one card	18		
18 19	don't have any other cards. I have one card coming up. Let me just ask if there's anybody	19	fundmental, it doesn't take a lot of brains to	
18 19 20	don't have any other cards. I have one card coming up. Let me just ask if there's anybody else who would like to make a comment, and if not,	19 20	figure out it cost money to rebuild a temporary	
18 19 20 21	don't have any other cards. I have one card coming up. Let me just ask if there's anybody else who would like to make a comment, and if not, Howard Paul.	19 20 21	figure out it cost money to rebuild a temporary location, move people, move people back, move	
18 19 20 21 22	don't have any other cards. I have one card coming up. Let me just ask if there's anybody else who would like to make a comment, and if not, Howard Paul. MR. PAUL: I have to do this several times	19 20	figure out it cost money to rebuild a temporary	:
18 19 20 21 22 23	don't have any other cards. I have one card coming up. Let me just ask if there's anybody else who would like to make a comment, and if not, Howard Paul.	19 20 21 22	figure out it cost money to rebuild a temporary location, move people, move people back, move people back to the original location, and new and	
18 19 20 21 22 23 23 24	don't have any other cards. I have one card coming up. Let me just ask if there's anybody else who would like to make a comment, and if not, Howard Paul. MR. PAUL: I have to do this several times because I'm only allowed three minutes, but you're	19 20 21 22 23 24	figure out it cost money to rebuild a temporary location, move people, move people back, move people back to the original location, and new and improved.	

23 going to help matters any, it's only going to make 24 matters worse. It's only going to bring our 25 property values down further, and do anything Page 78 1 except make Hawthorne worse than it is already, 2 and I am opposed. 3 MR. OSWALD: Thank you. Don Harold. Don 4 Harold, and that's the last card that I have, so 5 if you'd like to make a comment, please submit a 6 speccer request card, and we'll hear you next. 7 MR. HAROLD: My name is Don Harold. It's 8 like de javu all over again. I was moved out by 9 the freeway coming through. The 105 freeway, when 10 it came through, and I didn't look forward to 11 having the same situation happen again. 12 I don't think that the expansion of 13 the airport is going to be viable for the City of 14 Hawthorne, in anything except money, and that's 15 not going to come down to the citizens; so I think 16 other considerations should be taken into 17 account. Thank you. 18 MR. OSWALD: All right. Thank you. If you 19 have a speaker request card or would like to make 20 AMERICAN CITIZEN: I just want to make one 21 other comment related to the statements made by 22 the individual concerning the children, and the	
2 now you're choking with the mismanagement of L.A. 3 It's choking the entire city with pollution, with 4 traffic, and a number of other things, and you're 5 scaring away the good paying jobs. Ten years ago, 6 we had two major industries; we have one major 1 industry now. Are you going to kill that one, as 8 well? 9 MR. OSMALD: Thank you. A few more 10 additional speeches. Eric Muldanado and Don 11 Herold. Eric Muldanado. 12 MR. MULDANC: Heale. My name is Eric 13 Muldanado. I've been a resident of Hawthorne 14 since 1968. I own two homes here, and I am 15 currently a homeowner, and I would like to say I 16 am opposed to this project because, first of all, 17 the land bearance have alreasy made Hawthorne too 18 dense with all the agartments they put in. 19 There's too many agartments 20 everywhere in the City of Hawthorne. The police 21 have too much work. They cannot keep up with all 22 the calls that they get. This airport is not 23 going to help matters any, it's only going to make 24 matters worse. It's only going to bring our 25 property values down further, and do anything Page 70 1 except make Hawthorne worse than it is already, 2 and I an opposed. 3 MR. OSMALD: Thank you. Don Harold. Don 4 harold, and that's the last card that I have, so 5 if you'd like to make a comment, please submit a 5 speccer request card, and we'll hear you next. 7 MR. HAROLD: My name is Don Harold. It's 8 like de javu all over agaln. It was moved out by 9 the freeway coming through. The 105 freeway, when 10 it came through, and I dim't look foreward to 11 having the same situation happen again. 12 I don't think that the expansion of 13 mort going to be viable for the City of 14 Havthorne, in anything except money, and that's 15 not going to come down to the ci	5 cheaper because of the congestion down here. I
2 now you're choking with the mismanagement of L.A. 3 It's choking the entire city with pollution, with 4 traffic, and a number of other things, and you're 5 scaring away the good paying jobs. Ten years ago, 6 we had two major industries; we have one major 1 industry now. Are you going to kill that one, as 8 well? 9 MR. OSWALD: Thank you. A few more 10 additional speeches. Eric Muldanado and Don 11 Harold. Eric Muldanado. 12 MR. MULDANO: Hello. My name is Eric 13 Muldanado. I've been a resident of Hawthorne 14 since 1968. I own two homes here, and I am 15 currently a homeowner, and I would like to say I 16 am opposed to this project because, first of all, 17 the land bearance have already made Hawthorne too 18 dense with all the agartments they put in. 19 There's too many agartments 20 everywhere in the City of Hawthorne. The police 21 have too much work. They cannot keep up with all 22 the calls that they get. This airport is not 23 going to help matters any, it's only going to make 24 matters worse. It's only going to bring our 25 property values down further, and do anything Page 78 1 except make Hawthorne worse than it is already, 2 and I an opposed. 3 MR. OSMALD: Thank you. Don Harold. Don 4 Harold, and that's the last card that I have, so 5 if you'd like to make a comment, please submit a 6 speccer request card, and we'll hear you next. 7 MR. MAROLD: My name is Don Harold. It's 8 like de javu all over again. I was moved out by 9 the freeway coming through. The 105 freeway, when 10 it came through, and I dim't look foreward to 11 having the same situation happen again. 12 I don't think that the expansion of 13 not going to be viable for the City of 14 Mavthorne, in anything except money, and that's 15 not going to come down to the citi	· · ··································
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2 now you're choking with the mismanagement of L.A. 3 It's choking the entire city with pollution, with 4 traffic, and a number of other things, and you're 5 scaring away the good paying jobs. Ten years ago, 6 we had two major industries; we have one major 7 industry now. Are you going to kill that one, as 8 well? 9 MR. OSWALD: Thank you. A few more 10 additional speeches. Eric Muldanado and Don 11 Harold. Eric Muldanado. 12 MR. MULDANO: Hello. My name is Eric 13 Muldanado. I've been a resident of Hawthorne 14 since 1968. I own two homes here, and I am 15 currently a homeowner, and I would like to say I 16 am opposed to this project because, first of all, 17 the land bearance have already made Hawthorne too 18 dense with all the apartments they put in. 19 There's too many apartments 20 everywhere in the City of Hawthorne. The police 21 have too much work. They cannot keep up with all 22 the calls that they get. This airport is not 23 going to help matters any, it's only going to make 24 matters worse. It's only going to bring our 25 property values down further, and do anything Page 78 1 except make Hawthorne worse than it is already, 2 and I am opposed.	3 (Recess taken.)
2 now you're choking with the mismanagement of L.A. 3 It's choking the entire city with pollution, with 4 traffic, and a number of other things, and you're 5 scaring away the good paying jobs. Ten years ago, 6 we had two major industries; we have one major 7 industry now. Are you going to kill that one, as 8 well? 9 MR. OSWALD: Thank you. A few more 10 additional speeches. Eric Muldanado and Don 11 Harold. Eric Muldanado. 12 MR. MULDANO: Hello. My name is Eric 13 Muldanado. I've been a resident of Hawthorne 14 since 1968. I own two homes here, and I am 15 currently a homeowner, and I would like to say I 16 am opposed to this project because, first of all, 17 the land bearance have already made Hawthorne too 18 dense with all the apartments they put in. 19 There's too many apartments 20 everywhere in the City of Hawthorne. The police 21 have too much work. They cannot keep up with all 22 the calls that they get. This airport is not 23 going to help matters any, it's only going to make 24 matters worse. It's only going to bring our 25 property values down further, and do anything Page 78 1 except make Hawthorne worse than it is already,	2 additional cards. Thank you.
2 now you're choking with the mismanagement of L.A. 3 It's choking the entire city with pollution, with 4 traffic, and a number of other things, and you're 5 scaring away the good paying jobs. Ten years ago, 6 we had two major industries; we have one major 7 industry now. Are you going to kill that one, as 8 well? 9 MR. OSWALD: Thank you. A few more 10 additional speeches. Eric Muldanado and Don 11 Harold. Eric Muldanado. 12 MR. MULDANO: Hello. My name is Eric 13 Muldanado. I've been a resident of Hawthorne 14 since 1968. I own two homes here, and I am 15 currently a homeowner, and I would like to say I 16 am opposed to this project because, first of all, 17 the land bearance have already made Hawthorne too 18 dense with all the apartments they put in. 19 There's too many apartments 20 everywhere in the City of Hawthorne. The police 21 have too much work. They cannot keep up with all 22 the calls that they get. This airport is not 23 going to help matters any, it's only going to make 24 matters worse. It's only going to bring our 25 property values down further, and do anything	l comments with us we will replane here until we get
2 now you're choking with the mismanagement of L.A. 3 It's choking the entire city with pollution, with 4 traffic, and a number of other things, and you're 5 scaring away the good paying jobs. Ten years ago, 6 we had two major industries; we have one major 7 industry now. Are you going to kill that one, as 8 well? 9 MR. OSWALD: Thank you. A few more 10 additional speeches. Eric Muldanado and Don 11 Harold. Eric Muldanado. 12 MR. MULDANO: Hello. My name is Eric 13 Muldanado. I've been a resident of Hawthorne 14 since 1968. I own two homes here, and I am 15 currently a homeowner, and I would like to say I 16 am opposed to this project because, first of all, 17 the land bearance have already made Hawthorne too 18 dense with all the apartments they put in. 19 There's too many apartments 20 everywhere in the City of Hawthorne. The police 21 have too much work. They cannot keep up with all 22 the calls that they get. This airport is not 23 going to help matters any, it's only going to make 24 matters worse. It's only going to bring our 25 property values down further, and do anything	Page
2 now you're choking with the mismanagement of L.A. 3 It's choking the entire city with pollution, with 4 traffic, and a number of other things, and you're 5 scaring away the good paying jobs. Ten years ago, 6 we had two major industries; we have one major 7 industry now. Are you going to kill that one, as 8 well? 9 MR. OSWALD: Thank you. A few more 10 additional speeches. Eric Muldanado and Don 11 Harold. Eric Muldanado. 12 MR. MULDANO: Hello. My name is Eric 13 Muldanado. I've been a resident of Hawthorne 14 since 1968. I own two homes here, and I am 15 currently a homeowner, and I would like to say I 16 am opposed to this project because, first of all, 17 the land bearance have already made Hawthorne too 18 dense with all the apartments they put in. 19 There's too many apartments 20 everywhere in the City of Hawthorne. The police 21 have too much work. They cannot keep up with all 22 the calls that they get. This airport is not 23 going to help matters any, it's only going to make 24 matters worse. It's only going to bring our	25 the back. Thank you for coming, and sharing those
2 now you're choking with the mismanagement of L.A. 3 It's choking the entire city with pollution, with 4 traffic, and a number of other things, and you're 5 scaring away the good paying jobs. Ten years ago, 6 we had two major industries; we have one major 7 industry now. Are you going to kill that one, as 8 well? 9 MR. OSWALD: Thank you. A few more 10 additional speeches. Eric Muldanado and Don 11 Harold. Eric Muldanado. 12 MR. MULDANO: Hello. My name is Eric 13 Muldanado. I've been a resident of Hawthorne 14 since 1968. I own two homes here, and I am 15 currently a homeowner, and I would like to say I 16 am opposed to this project because, first of all, 17 the land bearance have already made Hawthorne too 18 dense with all the apartments they put in. 19 There's too many apartments 20 everywhere in the City of Hawthorne. The police 21 have too much work. They cannot keep up with all 22 the calls that they get. This airport is not 23 going to help matters any, it's only going to make	24 welcome to stay or check out the information in
 2 now you're choking with the mismanagement of L.A. 3 It's choking the entire city with pollution, with 4 traffic, and a number of other things, and you're 5 scaring away the good paying jobs. Ten years ago, 6 we had two major industries; we have one major 7 industry now. Are you going to kill that one, as 8 well? 9 MR. OSWALD: Thank you. A few more 10 additional speeches. Eric Muldanado and Don 11 Harold. Eric Muldanado. 12 MR. MULDANO: Hello. My name is Eric 13 Muldanado. I've been a resident of Hawthorne 14 since 1968. I own two homes here, and I am 15 currently a homeowner, and I would like to say I 16 am opposed to this project because, first of all, 17 the land bearance have already made Hawthorne too 18 dense with all the apartments they put in. 19 There's too many apartments 20 everywhere in the City of Hawthorne. The police 21 have too much work. They cannot keep up with all 22 the calls that they get. This airport is not 	23 then until we get a couple more cards. You're
2 now you're choking with the mismanagement of L.A. 3 It's choking the entire city with pollution, with 4 traffic, and a number of other things, and you're 5 scaring away the good paying jobs. Ten years ago, 6 we had two major industries; we have one major 7 industry now. Are you going to kill that one, as 8 well? 9 MR. OSWALD: Thank you. A few more 10 additional speeches. Eric Muldanado and Don 11 Harold. Eric Muldanado. 12 MR. MULDANO: Hello. My name is Eric 13 Muldanado. I've been a resident of Hawthorne 14 since 1968. I own two homes here, and I am 15 currently a homeowner, and I would like to say I 16 am opposed to this project because, first of all, 17 the land bearance have already made Hawthorne too 18 dense with all the apartments they put in. 19 There's too many apartments 20 everywhere in the City of Hawthorne. The police 21 have too much work. They cannot keep up with all	22 We'll be in a kind of a holding mode
2 now you're choking with the mismanagement of L.A. 3 It's choking the entire city with pollution, with 4 traffic, and a number of other things, and you're 5 scaring away the good paying jobs. Ten years ago, 6 we had two major industries; we have one major 7 industry now. Are you going to kill that one, as 8 well? 9 MR. OSWALD: Thank you. A few more 10 additional speeches. Eric Muldanado and Don 11 Harold. Eric Muldanado. 12 MR. MULDANO: Hello. My name is Eric 13 Muldanado. I've been a resident of Hawthorne 14 since 1968. I own two homes here, and I am 15 currently a homeowner, and I would like to say I 16 am opposed to this project because, first of all, 17 the land bearance have already made Hawthorne too 18 dense with all the apartments they put in. 19 There's too many apartments 20 everywhere in the City of Hawthorne. The police	21 for the Los Angeles Master Plan.
2 now you're choking with the mismanagement of L.A. 3 It's choking the entire city with pollution, with 4 traffic, and a number of other things, and you're 5 scaring away the good paying jobs. Ten years ago, 6 we had two major industries; we have one major 7 industry now. Are you going to kill that one, as 8 well? 9 MR. OSWALD: Thank you. A few more 10 additional speeches. Eric Muldanado and Don 11 Harold. Eric Muldanado. 12 MR. MULDANO: Hello. My name is Eric 13 Muldanado. I've been a resident of Hawthorne 14 since 1968. I own two homes here, and I am 15 currently a homeowner, and I would like to say I 16 am opposed to this project because, first of all, 17 the land bearance have already made Hawthorne too 18 dense with all the apartments they put in. 19 There's too many apartments	20 questions that should be addressed in the EIR/EIS
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2 now you're choking with the mismanagement of L.A. 3 It's choking the entire city with pollution, with 4 traffic, and a number of other things, and you're 5 scaring away the good paying jobs. Ten years ago, 6 we had two major industries; we have one major 7 industry now. Are you going to kill that one, as 8 well? 9 MR. OSWALD: Thank you. A few more 10 additional speeches. Eric Muldanado and Don 11 Harold. Eric Muldanado. 12 MR. MULDANO: Hello. My name is Eric 13 Muldanado. I've been a resident of Hawthorne 14 since 1968. I own two homes here, and I am 15 currently a homeowner, and I would like to say I 16 am opposed to this project because, first of all, 17 the land bearance have already made Hawthorne too	18 break until we get another couple of cards, and we
2 now you're choking with the mismanagement of L.A. 3 It's choking the entire city with pollution, with 4 traffic, and a number of other things, and you're 5 scaring away the good paying jobs. Ten years ago, 6 we had two major industries; we have one major 7 industry now. Are you going to kill that one, as 8 well? 9 MR. OSWALD: Thank you. A few more 10 additional speeches. Eric Muldanado and Don 11 Harold. Eric Muldanado. 12 MR. MULDANO: Hello. My name is Eric 13 Muldanado. I've been a resident of Hawthorne 14 since 1968. I own two homes here, and I am 15 currently a homeowner, and I would like to say I 16 am opposed to this project because, first of all,	17 those; otherwise, we'll probably just take another
2 now you're choking with the mismanagement of L.A. 3 It's choking the entire city with pollution, with 4 traffic, and a number of other things, and you're 5 scaring away the good paying jobs. Ten years ago, 6 we had two major industries; we have one major 7 industry now. Are you going to kill that one, as 8 well? 9 MR. OSWALD: Thank you. A few more 10 additional speeches. Eric Muldanado and Don 11 Harold. Eric Muldanado. 12 MR. MULDANO: Hello. My name is Eric 13 Muldanado. I've been a resident of Hawthorne 14 since 1968. I own two homes here, and I am 15 currently a homeowner, and I would like to say I	16 make any additional comments, we'd like to hear
2 now you're choking with the mismanagement of L.A. 3 It's choking the entire city with pollution, with 4 traffic, and a number of other things, and you're 5 scaring away the good paying jobs. Ten years ago, 6 we had two major industries; we have one major 7 industry now. Are you going to kill that one, as 8 well? 9 MR. OSWALD: Thank you. A few more 10 additional speeches. Eric Muldanado and Don 11 Harold. Eric Muldanado. 12 MR. MULDANO: Hello. My name is Eric 13 Muldanado. I've been a resident of Hawthorne 14 since 1968. I own two homes here, and I am	15 have a speaker request card, or you would like to
2 now you're choking with the mismanagement of L.A. 3 It's choking the entire city with pollution, with 4 traffic, and a number of other things, and you're 5 scaring away the good paying jobs. Ten years ago, 6 we had two major industries; we have one major 7 industry now. Are you going to kill that one, as 8 well? 9 MR. OSWALD: Thank you. A few more 10 additional speeches. Eric Muldanado and Don 11 Harold. Eric Muldanado. 12 MR. MULDANO: Hello. My name is Eric 13 Muldanado. I've been a resident of Hawthorne	14 MR. OSWALD: All right. Thank you. If you
2 now you're choking with the mismanagement of L.A. 3 It's choking the entire city with pollution, with 4 traffic, and a number of other things, and you're 5 scaring away the good paying jobs. Ten years ago, 6 we had two major industries; we have one major 7 industry now. Are you going to kill that one, as 8 well? 9 MR. OSWALD: Thank you. A few more 10 additional speeches. Eric Muldanado and Don 11 Harold. Eric Muldanado. 12 MR. MULDANO: Hello. My name is Eric	13 expand it is ridiculous.
2 now you're choking with the mismanagement of L.A. 3 It's choking the entire city with pollution, with 4 traffic, and a number of other things, and you're 5 scaring away the good paying jobs. Ten years ago, 6 we had two major industries; we have one major 7 industry now. Are you going to kill that one, as 8 well? 9 MR. OSWALD: Thank you. A few more 10 additional speeches. Eric Muldanado and Don 11 Harold. Eric Muldanado.	12 give the children eight hours of sleep, and to
2 now you're choking with the mismanagement of L.A. 3 It's choking the entire city with pollution, with 4 traffic, and a number of other things, and you're 5 scaring away the good paying jobs. Ten years ago, 6 we had two major industries; we have one major 7 industry now. Are you going to kill that one, as 8 well? 9 MR. OSWALD: Thank you. A few more 10 additional speeches. Eric Muldanado and Don	11 time can't efficiently operate that airport and
2 now you're choking with the mismanagement of L.A. 3 It's choking the entire city with pollution, with 4 traffic, and a number of other things, and you're 5 scaring away the good paying jobs. Ten years ago, 6 we had two major industries; we have one major 7 industry now. Are you going to kill that one, as 8 well? 9 MR. OSWALD: Thank you. A few more	10 for development. And Los Angeles at the present
2 now you're choking with the mismanagement of L.A. 3 It's choking the entire city with pollution, with 4 traffic, and a number of other things, and you're 5 scaring away the good paying jobs. Ten years ago, 6 we had two major industries; we have one major 7 industry now. Are you going to kill that one, as 8 well?	9 need a minimum of eight hours of undisturbed sleep
2 now you're choking with the mismanagement of L.A. 3 It's choking the entire city with pollution, with 4 traffic, and a number of other things, and you're 5 scaring away the good paying jobs. Ten years ago, 6 we had two major industries; we have one major 7 industry now. Are you going to kill that one, as	8 present time, that is insufficient. The children
2 now you're choking with the mismanagement of L.A. 3 It's choking the entire city with pollution, with 4 traffic, and a number of other things, and you're 5 scaring away the good paying jobs. Ten years ago, 6 we had two major industries; we have one major	7 sleep with a curfew of six and a half hours at the
2 now you're choking with the mismanagement of L.A. 3 It's choking the entire city with pollution, with 4 traffic, and a number of other things, and you're 5 scaring away the good paying jobs. Ten years ago,	6 the children in the neighborhood of eight hours of
2 now you're choking with the mismanagement of L.A. 3 It's choking the entire city with pollution, with 4 traffic, and a number of other things, and you're	5 making at this time is that Los Angeles deprived
2 now you're choking with the mismanagement of L.A.	4 The additional comment that I'm
	3 noise is detrimental to their development.
1 of L.A. vitally needs to stay vital because right	2 verifies that the environmental impact of jet
	1 system, and learning, and some other research that

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1	would like you to take the business to Palmdale,	1	We unfortunately, the insurance	
2	expand and deconjest the City of Los Angeles, and	2	agency came right away and said that they were	
3	its suburbs. Give them the jobs. Let them grow	3	going to handle it within we'll have it done	Ì
4	like Los Angeles.	4	within days, days turned into years. So I think,	
5	If you view the transportation system	5	I was looking at all four of them, I'm sorry I	
6	they can always come in people now live in	6	don't have my thoughts together, but of the four,	
7	Palmdale and Lancaster, they come to Los Angeles	7	I think the impact would be the worst on Hawthorne	
8	and work, and try so many miles back home. If you	8	you're talking west, you're talking east, and I	
9	keep the jobs down there for them, I think they	9	just hope that you take that into consideration,	
10	will be very comfortable. I think the whole thing	10	okay. Thanks.	
11	is that there's a bit of greed, is the way I look	11	MR. OSWALD: Thank you. Anybody else that	
12	at it, that is greed for money, for the City of	12	would like to make a comment. Okay, American	
13	Los Angeles County, and I think you should give	13	Citizen.	
14	another county a chance to grow like the City of	14	AMERICAN CITIZEN: I really didn't finish.	
15	Los Angeles. We pay high preiums on insurance.	15	MR. OSWALD: All right. Go ahead.	
16	If you apply for anything, they will ask for your	16	AMERICAN CITIZEN: And I'm still here.	
17	zip code. It's one of those zip codes in all	17	MR. OSWALD: All right.	
18	these areas that makes living difficult for all of	18	AMERICAN CITIZEN: Even though I was here at	
19	us, and we you have really consider very seriously	19		
20	moving in business to Palmdale. Let them grow	20	still here is because I dread going home and being	
21	like Los Angeles. If you don't, then it's	21		
	becoming greed. Thank you.		comment that I wanted to make is regarding the	
23	MR. OSWALD: Thank you very much. And then		black soot on the beach west of the airport, and I	
24	Tim Dolan. Tim, you might want to use this Mike	24	want to make sure that's on the environmental	
	up front, better quality.		impact report.	
	Page 82	20	Page 84	
				+
1	MR. DOLAN: I don't have my thoughts totally	1	MR. OSWALD: Thank you.	
2	together, unfortunately. The flyer that I was	2	AMERICAN CITIZEN: Thank you.	
3	given directed me to the World One Way, so I do	3	MR. OSWALD: It looks like we are winding	
4	know where the meeting is for tomorrow night. The	4	down here. If there aren't any other cards, I	
5	homeowners association got the same thing.	5	need to get an official that we're going to wrap	
6	Алуway, I would hope that you would	6	up here. Maybe one more, a couple more comments.	
7	consider it, if you would take into consideration	7	All right, so we'll continue in our comment mode.	
8	that when you're going for these different things,	8	(Recess taken.)	
9	that I think not only the least effective would be	9	MR. OSWALD: We have a couple of additional	
10	the Hawthorne one, but it would also tear apart	10	comments, and we are going to have those comments,	
11	our community, which we already have, especially	11	and we'll also have them translated.	
12	Hollypark. I live at 11055 Vanness, and it's been	12	MS. MARKOS: I live in the apartments that	
13	hard enough on us up there with the 105 freeway	13	are near the airport. And I came here because I	
14	going through and with the increased traffic	14	found out of this meeting through a neighbor. I	
15	that's at Hawthorne Airport.	15	wanted to say that I'm in agreement with what is	
16	Right now, as far as planes are	16	to be done, they want to buy the property where	
17	concerned, if you see, especially where we live,	17	I'm living, I wanted to move recently because it's	Ì
18	we sort of jet out a little bit from the rest of	18	so close to the airport. I think it's about three	1
19	the community, and we're probably the first	19	blocks away. There's a lot of noise there because	1
20	effected of any of the houses there, so any time	20	of planes passing by.	÷
21	you've got somebody coming in by visual, which can	21	And apart from that, there's a lot of	÷
22	be very, very close, the house moves, the house	22	traffic there because of the businesses in the	
23	shakes, it's real annoying. We had a plane land	23	area, and it's very dangerous for me to drive in	
24	in our yard three years ago because of negligence	24	that area. That would be the biggest motive for	
25	on the pilot's part, we found out.	25	me. Two or three weeks ago, I was thinking of	
L	- Page 83		Page 85	ذ -

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	moving, but I'm still looking. I'm still looking,			
	but I am in agreement with what they want to do.			
	Carmen Markos. Thank you very			
	code 90045.			
	MS. LOPE2: My name is Patricia Monica			
10				
	live, there is too much airplane noise. If you			
12	•			
13	they get black.			
14	And my strongest complaint is that			
15	last time I had an auto accident because the			
16	travel agency there from the airport park their			
17	· · · · · · · · · · · · · · · · · · ·			
18	they're parked there, they don't allow me to see.			
19	And last time I had a very bad accident.			
20	And that's why I'm not for it. There			
21	are always accidents in that area, it's not only			
22	me, but other people have had accidents there.			
23	That's all I have to say.			
24	MR. OSWALD: We don't have any additional			
25	cards. We are going to conclude our scoping			
		Page 86		
1	meeting. You are welcome to remain and talk with			
2	staff, but we do want to extend our appreciation			
	for coming today, and offering your comments and			
1				
4	questions that should be addressed in the EIR/EIS			
1	Master Plan that assesses the airport Master Plan			
6	alternatives.			
7	Thank you for coming out. We		$F_{ij} = \sum_{i=1}^{N} (i_{ij} + i_{ij}) = \sum_{i_{j} \in \mathcal{I}_{ij}} (i_{ij} + i_{j}) = \sum_{i_{j} \in \mathcal{I}_{ij}} (i_{ij} + i_{$	
	appreciate it. We'll see you soon.			
9	(Meeting adjourns at 9:00 P.M.)			
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FEDERAL AVIATION ADMINISTRATION

LOS ANGELES DEPARTMENT OF AIRPORTS

In Re Federal Aviation Administration)
Los Angeles Department of Airports for)
Preparation of An Environmental Impact)
Statement/Environmental Impact Report)
for the LAX Master Plan Project)

PUBLIC SCOPING MEETING

WEDNESDAY, JULY 16, 1997

9:00 A.M.

Reported by:

SANDRA FERGUSON

CSR No. 10457

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1	Public Scoping Meeting In Re LAX Master Plan,	1	This morning we will hear comments	
2	taken on Wednesday, July 16, 1997, 9:00 A.M., at	2	from anybody who has given us cards, but we are,	
3	One World Way, Los Angeles, California before	3	in the morning, going to be giving preference to	
4	Sandra Ferguson, CSR. No. 10457.	4	any federal agency representatives. In the	
5		5	afternoon we will be giving preference to local	Í
6	APPEARANCES :	6	agency representatives.	į
7	FOR THE CITY OF LOS ANGELES DEPARTMENT OF	7	All that means is if I get six cards	
8	AIRPORTS:	8	and two of them are federal agency cards, I'll	
9	SHEILA MURPHY	9	take the federal agency cards first. It doesn't	
10	LAX MASTER PLANNER	10	mean you won't be heard or in an orderly and	
11	One World Way	11	expeditious fashion.	
12	P.O. Box 92216	12	Before the close of each session	
13	Los Angeles, California 90009	13	we're going to have a morning session and break	
14	310/646-7690	14	for lunch at about 11:15 and be back at 1:15. So	
15		15	somewhere, depending on the number of cards, we'll	
16	FOR THE FEDERAL AVIATION ASSOCIATION:	16	be taking those cards somewhere between 10:45,	
17	MIKE AGAIBI	17	11:00 to be speaking about that time in the	
18	Р.О. ВОХ 92007	18	morning and again about 4:00 in the afternoon	
19	World Way Postal Center	19	toward the end of the afternoon session.	1
20	Los Angeles, California 90009	20	We have had three public input	
21	310/725-3611	21	sessions so far. We had two on Saturday, the	
22		22	12th, and we had one last evening in Hawthorne.	
23		23	At those meetings we did take comments	
24		24	from the public and had, actually, very few agency	
25		25	or political representatives at those meetings.	
	Page 2			Page 4
	LOS ANGELES, CALIFORNIA; WEDNESDAY, JULY 16, 1997;	1	Now, there is also a comment sheet, of	
2	9:00 A.M.		which I do not have a copy here but I know is at	
3		3	the sign-up table outside. Anybody who does not	
4	MS. MURPHY: I quess the mike is on and I	4	wish to speak but wishes to submit comments in	
	speak fairly loud so I suppose this will not be a	5	writing, we encourage you to do so. You may use	
6	problem. If I get too quiet, let me know.		the comment sheet or you may submit a formal	
7	I'm Sheila Murphy. I'm the LAX master		letter on your own agency letterhead and address	1
8	plan manager. We'd like to thank all of you for		your comments either to Dave Kessler at FAA or	
9	coming today for our agency scoping meeting for	9	John L. Graham at the Department of Airports, or	
10	the LAX master plan.	10		
11	I hope all of you have signed up on	11	than the 31st of July, which is the close of the	
12	our sign-up sheet outside so we can keep a full	12		
13	record of attendance for our public involvement	13	Other than those housekeeping items,	
14	process.	14		
15	You should also have seen out there,	15		
16	when you signed up at the table, speaker cards for	16	With that, then, I would like to get	
17	anybody interested in speaking. You need to fill	17	started on giving you an overview of concepts and	
18	out one of these cards and give them to Jane	18	then Mike Agaibi from FAA will talk about the	
19	Benfield who is standing there. She is our	19	process and cover some points on the sequel	
20	technical coordinator, she will be giving us the	20		1
20	cards as they come in.	21	The purpose as all of you have	
22	We expect that most of the people here	22		
22	today will be representing various agencies, and	23		1
23	as such, you should have gotten from us our letter	24	•	1
	that described the agency scoping meeting.		additional airport capacity for passengers and	
	Page 3	1		Page 5
	tuge b	1		

freight in Los Angeles metropolitan area that will 2 sustain and advance the economic growth and vitality of the South Coast basin. 3 To do that, the project objectives are to meet the local and regional air transportation 5 6 needs during the period from the year 2000 to 2015 7 in respect to the amount, type, location and timeliness of such new capacity. To ensure that new investments in 10 airport capacity are efficient and effective in 11 maximizing return on existing infrastructure 12 capital and to sustain and advance the international trade component of the regional 13 14 economy and international commercial gateway role of Los Angeles. 15 16 The airport is currently experiencing operational inefficiencies. We are handling now 17 more demand than we were originally designed to 18 accommodate. The alternatives that we will 19 analyze for the LAX master plan will asses the 20 existing air side and land side facilities with 21 the facility requirements anticipated to 22 accommodate the projected demand for passengers 23 and freight through the year 2015. 24 Right now we are studying five 25

6

1	alternatives. Four developmental alternatives
2	which you see on the boards to the right and the
3	no project alternative.
4	No project alternative assumes no
5	comprehensive development at Los Angeles in terms
6	of capital improvements. Cargo and passengers
7	would be anticipated to continue to grow at some
8	level, even if we did not improve our facilities,
9	and this would lead to increased flight delays and
10	increased traffic congestion, crowding within the
11	terminals and general inefficiency of the airfield
12	operations.
13	Without the improvement to existing
14	facilities, we anticipate we would have
15	significant environmental impacts with that
16	concept, as well.
17	Each of the four developmental
18	alternatives include several components that are
19	in common. At this point I'm going to go over and
20	refer to these so that you can get a sense of
21	also, for those of you who received your NOP, we
22	have simplified drawings included in the notice of
23	preparation.
24	All of the concepts have certain
25	features in common. In all, we are extending the
l	

concourse and terminal facilities to the west. All of the concepts add at least one or two 2 additional new computer runways, 6,000 foot runways at some location on the plan. All of the concepts include improvements to the ground access system, trying 7 to make better connections to the regional freeway system and a people mover that would connect from the central terminal area to the new facility, and 10 ultimately some form of connection will be made to 11 the existing Greenline station. 12 With that, individually, with each 13 concept, I'm going to go over the key features. 14 Concept 1 is five runway concept, adds 15 a 6,000 foot runway to the north. With this 16 concept, we also have an increase in the number of 17 gates from 145 to 245 narrow body equivalent 18 gates. 19 The existing cargo facilities along 20 Imperial, south side, and Century are expanding 21 new cargo facilities to an additional 2.9 million 22 square feet of rebuilt cargo space. 23 This concept would require 220 acres of land acquisition. It could accommodate in the 24 25 range of 900,000 to 940,000 annual aircraft

operations, which would have a level of 2 approximately 88 to 92 million annual passengers. Alternative 2 is a six-runway scheme. 3 It adds two 6,000 foot runways; one at the north, one at the south. In order to accommodate the airfield conditions here, the existing two four 6 right is slid eastward and the southern facility 8 in adding southern runway cargo facilities will be displaced 9 10 In all of the concepts, also, ancillary facilities have been reduced, 11 12 maintenance and other support facilities in order 13 to accommodate the growth and cargo demand. 14 Here, because the displaced cargo 15 facilities on the south side, we've had to expand cargo facilities of this concept between 96th and 16 17 98th street. 18 This concept has a land acquisition of 19 446 acres, can accommodate approximately in the 20 range of 920 to 960,000 annual aircraft operations 21 and 90 to 94 million annual passengers. 22 Concept 3, very similar to concept 2 23 in that the airfield is basically the same except 24 that rather than the full thrust to the east, in 25 this concept, the new computer runway extends

1	across Hershing (phonetic) and into the northern	1	prepare the ERS and the schedule of this meeting,	
2	area north of the preserve.	2	according to the CEQ regulation.	
3	Other than that, the stats are the	3	This notice has been the appearing	
4	same in terms of the gates and operations and map	4	in the June 11, 1997 issue of the Federal Agency.	
5	level. The acreage is somewhat reduced, it will	5	Pursuant to California Environmental	
6	be 400 acres of land acquisition in this concept.	6	Quality Act of 1970, the City of Los Angeles also	
7	Alternate 4 is a five-runway scheme.	7	prepared, as operator of the airport, must also	
8	It relies on the acquisition and improvement of	8	prepare the Environmental impact report before a	
9	the Hawthorne Municipal Airport to accommodate	9	decision can be made on which alternative will be	
	computer operations. This would be the connection	10	chosen.	
11	that would be a dedicated roadway connection for	11	In accordance with the CEQ regulation,	
	rubber tire traffic link for the commuter	12	the FAA and City of Los Angeles will proceed as a	
13	passengers that would arrive at this facility that	13	joint agencies in the preparation of EIS/EIR.	
14	needs to connect to the main airport. This would	14	Joint preparation of this document is being	
15	allow the existing cargo facilities to remain as	15	accomplished to eliminate unnecessary mitigation	
16	similar to cargo concept one.	16	and produce a timely document. The combined	
17	Again, all concepts have similar	17	federal and state process is permitted pursuant to	
	Again, all concepts have similar terminal developments to the west and ground	18	Section 1500.5 and 1506.2 and the CEQ negotiation.	
	- · · ·			
19	access. The acreage here would be a 500-acre land	19 20	The process for preparing the EIS/EIR document include the following steps. Publication	
20	acquisition. This concept would accommodate 940		of a notice of intent. Conducting joint public	
21	to 980,000 aircraft operations a year and between	21		
22	92 and 96 million annual passengers.	22	scopings meetings, which we are doing right now.	
23	All of you should have received a copy	23	Refinement of the scope of EIS/ERR	
	of the NOP there. We encourage you to refer to	24	upon completion the scoping process and	
25	them in either your questions or comments to us as		considering the comments received.	
	Page 10	·		Page 12
1	they would apply.	1	Preparation of the draft EIS/EIR	
1 2	they would apply. With that, I would like to turn it	1 2	Preparation of the draft EIS/EIR document. Publication of the draft EIS/ERR for	
	With that, I would like to turn it	1 2 3		
2	With that, I would like to turn it	2	document. Publication of the draft EIS/ERR for	
2 3 4	With that, I would like to turn it over to Mike.	2 3	document. Publication of the draft EIS/ERR for public review and for period of not less than 45	
2 3 4 5	With that, I would like to turn it over to Mike. MR. AGAIBI: Thank you. Good morning,	2 3 4 5	document. Publication of the draft EIS/ERR for public review and for period of not less than 45 day in according with CEQ regulations.	
2 3 4 5 6	With that, I would like to turn it over to Mike. MR. AGAIBI: Thank you. Good morning, ladies and gentlemen, welcome to the public	2 3 4 5	document. Publication of the draft EIS/ERR for public review and for period of not less than 45 day in according with CEQ regulations. Conducting a public hearing on the	
2 3 4 5 6 7	With that, I would like to turn it over to Mike. MR. AGAIBI: Thank you. Good morning, ladies and gentlemen, welcome to the public scoping meeting of the environmental impact SVR	2 3 4 5 6	document. Publication of the draft EIS/ERR for public review and for period of not less than 45 day in according with CEQ regulations. Conducting a public hearing on the draft EIS/ERR. Evaluation of the comments	
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1	threatened and endangered species.
2	There is some attendance sheets
3	outside that need to be signed off on those sheets
4	so we can include those comments in the report.
5	And we have also provided some
6	speakers notes for those who would like to speak.
7	Again, I would like to remind you that
8	this meeting is for the FAA and the City to listen
9	to your comments concerning the scope of the
10	EIS/EIR.
11	If you would like to send your
12	comments in writing, we'll accept those comments
13	in writing to July 31 you can send to Dave Kessler
14	at FAA or John Graham at the Department of
15	Airports.
16	The address is shown at the bottom of
17	the attendance sheets or the bottom of the comment
18	sheet.
19	At this time, I would like to turn it
20	back to Sheila.
21	MS. MURPHY: The CEQA process, as I'm sure
22	most of you are aware of are very similar to NEPA,
23	but there are a few differences that we just want
24	to underscore at this time.
25	With CEQA process we begin with an
l	

14

initial study that is put together with our notice 1 2 of preparation of an environmental impact report 3 which most of you should have already received. The public scoping meetings are 4 5 optional but it is a policy of the City of Los Angeles, for a project just as this, to 6 7 include public scoping meetings. And the input we receive will be included in a scoping report that 8 9 will be attached as an appendix to our EIS/EIR 10 when its prepared. 11 The comments received will be reviewed 12 and we will try to accommodate the issues that are addressed in our analysis so that when the draft 13 EIS/EIR is prepared and made available for public 14 15 review, the scope of our work should take into 16 consideration all valid comments received. The EIS/EIR should be available as a 17 18 draft somewhere in about nine months and it will 19 be circulated for a minimum of 45 days. We, at 20 that time, will be again looking for formal input 21 from agencies on the EIS/EIR. 22 We will, as required by law, be 23 including all comments received, oral comments in 24 the public hearings as well as in writing on the draft documents. They will be included in the 25

1	final, along with your responses.
2	The Board of Airport Commissioners
3	will be the certifying agency for the EIR portion
4	of the document. The City of Los Angeles City
5	Council will ultimately approve the project as
6	well as the entitlements necessary. This will be
7	accomplished prior to the FAA's record of decision
8	on the EIS.
9	Many of the categories overlap between
10	NEPA and CEQA and will be treated coincidentally
11	in the document such as air quality, noise and
12	cultural resources.
13	There are some sections that are
14	sequel compliance only such as recreation public
15	services, population and housing. They will be
16	included document as well. And will be covered
17	according to CEQA guidelines.
18	If anybody is interested in the full
19	list of categories, we've provided that on our
20	comment sheet.
21	With that, we'll start with the
22	comments from the public. I have right now four
23	speakers' cards, none of them from federal
24	agencies. The only thing I'll ask is is there
25	anyone from a federal agency that needs to speak
- 1	

1	or leave early? Okay. With that, I will take
2	these as I have been given them.
3	Carl Jacobson?
4	MR. JACOBSON: Thank you. I'm president of
5	the board of trustees of the L.A. County West
6	. Vector Control District. I have actually written
7	comments that I will give you, the FAA and
8	yourself.
9	Our major concerns are mosquitoes
10	and during the construction, and later on during
11	the operation of an expanded airport, the ponding
12	of water and breeding areas be consider be
13	considered in this.
14	We also serve all of the South Bay so
15	traffic is also going to be a very important
16	factor for us in getting our personnel our
17	district headquarters is north of the airport and
18	we service a lot of south of the airport area, so
19	getting our personnel through the airport area as
20	well as to the airport to service the airport,
21	which we now do also. Those would be the main
22	concerns of ours.
23	MS. MURPHY: Bruce McDaniel?
24	MR. McDANIEL: I have a written statement,
25	also.

		1-1	agu	
1	I'm Bruce McDaniel. I'm the	1	Presently we have airport runways that	
2	superintendent of the Lennox School District and	2	are active that are within two-thirds of a mile of	
3	I'm representing approximately 6500 students and	3	the school campuses. Those two concepts would	
4	about 500 employees.	4	make that situation even worse and would raise a	
5	Our belief is that we're currently	5	further concern of ours relative to a safety	
6	being negatively affected by the proximity to the	6	standard with the closer proximity of the runways	
7	airport, specifically relative to excessive noise,	7	to the schools.	
8	air pollution and to some degree in terms of	8	Thank you very much.	
9	safety. Our concern is that expansion efforts	9	MR. AGAIBI: Thank you.	
10	would exacerbate those negative effects in that	10	MS. MURPHY: Mr. Holden.	
11	students clearly in our domain attend the school	11	MR. HOLDEN: I'm Harry Holden, an employee	
12	district under compulsory education laws and have	12	of the City of El Segundo. I want to thank you	
13	no choice other than to attend schools in this	13	for this opportunity to speak.	
14	area.	14	The City of El Segundo is in general	
15	Five of the six schools in the 65 CNE	15	agreement with the concerns expressed by South Bay	
16	or higher levels, and we believe that any efforts	16	counsel of governments and other community groups	
17	of the airport to expand services, which would	17	and communities in the area. Rather than repeat	
18	make those situations worse, would be negative to	18	those concerns here, we'll focus on several issues	
19	our student population.	19	of particular concern to the City of El Segundo.	
20	We have some employees who are	20	First thing I'd like to address is the	
21	required, by the nature of their work, to spend	21	project description. The project description must	
22	essentially their entire workday outside of the	22	describe how the Department of Airports is going	
23	building. We have sound attenuated buildings	23	to remedy the wide range of existing impacts to	
24	which provide some relief. But as an example,	24	El Segundo and other nearby cities. The city	
25	physical education teachers clearly are outside	25	understands that some impacts may be unavoidable.	
	Page 18		Pagi	e 20
1	all day and they don't have any relief from the	1	However, the most severe impacts	
	sound attenuation efforts.	2	currently experienced by the city are in many	
3	We have one retired employee who has	3	cases clear violations of either state law or	
4		4	violations of expressed commitments by the DOA to	
	against the district for hearing loss as a result	5	the communities surrounding LAX.	
1	of air traffic, and we would be concerned about	6	These impacts are clearly avoidable	
7	that trend being expanded.	7	and must be eliminated before the DOA, and I	
8	In terms of the instructional program,	8	emphasize, before the DOA undertakes any	
9	clearly the fact that any student that spends	9	expansion.	
10	anywhere from an hour and a quarter to an hour and	10	I'd like to address next what we	
11	a half a day outside of buildings, and again, in	11	consider illegal operations. Thus far the DOA has	
12	······································	12	not complied with state law and court orders	
1	the environment of the noise effects, there is a		Free services and some control and some	
13	the environment of the noise effects, there is a result and loss in the effectiveness of the		requiring it to reasonably reduce the airport's	
13 14	result and loss in the effectiveness of the	13	requiring it to reasonably reduce the airport's noise impact area. Instead, just the opposite has	
14	result and loss in the effectiveness of the instructional program; during physical education,	13 14	noise impact area. Instead, just the opposite has	
14 15	result and loss in the effectiveness of the instructional program; during physical education, again, as an example. We would be concerned of	13 14 15	noise impact area. Instead, just the opposite has occurred.	
14 15 16	result and loss in the effectiveness of the instructional program; during physical education, again, as an example. We would be concerned of having that effect expanded.	13 14 15 16	noise impact area. Instead, just the opposite has occurred. During the past three years alone,	
14 15 16 17	result and loss in the effectiveness of the instructional program; during physical education, again, as an example. We would be concerned of having that effect expanded. Essentially, as we've evaluated the	13 14 15 16 17	noise impact area. Instead, just the opposite has occurred. During the past three years alone, according to airport reports, the amount of land	
14 15 16 17 18	result and loss in the effectiveness of the instructional program; during physical education, again, as an example. We would be concerned of having that effect expanded. Essentially, as we've evaluated the plans from our kind of our layman's ability, we	13 14 15 16 17 18	noise impact area. Instead, just the opposite has occurred. During the past three years alone, according to airport reports, the amount of land subject to legally unacceptable levels of airport	
14 15 16 17 18 19	result and loss in the effectiveness of the instructional program; during physical education, again, as an example. We would be concerned of having that effect expanded. Essentially, as we've evaluated the plans from our kind of our layman's ability, we would be opposed to any plan that would increase	13 14 15 16 17 18 19	noise impact area. Instead, just the opposite has occurred. During the past three years alone, according to airport reports, the amount of land subject to legally unacceptable levels of airport noise has increased. I emphasize increased, by	
14 15 16 17 18 19 20	result and loss in the effectiveness of the instructional program; during physical education, again, as an example. We would be concerned of having that effect expanded. Essentially, as we've evaluated the plans from our kind of our layman's ability, we would be opposed to any plan that would increase the negative effects of noise and pollution on our	13 14 15 16 17 18 19 20	noise impact area. Instead, just the opposite has occurred. During the past three years alone, according to airport reports, the amount of land subject to legally unacceptable levels of airport noise has increased. I emphasize increased, by 20 percent. This has had a very real impact on	
14 15 16 17 18 19 20 21	result and loss in the effectiveness of the instructional program; during physical education, again, as an example. We would be concerned of having that effect expanded. Essentially, as we've evaluated the plans from our kind of our layman's ability, we would be opposed to any plan that would increase the negative effects of noise and pollution on our students and staff.	 13 14 15 16 17 18 19 20 21 	noise impact area. Instead, just the opposite has occurred. During the past three years alone, according to airport reports, the amount of land subject to legally unacceptable levels of airport noise has increased. I emphasize increased, by 20 percent. This has had a very real impact on those who live and work in El Segundo. The number	
14 15 16 17 18 19 20 21 22	result and loss in the effectiveness of the instructional program; during physical education, again, as an example. We would be concerned of having that effect expanded. Essentially, as we've evaluated the plans from our kind of our layman's ability, we would be opposed to any plan that would increase the negative effects of noise and pollution on our students and staff. Specifically we would be we are	13 14 15 16 17 18 19 20 21 22	noise impact area. Instead, just the opposite has occurred. During the past three years alone, according to airport reports, the amount of land subject to legally unacceptable levels of airport noise has increased. I emphasize increased, by 20 percent. This has had a very real impact on those who live and work in El Segundo. The number of residents subject to legally unacceptable	
14 15 16 17 18 19 20 21 22 23	result and loss in the effectiveness of the instructional program; during physical education, again, as an example. We would be concerned of having that effect expanded. Essentially, as we've evaluated the plans from our kind of our layman's ability, we would be opposed to any plan that would increase the negative effects of noise and pollution on our students and staff. Specifically we would be we are categorically to concept 2 and concept 3, both of	13 14 15 16 17 18 19 20 21 22 23	noise impact area. Instead, just the opposite has occurred. During the past three years alone, according to airport reports, the amount of land subject to legally unacceptable levels of airport noise has increased. I emphasize increased, by 20 percent. This has had a very real impact on those who live and work in El Segundo. The number of residents subject to legally unacceptable levels of airport noise has risen by almost	
14 15 16 17 18 19 20 21 22 23 24	result and loss in the effectiveness of the instructional program; during physical education, again, as an example. We would be concerned of having that effect expanded. Essentially, as we've evaluated the plans from our kind of our layman's ability, we would be opposed to any plan that would increase the negative effects of noise and pollution on our students and staff. Specifically we would be we are categorically to concept 2 and concept 3, both of which extend the airport further eastward beyond	13 14 15 16 17 18 19 20 21 22 23 24	noise impact area. Instead, just the opposite has occurred. During the past three years alone, according to airport reports, the amount of land subject to legally unacceptable levels of airport noise has increased. I emphasize increased, by 20 percent. This has had a very real impact on those who live and work in El Segundo. The number of residents subject to legally unacceptable levels of airport noise has risen by almost 20,000, from roughly 62,000 to about 82,000	
14 15 16 17 18 19 20 21 22 23 24	result and loss in the effectiveness of the instructional program; during physical education, again, as an example. We would be concerned of having that effect expanded. Essentially, as we've evaluated the plans from our kind of our layman's ability, we would be opposed to any plan that would increase the negative effects of noise and pollution on our students and staff. Specifically we would be we are categorically to concept 2 and concept 3, both of	 13 14 15 16 17 18 19 20 21 22 23 24 25 	noise impact area. Instead, just the opposite has occurred. During the past three years alone, according to airport reports, the amount of land subject to legally unacceptable levels of airport noise has increased. I emphasize increased, by 20 percent. This has had a very real impact on those who live and work in El Segundo. The number of residents subject to legally unacceptable levels of airport noise has risen by almost 20,000, from roughly 62,000 to about 82,000 between 1985 and 1996.	e 21

1	The number of dwelling units subject
2	to legally unacceptable levels of airport noise
3	has risen by almost 5,000. From roughly 26,000 to
4	31,000 between 1985 and 1996.
5	The DOA has failed to provide timely
6	reports on LAX's noise impacts. The DOA has not
7	submitted 40 percent of the quarterly reports
8	required by state law since December 1993.
9	Of the reports that were submitted,
10	only one was submitted on time.
11	Next issue, unfulfilled promises.
12	The DOA has not followed through on
13	its prior commitments to reduce noise impacting
14	El Segundo. LAX collected more than \$160 million
15	in passenger facility charges intended to fund, in
16	part, a residential sound insulation program and
17	then abruptly cancelled both the RSI program and
18	the PFC collection.
19	The DOA has substantially increased
20	the severe late night, early morning noise impact
21	on El Segundo residences by disregarding over
22	ocean operations procedure approved by the Board
23	of Airport Commissioners and allowed over
24	95 percent of the airport's late night departures
25	and early morning departures to be staged from the

22

south complex. This has caused stress, discomfort and we believe health risks for the citizens of 2 El Segundo between midnight and 6:30 a.m. 3 LAX has failed to enforce its 4 in-board/out-board preferential runway use policy to reduce noise impacts between 10:00 p.m. and 6 7 7:00 a.m. In fact, that requirement is 24 hours a day. 8 Local concerns and LAX's ignoring of 10 same. 11 In addition to ignoring its legal obligations and commitments to the community, LAX 12 13 has also generally been unresponsive to concerns expressed by El Segundo and its residents. In the 14 past three years alone, noise complaints have 15 risen by approximately 30 percent. 16 DOA has not yet offered any meaningful 17 responses to these complaints. DOA modified the 18 one RSI program in which all jurisdictions were 19 willing to participate when they mandated 20 easements in exchange for RSI funds. 21 This is in direct conflict with the 22 City of El Segundo's resolution 3679 that passed 23 in 1991 which states clearly that the city will 24 not participate in a program that limits the legal 25

rights of its citizenry. Resolving the existing problems 2 described above must be an integral part of the 3 master plan project. The project description must clearly 5 explain how DOA will respond to these problems 6 7 before expanding its operations. The project description must also be 8 expanded to present an accurate picture of the 9 true scope of the expansion contemplated by DOA. 10 The EIR must describe and evaluate the 11 12 impacts of all the new development that will be required as part of the expansion and not simply 13 14 be the central elements of the expansion 15 infrastructure. I'd next like to address the initial 16 study checklist found in the notice of proposal 17 submitted by the Department of Airports. 18 The initial checklist does not 19 identify many of the issues of greatest concern to 20 the people most severely affected by the airport 21 and the proposed expansion. In addition to issues 22 raised by the South Bay Council of Governments, 23 the EIR for the expansion must consider the 24 following issues: 25

1	First, schools.
2	The EIR must disclose and carefully
3	evaluate the projects adverse effects on
4	children's health. Noise and air quality impacts
5	are of particular concern in light of the results
6	of recent studies on the deleterious affects of
7	noise and air pollution on a child's ability to
8	learn in schools and recreation facilities located
9	near airports.
10	Next, noise.
11	The EIR should evaluate the
12	significance of aircraft noise impacts based on
13	single event noise levels. Modeling of the
14	average noise levels does not adequately reflect
15	the experiences of the individuals who live and
16	work beneath LAX flight paths.
17	Next, air quality.
18	The EIR should evaluate the project's
19	emissions of hazardous air pollutants. Air
20	pollutants, such as benzene, have been identified
21	by Congress as potentially toxic. In light of the
22	high concentration of residents within the
23	immediate vicinity of the airport, the EIR should
24	disclose to the public and the DOA the risks posed
25	by these hazardous air pollutants.

·		Wiun-1	age	
1	Next, regional air quality.	1	north complex and concentrating new cargo	
2	In light of the airport's already	2	facilities in the southern portion of the airport.	
з	significant emissions in excess of the combined	3	This element of expansion designed	
4	emissions of several of the regions large effort	4	these elements of expansion design are likely to	
5	oil refineries, the EIR must evaluate the effect	5	have a wide range of significant impacts on	
6	of the project of the region's ability to comply	6	El Segundo that must be fully analyzed and	
7	with federal air quality mandates. The EIR must	7	avoided.	
8	evaluate alternatives and mitigation measures that	8	Thank you for that time.	
9	substantially reduce the project's emissions.	9	MS. MURPHY: Would you like to submit that	
10	The EIR must also evaluate the impacts	10	to us?	
11	that would likely occur if, as a result of	11	MR. HOLDEN: I can fax you a clean copy,	
12	airport's failure to reduce emissions, the federal	12	this is covered in notes.	
13	government withdraws funding for programs such as	13	MS. MURPHY: That's fine. Okay.	
14	the Southern California Association of Governments	14	Mayor Reviczky of Hermosa Beach.	
15	Regional Transportation Plan.	15	Why don't you pronounce your name for	
16	MS. MURPHY: You've gone a little more than	16	us so we have it properly for the record.	
17	ten minutes, I was going to try to not set time on	17	MR. REVICZKY: My name is J.R. Reviczky,	
18	agencies, if it's in writing it will be included	18	mayor of the City of Hermosa Beach. I'd like to	
19	in the record if you want to turn it into us.	19	say that we concur with El Segundo's concerns.	
20	MR. HOLDEN: Three minutes more?	20	We share those same concerns. I won't	
21	MS. MURPHY: Three minutes.	21	repeat what he already said but what I will add is	
22	MR. HOLDEN: That's it.	22	that one of the concerns of our citizens is the	
23	Next, safety.	23	potential change in the Class B airspace	
24	At peak periods, LAX operates with	24	surrounding LAX, and the FAA has been very silent	
25	less than a 70 second separation between aircraft.	25	on this issue. I have no idea what, if anything,	
		Page 26		Page 28
1	The proposed expansion would add a third approach	1	is going to happen to that airspace. Rumors are	
	corridor, thereby exacerbating this already risky		running rampant. It would have been very helpful	
	situation.		if we'd had that information before these scoping	
4	The EIR must disclose the full	4	meetings.	
5	magnitude of this risk and consider alternatives	5	To my knowledge, that's not available	
	capable of reducing that risk.	6	yet.	
7	Traffic.	7	If I'm allowed to ask a question, will	
8	The proposed expansion's effects on	8	that be available when the EIR and EIS are	
9	traffic will extend far beyond the airport itself.	9	complete?	
	The roadway systems surrounding the airport was	10	MS. MURPHY: We don't have answers to	
	designed and built before LAX became a regular	11	questions today.	
	scheduled jet aircraft airport. The EIR must	12	MR. REVIC2KY: Well, I would request that	
	analyze the full range of the expansion's impacts	13	that is because it is a major concern for my	
	on traffic in the community surrounding LAX.	14	residents and it's very important. We acknowledge	
15	The EIR must also explain how LAX and	15	that LAX is a big economic engine for our	
	DOA will finance the traffic improvements in	16	community and we want to make sure that the	
	El Segundo and elsewhere necessary to accommodate	17	impacts are minimized to those communities that	
	the increased traffic volumes attributable to the	18	immediately surround LAX, as we do. And, in	
	airport.	19	particular, the class B airspace. That's a major	
20	My last item, project design.	20	concern for us.	
21	Many of the expansion alternatives	21	Thank you very much.	
	seek to focus expansion in the southern portion of	22	MS. MURPHY: Thank you. A point of order.	1
22		1.2		
	the airport. Moving runways and taxi wavs further	23	Since today we are not going to be answering	1
23	the airport. Moving runways and taxi ways further south toward El Segundo, placing almost twice as	23		
23 24	the airport. Moving runways and taxi ways further south toward El Segundo, placing almost twice as many passenger gates on the south complex as the	23 24 25	questions, if do you have a question, if you can	

addressed in the environmental documents or the environmental process, we will take that as a comment. 3 Joan Jones from Manhattan Beach. 5 MS. JONES: Good morning. My name is Joan Jones. I'm the mayor of Manhattan Beach. I've 6 7 sat on your side of the desk, I'm not going to repeat all the comments made by the COG or 8 Mr. Holden. They reflect many of our concerns. 9 We will be submitting a detailed written document 10 11 which we hope will be addressed in the EIR. 12 Primarily in there one of our 13 underlying questions are the assumptions upon 14 which this expansion is based. 15 We believe that the EIR must honestly 16 address why the expansion for Southern California 17 must all be answered in the L.A. Airport rather 18 than outlying airports. 19 Our other concerns are ones that have 20 been mentioned, noise, air pollution, traffic. One of our major concerns is that there is major 21 22 expansion to the west of the airport. We believe 23 a lot of that will funnel traffic down the coast 24 route onto our minor residential street which is Highland Avenue. It is a two-lane highway. I 25

30

haven't seen that addressed anywhere, and I think the assumption that all traffic is going to be on 2 Sepulveda or the 405 is inaccurate. ٦ We are also concerned with the late 5 night, early morning departures. They have escalated recently, even though there's been no 6 7 expansion. And they are very noticeable in Manhattan Beach, and we want in the EIR addressed 8 what the current levels are and how they plan to be expanded. 10 11 We are opposed to any of the plans 12 that call for a reconfiguration or additional 13 expansion of the southern runways. It will 14 severely impact the residential area of Manhattan 15 Beach, and we believe they are more appropriately 16 placed elsewhere. 17 We believe that the EIR must address 18 and evaluate most strongly the pollution standards of the state and federal government. 19 20 It is our understanding that the 21 airport currently does not comply with those standards, that technology is not available to 22 23 help make it comply under current standards and those standards are only going to get tougher. 24 25 For all of these reasons, we hope the

EIR is detailed and we will be viewing with interest. Thank you. MS. MURPHY: Thank you. Do we have any additional speakers 5 cards? 6 James Fawcett. 7 MR. FAWCETT: Good morning. And thank you 8 far the opportunity to speak to this issue. 9 I am the chief of planning for L.A. 10 County Department of Beaches and Harbors and we 11 are located north of you by about three miles. 12 We have three major concerns over the 13 airport expansion discussions. And we have three 14 issues that we believe ought to be addressed in 15 the joint EIS/EIR document. 16 One is increased trips generated north 17 of LAX especially on Lincoln Boulevard. As you're 18 aware, there are three major traffic arteries to 19 the north; the 405 Freeway, Sepulveda Boulevard 20 and Lincoln Boulevard. 21 There is an existing coastal corridor 22 transportation specific plan that has been 23 developed by the City of Los Angeles. And L.A. 24 County and the City of Los Angeles are both 25 affected, especially by increased traffic loads on

Lincoln Boulevard. That would be from the airport 2 area all the way into Santa Monica. We're also interested in increased 3 4 trips generated on to Vista Del Mar and believe 5 that those should be addressed in the EIR, 6 especially as they are affecting recreational use 7 of Dockweller Beach and the adjacent beaches. So that's an issue that we feel needs to have your 8 9 concern. 10 The final thing is mitigation measures for these increased trips. There is a hotel 11 12 complex in the Marina Del Rev area which meets the 13 needs of a number of visitors who come into LAX. 14 We would like the EIR/EIS to address the issue of 15 enhanced public transit from LAX at least into the 16 Marina Del Rey area and probably further north to 17 mitigate automotive trips on Lincoln Boulevard. 18 And, finally, in the full flush of our 19 wish list, we would like to see the Greenline 20 expanded north to Santa Monica via Marina Del Rev. 21 Thank you, very much. We'll submit 22 written comments by the deadline. 23 MS. MURPHY: Thank you, very much. Other 24 speaker cards? 25 Effie E. Hetrick.

			u 50	
1	MS. HETRICK: My name is Effie Hetrick, I	1	If I look at the four alternatives, I	
2	reside in Hawthorne, California. I attended a	2	see one that to me, as an engineer interested in	
3	meeting at the Hawthorne Memorial Center yesterday	3	aviation, is the obvious choice, and that is the	
4	so I recognize the gentleman and the lady and	4	alternative of using the Hawthorne Airport to	
5	folks here.	5	expand the facility. From an air traffic	
6	MS. MURPHY: Effie, you have down here	6	perspective, this is much, much safer. From a	
7	you're representing the school committee, please,	7	noise perspective, I would think it would be	
8	for the stenographer, state your relationship to	8	better for all except those who are unfortunate	
9	the agency you're representing.	9	enough to live immediately under the Hawthorne	
10	MS. HETRICK: Well, Hawthorne School Board.	10	flight path.	
11	I'm presently serving on Prop A, Committee Prop A,	11	Last night I went to the Hawthorne	
12	which is a \$28 million bond that we just received	12	meeting, pretty much out of general interest. At	
13	and just took out for the schools in Hawthorne.	13	the Hawthorne meeting, I noticed, like here,	
14	We are very concerned about this, and	14	there's no noise. So I went outside and walked	
15	our big issue in Hawthorne, one of our greatest	15	around. There was no noise. I decided well, I'll	
16	issues is and are our children. We are already	16	drive under the flight path. Still no noise.	
17	highly impacted with excessive noise from the	17	I think the noise and pollution	
18	airport, as it is. And with an additional amount	18	generated by LAX is highly overstated.	
19	of air traffic, we have schools, our homes. In	19	During the 20 some years I've been a	
20	the evenings now, we can't listen to television	20	resident of this area, I've seen the primary	
21	many evenings because of the excess noise from the	21	source of pollution in El Segundo, the refinery	
22	airport.	22	cleaned up and, obviously, other refineries, such	
23	So I'm here this morning to please ask	23	as Mobil in Torrance.	
24	that we be considered that you're invading our	24	I've seen the primary source of	
	privacy. Our constitutional rights, I believe,	25	pollution in Hermosa Beach, which was the Redondo	
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<u> </u>		<u> </u>		
	are being invaded here. And it is something that		Beach power plant, cleaned up. And, obviously,	
2	we will be checking into because it's very		the other power plants along the coast in	
1	critical.		El Segundo have been cleaned up.	
4	Thank you.	4	A comment I think a question I	
5	MS. MURPHY: Any either speaker cards?		would like to ask relative to alternative 4 is why	
6	It's 10:00, if no one is wishing to		not make the runways parallel. Why not make the	
7	speak right now, we'll take a five-minute break		runway at Hawthorne parallel to those at LAX.	
8	and hopefully by then if someone has entered who	8	While most of the traffic comes from	
9	would like to speak and turn in a card, otherwise	9	the east, I think the number is something like 90	
10	we'll resume at five or ten after 10:00.	10	percent, there are numerous airports in the	
11	(Break taken.)	11	country that have problems because as you run out	
12	MS. MURPHY: Because it seems as though the	12	with and ILS system, you don't have parallel	
	agencies what wanted to speak have spoken, at this	13	runways, eventually they'll cross.	
14	point we will take cards from anybody who would	14	I see a definite problem with	
15	like to speak.	15	approaches to the Hawthorne Airport at those times	
16	I have a card from Bob Shaal who would	16	when you have Santa Ana conditions and have to	
	like to speak.	17	make an over ocean or an approach from the west	
18	MR. SHAAL: My name is Bob Shaal. I'm	18	where there would be that kind of conflict.	
19	representing myself as a Hermosa Beach resident.	19	So I guess I would like to formally	
20	I've been a resident of Hermosa Beach	20	request that that be looked into and some answer	
21	since the early '70s, during which time I've seen	21	to that question. I would like to receive one,	
22	the airport grow and this area vastly improved.	22	personally, and would be interested in sharing	
23	In my judgment, there is no question that LAX	23	with others.	
24	needs to be expanded. I think it's a question of	24	Excuse me a minute, just let me look	
25	how.	25	at my notes.	,
1	Page 35		Page	31

1	I guess another observation I had in	1	Department. It's imperative that the Los Angeles
2	Hawthorne last night is how much better a place	2	Police Department have a presence in the horsesho
3	Hawthorne is from things that Hawthorne resisted.	3	or public area of the airport for access to the
4	The Century Freeway went through the	. 4	traveling public.
5	part of town that would probably best be done away	5	The conspicuous and close proximity o
5	with and has provided freeway access to the better	6	an airport substation or desk area would provide
,	parts of town. The Metroline has provided access	7	and does provide quicker and better services to
3	to residential areas that did not have it before.	8	the passengers and visitors of the airport.
	And I'd just like to make a final	9	Additionally, we recommend that law
	comment: If this whole thing has to be redone, if	10	enforcement be co-located in one facility some
	you look at the four different plans, I see	11	place on the airport property. This will allow
2	butterflies winning over people and I think that	12	for better communications between the principle
	is laughable.	13	providers of law enforcement services to the
	In fact, maybe it's even rather sad.	14	traveling public and to the tenants and employees
	If a stalemate is reached where a	15	of LAX.
	workable plan cannot be arrived at, and I have	16	The officer in charge of the airport
,	some trouble with concepts 1, 2 and 3 being	17	detail, Lieutenant Williams, has discussed the
8	workable plans because I think concepts 1, 2 and 3	18	matter with the Federal Bureau of Investigation
	will kill hundreds of people, all it takes is one	19	and other law enforcement agencies at the airport
	crash, so I definitely think the butterfly	20	and they are in support of that recommendation.
	situation, if we are forced to go back to ground	21	The key to this particular suggestion
2	zero, so to speak, and reformulate the plan, the	22	of recommendation on the part of the Los Angeles
3	butterfly situation should be looked at and	23	Police Department is twofold.
4	balanced with that of people.	24	One, to make sure that we continue to
	That's all I have to say. Thank you.	25	be able to provide public access to law

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1	enforcement for problems associated with the
2	traveling public, both to report crimes as well as
3	to deal with lost children, lost adults and other
4	law enforcement-related problems.
5	The second part of that recommendation
6	is the issue of coordination among law enforcement
7	agencies. As we experienced during the Unibomber
8	incident here at Los Angeles, there was a great
9	need for coordination between all of the different
10	agencies that provide services to LAX.
11	In fact, a facility was developed on
12	very short notice that created a command post
13	where all of the entities at the airport, from the
14	FBI to the LAPD to the Department of Airports' own
15	police bureau, FAA, et cetera, were able to
16	co-locate for the purposes of dealing with that
17	particular crisis.
18	We believe that any facility that is
19	created in the future will need to have some
20	capacity for space to be used in that particular
21	manner for those emergencies as they present
22	themselves.
23	Also, and this certainly is reflected
24	to a certain extent in your environmental impact
25	report, although it did not refer to the Los

MS. MURPHY: Thank you.

be here till we get a speaker card.

MR. DOAN: Good morning.

MS. MURPHY: Good morning.

(Pause.)

Department.

Are there any other speakers? Well,

in the absence of anybody else who would like to

speak, we will sit and wait to see if anyone does

come in late, but there is no other presentation,

the purpose of today's meeting was to get input

from agencies and any interested members of the public. So with that, I guess we will informally

MS. MURPHY: We have a speaker.

MR. DOAN: The Los Angeles Police

Department, LAX detail has been the primary law enforcement in the area since 1962. The detail

was originally housed at 237 Center Way until 1991

when it was relocated to its present site. This

relocation was due to the construction of the new air traffic control tower and was the last two

longer than anticipated by the Los Angeles Police

However, the relocation has lasted far

Captain Doan of the L.A. Police

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years.

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1	Angeles Police Department, only to the airport's	1	expansion of the airport to its levels necessary
2	own security force, there is going to be an	2	for the year 2015.
3	increase in crime when an airport expands in the	3	Our recommendations would augment the
4	number of passengers and cargo activities is	4	things already discussed in general terms with
5	increased at the airport. There would be an	5	staff, and that is there needs to be a development
6	increase in crime.	6	of a comprehensive plan for dealing with the
7	That's not a negative, that's and	7	traffic problems anticipated by the volume of
8	unfortunate fact of a large number of people who	8	people using the limited space that's available
9	have a lot of money who are traveling as well as	9	for the design of roadways and access areas.
10	the high dollar value associated in some of the	10	We believe that that comprehensive
11	packages that come through our cargo handling	11	plan should includes a number of things including
12	facilities creates an environment that is very	12	following the concept that Caltrans has used very
13	attractive to criminals.	13	successfully in the Southern California area; that
14	However, there are things that we can	14	is, the use of roving tow trucks that could patrol
15	do and will be doing in conjunction with the	15	the access areas critical to the airport in order
16	airport to deal with those particular issues.	16	to make sure any time a vehicle becomes disabled,
17	First, in the design of the new	17	that it can be immediately removed.
18	facilities there needs to be a recognition that	18	That there needs to be remote control
19	crime problems associated with the passengers in	19	traffic signage and traffic control signals
20	the terminals is a problem that needs to be	20	systems that can be controlled from one
21	addressed. And there are things that can be done	21	centralized location and that needs to have a
22	environmentally in the design of those facilities	22	monitoring capability that during the peak hours
23	to minimize, not eliminate but certainly minimize	23	of travel, that that is staffed and manned
24	the opportunity for crimes to take place involving	24	watching out for unanticipated congestion problems
25	passengers, employees, et cetera.	25	or passengers or people who are using the access
	Page 42		Page 44
1	We would recommend that in the design	1	roads may, for no reasons that can be discussed,
	phase for the new facilities, that those		create congestion in one particular area or the
3	particular issues be addressed.	3	other.
4	Additionally, there's going to be	4	It needs to be the capability in this
5	problems in the parking lots because of the large	5	limited area and space for the traffic planners or
6	number of vehicles that are going to be there for		controllers, if you will, to be able to reroute
7	extended periods of time associated with people		traffic. And this would include electronic
8	traveling.	8	signage on the freeway systems far enough away
9	It has been our experience that we see		from the airport so that people have the
10	a number of vehicles as the target of criminals.	10	opportunity to digest the information about
11	Again, there are things that can be	11	alternative routes or take the Century Boulevard
12	done in the design phase to minimize the risks of		instead of the 105, et cetera, so that we can
13	vehicles being attacked and people victimized in	13	efficiently direct and redirect traffic from where
14	the parking structures through good defense space	14	congestion has presented it and and deal with
15	design.	15	that particular congestion when it does present
16	The Los Angeles Police Department has	16	
17	staff available for consulting and can refer the	17	The only other issues that the
18	designers and planners of facilities to other	18	Los Angeles Police Department would be concerned
19	experts besides the Los Angeles Police Department	19	about, and that is the issue of public safety.
20	to provide them the insight and the principles	20	However, we do not see the expansion of the
21	behind the issue of defensible space.	21	airport creating any undue or unforeseen impacts
22	The other issue that we wish to	22	upon our ability to provide service. Certainly,
23	comment on was the issue of traffic. Clearly the	23	as crime problems present themselves, as the needs
24	traffic patterns and activities around the airport	24	to have staffing changes takes place, there will
25	are going to go a significant part of the	25	
	Page 43		Page 45
1		I	

1	increase by the staffing of the Los Angeles Police
2	Department commensurate with the needs of this
3	particular facility.
4	But other than the items that we've
5	discussed in this presentation, and we will follow
6	it up with a letter before the July 31 due date to
7	support this particular testimony, we do not have
8	any objections to the proposed plans with the
9	caveats of the issues that we feel need to be
10	addressed. Thank you.
11	MS. MURPHY: Thank you.
12	Is there anyone else would like to
13	speak? Okay. We will be here until 11:15, at
14	which point we will take a lunch break until 1:15
15	and reconvene.
16	(Pause.)
17	MS. MURPHY: If any of you would wish to
18	speak, could you please give us a speaker card and
19	we will have our court reporter here to take down
20	your comments.
21	Anybody? Okay. We'll wait then till
22	we have someone turn in a speaker card, thank you.
23	Michael Goodson. Speak into the
24	microphone, we're going to record you.
25	MR. GOODSON: Over here?

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Thank you very much. My name is 1 2 Michael Goodson, I'm representing the City of 3 Hawthorne. And I came down to express the city's concerns and hope that those would be addressed in 4 the draft, EIR. Our concern is centered on any of the 6 7 options, in particular, option No. 4, which would 8 include the city's municipal airport. Most of my 9 comments would probably be concerned that we would 10 have for any of the options. And those options 11 are really centered on the traffic impacts that 12 would be caused by any of the options on the city. 13 Along with the noise for the residential areas. 14 Most of the proposals you have for 1, 15 2 and 3 will be adding some additional noise 16 impacts on the northern portion of the city. In 17 particular, No. 4, which will have a greater impact on the residents of the city. 18 Additionally, we're concerned with the 19 20 problems of pollution that would be generated by 21 the overflights of the area and impacts of that. 22 We would be concerned with the 23 financial impacts on the community in terms of the 24 residential neighborhoods and the impacts of that. 25 Definitely have a concern with respect 47

to police, fire and how those are going to be 2 impacted by it. We don't have any specific comments or 3 issues but those are the issues that we would like to see addressed in specific detail, analyzing 5 6 either the impacts, positive or negative, of that. We are concerned with the economic impact that that will have. 8 In item No. 4, depending on how you 10 reduce or limit traffic on Van Ness or Crenshaw, 11 that will further impact the city because we do 12 have a neighborhood that lies north of the 105 Freeway. That neighborhood is isolated by the 105 13 14 Freeway and has limited access to the rest of the city by Van Ness and Crenshaw. And that does have 15 16 a great impact on the city by cutting off either access to Crenshaw or Van Ness in terms of that 17 18 community having an identity. 19 So we would like to have something 20 addressing the identity of that community and how 21 that that is going to be impacted by the proposal. We're also concerned with the 22 financial impact of the airport were it to become 23 24 an airport under LAX control. This is a 25 revenue-generating airport for us and does provide

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1	us with some funds so we would have some concern
2	about that.
3	The loss of control that it would have
4	for the problems that are produced by generally
5	the (inaudible) that is the conclusion of my
6	remarks.
7	I would be interested in taking a look
8	at the draft when it comes up and would like to
9	have a copy of the draft. And would like to
0	request that if there's any public hearings in the
.1	future, that we would like to have those one of
2	those at least as close to the city as possible to
3	afford the residents of Hawthorne the opportunity
4	to attend that meeting without having to drive
5	great distances.
6	Thank you for your time.
7	MS. MURPHY: Thank you. Anyone else who's
8	decided they wish to speak?
9	Dee Hardison?
٥	MS. HARDISON: Yes.
1	MS. MURPHY: Please come to the microphone.
2	You're with the South Bay Cities?
3	State your name and affiliation so we
•	can have it recorded.
5	MS. HARDISON: I'm Dee Hardison and I'm

1	chair of the South Bay Cities Council of	1	This was passed by our South Bay	
2	Governments. I'm representing them here today in	2	Cities Counsel of Government back in February	
3	that capacity.	3	and actually was a resolution going to SCAG, but I	
4	I have some written remarks. And	4	think in a broad perspective, it still addresses	
5	basically, my remarks will be brief today.	5	those issues from the cities that make up the	
6	The South Bay Cities Council of	6	South Bay Council of Governments, and we wanted to	
7	Government, which has a membership of 16 cities	7	make sure that resolution was part of the record.	
8	from the South Bay, passed the following	8	As I indicated before, we'll be	
9	resolution back in February of 1997. We want this	9	writing to you and sending you more specific	
10	action to be included as part of the record of the	10	information of our concern. Appreciate the	
11	LAX scoping sessions and the South Bay Cities	11	opportunity to be able to appear today.	
12	Council of Government, we'll be detailing more	12	MS. MURPHY: Thank you very much.	
13	specifically our concern but we'll be presenting	13	Is there anybody else who would like	
14	those in writing prior to the July 31 deadline.	14	to speak? Anybody else?	
15	We have to operate by bringing things	15	State your name for the record.	
16	before the full cog and we'll be doing that next	16	MR. UBANK: Philip Ubank, assistant chief of	
17	week so I will not be able to make those formal	17	operations. Just completed a two-day runway	
18	remarks, we'll do that in writing.	18	incursion action team meeting with FAA region and	
19	The City of Los Angeles Department of	19	Washington, D.C., Willie Carr is the point man for	
20	Airports is developing a master plan for LAX to	20	the federal government on this nationwide project.	
21	guide the development and operation of the airport	21	LAX came out No. 5, actually, tied	
22	through the year 2015; and whereas the impacts of	22	with four other airports. As the fifth leader for	
23	LAX on the SCAG region are substantial and	23	runway incursions.	
24	multifaceted, including economic, safety, noise,	24	Those stats are gross stats. Given	
25	vehicular traffic and air quality on the South Bay	25	that we're the third busiest airport, we'll always	
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1	region of SCAG, just to mention a few, whereas the	1	been in the top five or so.	
2	impacts of safety, noise, vehicle traffic and air	2	The most interesting thing for master	
3	quality on the South Bay region of SCAG and in	3	planning purposes, and probably for everyday	
4	particular the communities that adjoin	4	operational concerns, is that half of those runway	
5	LAX, including El Segundo, Inglewood, Westchester,	5	incursions are the results of G.A. traffic, which	
6	Culver City, Hawthorne and Lennox, are often given	6	only represents about one percent of our traffic.	
7	secondary consideration by the City of Los Angeles	7	And if you factored in how many human beings it	
8	and the Department of Airports in their desire to	8	represents relative to passengers, it would be	
9	maximize the economic returns from LAX.	9	some infinitesimal amount.	
10	Whereas those communities not directly	10	The best planning scenario would be	
11	impacted by the negative operational aspect of	11	G.A. aircrafts land in a relatively close to	
12	Los Angeles including safety, noise, vehicular	12	where they live with a taxi way accommodating	
13	traffic and air quality, are also concerned with	13	those movements off the runway where they'd have	
14	these issues and want them, these concerns,	14	as short a taxi route, as predictable as taxi	
15	addressed and mitigated as part of the LAX master	15	route, as predictable a landing runway that they	
16	plan.	16	could possible have because those are infrequent	
17	Now, therefore, be resolved at the	17	visitors with low flight time and they seem to be	
18	Regional Council, that the Southern California	18	problem children, here and elsewhere in America.	
19	Association of Governments demand that the L.A.	19	Right now, depending if they come in	
20	master plan provide specific actions to mitigate	20	from the north, south, they get two five right or	
21	and fund the current and future negative	21	get two five left, preferentially we'd like to	
22	operational impacts of LAX on the SCAG region,	22	give two five left. Even if it were two five left	
23	specifically on the communities impacted by	23	that they always got and had to go to Mercury,	ţ
24	safety, noise, vehicular traffic and air quality	24	they still have to cross one runway, which is all	
25	issues.	25	they would have to cross, although the taxi route	
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1	would be a lot shorter.	. 1	"Easy Read
2	So to the extent that that can be	2	this issue
- 1	factored into what we build, what accommodations	3	
3	air traffic can make to us for those arrival	4	representa
	streams and how our land use is enjoyed close to	5	that some
5	those runways, that was seemingly 50 percent of	6	in the air
6	our concern and probably the only one worth master	7	acceptance
7	planning consideration.	8	increased
8	•	9	
9	MS. MURPHY: Okay. Lillian Jenkins.	10	airport's
10	MS. JENKINS: Yes. Shall I just go ahead?	11	the airpor
11		12	the public
12	MS. MURPHY: State your name and where	13	pollution
13	you're from.	14	
14	MS. JENKINS: Lillian Jenkins. I'm the	15	able to er
15	president of the Del Rey Homeowners and Neighbors	16	out some)
16	Association. We are in on the flats as you go	17	increased
17		18	and the co
18	-	19	these add
19		20	
20	need a large airport. Chicago and New York, two	21	resident
2 1		22	MS.
22		23	MR.
23		24	possible
24		24	added at
25	miles north and three miles south of the	25	auueu at
		_	L
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1	Los Angeles Airport, you would have to agree
2	expansion of Los Angeles is not feasible at this
3	time.
4	The time to think about expanding
5	LAX is when a solution is found to reduce the
6	already overcrowded 405 Freeway.
7	And that is what the concerns of our
8	organization, our neighborhood group is about.
9	Thank you.
10	MS. MURPHY: That's it? Thank you.
11	Barry Forman?
12	MR. FORMAN: That's correct.
13	MS. MURPHY: State your affiliation.
14	MR. FORMAN: Yes. I'm a member of the Board
15	of Directors of VOICE. It's an acronym for
16	volunteers and organization communities
17	environment. The organization is based in the
18	South Bay. That would include the beach cities
19	like Manhattan Beach, Redondo Beach, Hermosa Beach
20	and members from as far south and San Pedro and
21	Long Beach. And Torrance.
22	So representing VOICE, our major
23	concern of impact on the environment namely are
24	air quality and noise. I have read some articles
25	in the two local papers, "The Beach Reporter" and

1	"Easy Reader," so they gave me some background on	:
2	this issue of the airport expansion.	:
3	A Department of Airports	l
4	representative argued, as I read in the articles,	
5	that some abatement and more efficient technology	1
6	in the aircraft would result in the public's	1
7	acceptance in the expansion of the airport and	
8	increased traffic.	
9	The concern of VOICE is how can the	
10	airport's planners ensure the public living around	
11	the airport that the net environmental impact on	
12	the public is not a net increase in noise, air	
13	pollution and combustion product fallout.	
14	It seems to me that in order to be	
15	able to ensure the public, you would have to carry	
16	out some kind of qualitative analysis on the	
17	increased traffic flow and would have to account	
18	and the combustion effects from the engines of	
19	these additional aircraft.	
20		
21	resident of Manhattan Beach?	
22		
23		
24	-	
25	added at or modification of the runway at	
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Hawthorne Airport leads me to think that you might 1 have the air traffic pattern moving south from 2 El Segundo, so I would be concerned about aircraft 3 flying over the area and the fallout. I'm sure 4 that all of the residents in Manhattan Beach and 5 the surrounding communities would also be 6 concerned about the effect on their property 7 values as a result. 8 That concludes my comments. 9 MS. MURPHY: Thank you very much. 10 Yvonne Michelle Autry, the 11 organization is Equinox International. 12 MS. AUTRY: I'm formerly a registered 13 representative with Equinox International. I have 14 been a representative for the company but this is 15 very informal. 16 I'm 30 years old and I am a member of 17 the community. I live in Inglewood, so this is 18 pretty much just a very simple appeal. 19 I was born in Inglewood and I was 20 educated in Inglewood, and I subsequently went to 21 UCLA. I have junior status, moved away, attended 22 college, traveled abroad and returned to 23 Inglewood, so I've seen the community change. 24 Because of the influence of increased 25

 control to the control is a control in the set of the			r		
b And my mails cancers, like 1 weid, is b	1	traffic, because of the incredible improvements	1	contamination in the water because of the	
 1 Life J Brief Parker. 1 Life Parker. 1 Life J Brief Parker. 1 Life Parker. 2 Life Parker. 3 Life Parker. 4 Life Parker. <	2	that Mayor Tom Bradley and much more enjoyable	2	location. Contamination of the food, also.	
 1 Subh it provides a lat mate 2 Subh it provides a lat mate 4 Dotting working of the statistics in 5 Indivestion for the statistics in 6 Laboration for the statistics in 7 Subh it provides a latistic provides made 8 Laboration for the statistics in 8 Laboration for the statistics made 9 Statistics the statistics made in the statistics of the statistic provides in the statistic provide provide in the statistic provides in the statistic provides in the statistic provide provide in the statistic provide in the statistic provide provide in the statistic provide provide in the statistic provide in the statistic provide provide in the statistic provide provide in the statistic provide in the statistic provide provide in the statistic provide provide in the statistic provide provide in the statisting provide provide in the statistic provide provide proves in	3	for the people that come to Los Angeles but also	3	And my main concern, like I said, is	
i i	4	it's a lot cleaner.	4	the influence of expansion, increased traffic,	
1 Deglement. So thank you for the improvement mode 1 the effect on the children and size the walky of 2 10 To defress the intergement of the 1 the makers of the comparison of the walky of 10 10 To defress the intergement of the 1 1 1 1 10 <td>5</td> <td>I think it provides a lot more</td> <th>5</th> <td>increased immigrants entering into the community,</td> <td></td>	5	I think it provides a lot more	5	increased immigrants entering into the community,	
1 Displayees, is taked you for the improvements make 2 b creat community. 4 the manhans of the communities at large targets. 10 applies of the improvements make the improvements make the improvements of the communities at larget target. 3 1 don't larget improvements the improvements make the improvements of the communities at larget target. 10 applies of the implicate shall the improvements the improvements the improvements of the implicate shall target target. 1 1 don't larget improvements the improvements the improvements improvements improvements the improvements of the implicate shall target target. 11 discret, end end is a platform the implicate shall target target. 1	6	positive environment for the residents in	6	the effects of that on the neighborhood and also	
i is or community. i the numbers of the communities of large. i The address the maintypert of the effects that is i i the instance of the address of the effects that is i i the address of the effects that is i i the address of the effects that is i i the address of the effects that is i i the address of the effects that is i i the control of a size as an expose have to i i address of the effects that is in the interview of panoling or colse i i address of the effects that is in the interview of panoling or colse i i address of the effects that is in the interview of panoling or colse i i address of the effects that is in the interview of panoling or colse i i interview contribute on the panoling of the effects i interview interview interview of panoling or colse i interview contribute on the panoling of the effects interview of panoling or colse interview of panoling or colse i address of the effects that is interview of panoling or colse interview of panoling or colse interview of panoling or colse		-	7	the effect on the children and also the sanity of	
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13 separation of the alignert and the effects that if 14 separation of the alignert and the effects that if 15 or arr optimulation and is pointed increding in 16 increased, and that if is pointed increding in 17 or expression and and and is pointed increding in 18 increased, and that if is pointed increding in 19 increased, and that if is pointed increding in 19 increased, and that if is pointed increding in 19 increased, and that if is pointed increding in 19 increased, and that if is pointed increding in 19 increased, and that if is pointed increding in 19 increased, and that if is pointed increding in 19 increased, and that if is pointed increding in 19 increased, and that if is pointed increding in 19 increased, and that if is pointed increding in 19 increased, and that if is pointed increding in 19 increased, and that if is pointed increding in 19 increased, and that if is pointed increding in 19 increased, and that if is pointed increding in 10 increased, and that if is pointed increding in 11 increased in allocation of the antiped increding in the instemation of the optime, if a late in the instemation of the optime, if a late in the instemation of the optime, if a late in the instemation of the optime, if a late in the instemation of the optime, if a late instemation of the optime i			9	I don't know if you have any control	
11 sends have on any community. I like 36% west 111ch 11 life's wave. There's meet time of particles of the May're 12 Sincest, and wire preship's charact directly in 12 life's wave. There's sent time setup. 14 Sincest, and wire preship's charact directly in 13 life's wave. There's sent time setup. 15 Sincest, and wire preship's charact directly in 13 life's wave. There's sent time setup. 15 Sincest, and wire preship's charact directly in 13 life's wave. There's sent time setup. 16 Instruments, and wire preship wave constructions. 13 is instruments. life's wave. There's sent time setup. 17 For very resultive and a los of poople are very. 14 Desting the for the set constructions. life setup. life setup. life setup. The setup. for a data set constructions. 18 problem in large-setup. I the setup. life setup. life setup. life setup. life setup. life setup. life setup. 12 ord are positive. of are positive. 14 life setup. life setup. <t< td=""><td>1</td><td></td><th>10</th><td>over the noise or the providing some type of</td><td></td></t<>	1		10	over the noise or the providing some type of	
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25 of air pollution, as I mentioned, noise pollution, Page 59 Page 6					
Page 59 Page 6					
	25			hardly concentrate. Like I said, I feel like I'm	
	L		1		Page 61

1	shell shocked.
2	About 15 years ago, either I was young
3	and I didn't notice or like I said the level, the
4	level of level of activity has increased just
5	because there's been a greater influx of visitors
6	to the L.A. area.
7	So to get straight to the point, and I
8	know this is going to sound really, really
9	strange, but about six years ago, I encountered a
10	policemen, FBI secret service men that are
11	targeting certain of members of the communities
12	and we're being provoked to commit certain crimes.
13	Like I said, the noise pollution is a
14	part of breaking down people's tolerance, levels
15	of patience.
16	I know that this has nothing really to
17	do with your job, not your concern, and I hope you
18	don't mind my saying this, I'm taking this
19	opportunity because it has to be said.
20	I was born in Inglewood, I have no
21	criminal record, thank God, but I've been under
22	investigation because I was outspoken when
23	harassed by the police. This is when I became
24	aware when the environment, a contaminated
25	environment is actually being used as a weapon in

the innercity areas. People that are living in 1 areas where there's increased contamination are 2 more prone to commit violent acts. 3 It's been proven, I've done some 4 research and also I have my own personal 5 testimonial, but I do have information pertaining 6 to -- or documenting the level of increased 7 violence in areas, like I said, where not only 8 there's noise pollution, air pollution, but 9 colors, drab colors, that's why I congratulate you 10 and thank you so much for improving -- it's like 11 12 an upgrade in the architecture and renovation that Mayor Tom Bradley and I'm sure all of you were 13 14 instrumental in carrying out a few years ago. We're all products of our environment 15 16 and we live in a constant -- like a constant war 17 zone because of the noise, because of the sirens. And I know, like I said, it's all because of the 18 violence and also because of the contamination in 19 the air, water that's polluted, food that's 20 polluted. 21 Like I said, a lot of children, what 22 happens is they lose a sense of tolerance, no 23 patience. It affects the nervous system. Just to 24 get to make a very, very relevant point, affects 25

the nervous system of the children. 2 And the contamination, the hydrogen 3 and carbon monoxide basically destroys or deteriorates the nervous system so the children 4 5 really have little tolerance to any provocation. 6 So, hopefully, that makes some sense. 7 The point is, I think this government 8 is carrying out some type of genocide and they're à using the contaminated environment to their advantage to eliminate certain degenerates. 10 11 I was labeled a degenerate. I don't 12 think the members of my community are but we're 13 quoted -- we're expendable. And it does get into 14 racism, does get into socioeconomic survival. 15 I fought for my survival. I don't 16 want to be a self-appointed spokesperson but I feel a conscious need to speak out. 17 18 Again, I know that you have no control 19 over the level of contamination or the emissions 20 but in considering an alternative to the expansion 21 of the airport facility, in considering the effect that it's having on the increased level of 22 violence and homicide and homicidal mentality, 23 24 maybe you can take into consideration my 25 testimonv.

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MS. MURPHY: Thank you. You said you have some stuff in writing to give us, also? 2 MS. AUTRY: I have a detailed report. This 3 has to do with some of the experiences that I've 4 5 had with the LAPD. Also, if the airport is expanded, 6 there would be more liquor stores, restaurants, 7 increased police patrol. And when people are 8 stressed and under pressure. We all are, of 9 course. We all chose different means to deal with 10 the stress and pressure we're under and hopefully 11 we're able to move out of some type of negative 12 situation or negative environment, some of us 13 14 don't have that opportunity. Right now I'm seeking employment. I'm 15 working as a representative of Equinox because I 16 17 believe I was blacklisted because I was speaking 18 up, because I was talking about government 19 conspiracies and covert activity, which I had --20 well, I had experienced some -- I'd experienced 21 some type of racial discrimination. 22 I've been, like I said, harassed by 23 the police and because I spoke up as a black woman, I believe that I was formally blacklisted. 24 This is when I became aware of this 25

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IV.	1ulu-F	age
1 government's conspiracy to eliminate mass	1	the pressure that I'm under.
2 populations. It also has to do with the native	2	This country's government has labeled
3 American concern. I know this isn't your concern	3	me a problem. I've been labeled a criminal, for
4 but just to validate what I'm saying, this is not	4	all practical purposes. Like I said, I have no
5 a isolated incident.	5	criminal record, ma'am, and been I've framed.
6 I know every community is all over the	6	Like I said, so I'm trying to sell water filters
7 world just because of modern technology, but,	7	and air filters just to survive.
8 again, the repercussions are such that its	8	I haven't completed my B.A. Right now
9 effecting future generations and it's having I	9	I'm not really considered a legitimate member of
10 think the government knows what's happening.	10	this new world order system, if you know what I
11 I know you're caught between a rock	11	mean, because I wouldn't maintain the status quo.
12 and hard place because I know you have to	12	So like I said, the environment is
13 accommodate visitors coming to the Los Angeles	13	being used against certain outspoken people.
14 area and that provides a greater revenue, and I	14	The level of contamination is directly
15 realize everyone needs revenue, but I don't have	15	related to criminal activity, and tests are being
16 any alternatives right now because I'm I need	16	done, according to this master's plan, subliminal
17 to do more research, of course, but I just want to	17	programming, medication, poisons in the food,
18 make you aware of my experiences and some of my	18	asbestos, lead, DDT, radon.
19 concerns just so that you'll know we're	19	I know you have a family to take care
20 experiencing on a daily basis.	20	of, I don't want to burden you but just for the
21 I'd be happy to work with anyone who	21	record, hopefully I will be considered.
22 works within the community to develop alternatives	22	MS. MURPHY: Thank you very much. Great.
23 or some type of feasible alternative so that we	23	Okay. Let neighbors know they can turn in
24 can all hopefully manage in preparing for the	24	comments to the 31st.
25 expansion of the LAX airport. Because I do think	25	MS. AUTRY: Okay. So I can present this to
Pa	age 66	Page 68
l it will happen anyway. But if we can get a	1	you?
2 practical solution like the insulation in	2	MS. MURPHY: Yes.
3 Inglewood.	3	MS. AUTRY: I know this will sound crazy, I
4 Can you imagine being in warfare		have to say it, it has to do with, like I said,
5 almost 20 hours a day? Between the hours of, say,		it's a genocide, like a holocaust, okay.
6 5:00 a.m. and midnight, it's complete it's like	6	MS. MURPHY: Great. Thanks for coming in.
7 the noise from the airport is such that I can't	7	MS. AUTRY: I just live to talk about it. I
8 concentrate. I know I'm not the only one. I know		couldn't find work for six years. I think
9 you're not responsible but, again, so you know of		Patricia Moore was a victim of this type of smear.
10 the effect it's having on the environment.		They're using, like, Morris Code beeping. I just
11 I can't concentrate. It's	11	became very aware of beeping to control people's
12 destroying takes away your sense of peace.	12	behaviors. And barking and car alarms.
13 There's no fresh air, and toxic people are more	13	Subliminal programming.
14 violent people. This has been proven.	14	Masterminds are actually using
15 Carbon monoxide poisoning.	15	telepathy and telekinesis. I know, it sound like
16 Nerve gas, the sulfides, hydrogen I	16	a Star Trek and I have documented information
17 have it listed. I'm sorry.	17	to validate what I'm saying.
18 MS. MURPHY: That's all right. Give us the	18	I don't want to digress because that's
19 stuff you've listed and you've covered, actually,	19	
20 all of it quite well.		just go on the record that I think L.A. is being
21 MS. AUTRY: I wasn't as prepared as I should	21	
22 be.		like animals, to see what effects increased
23 MS. MURPHY: That's okay.	23	trafficking, increased activity will have on the
 23 mo. morris. Index okay. 24 MS. AUTRY: It's a lot more serious than I'm 	24	community.
25 really able to express right now just because of	25	It's like we're being tested on, being
Pa	age 67	Page 69

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manipulated like mice. Almost -- we're being
    hurried, encouraged to murder one another. This
2
    is happening in Brooklyn, the Bronx, like I said,
3
    native American reservations. This is happening,
4
    let's see, in the Middle East, but I know the
5
    primary concern is Inglewood.
6
                The gangs, a lot of the gang-related
7
    homicides are being encouraged. And like I said,
8
    I do believe the level of noise contamination,
9
    colors, all that is used psychologically to
10
    influence and encourage violence. People are
11
    labeled expendable, degenerate.
12
                So the system can be -- they can
13
    encourage us to kill one another. I'm not a
14
    violent person, I don't believe in it. I've been
15
    provoked by the police many times, and a lot of
16
    this is covert so it's very difficult to prove
17
    racism. Just like rape. And I won't talk about
18
     victimization because that's kind of ridiculous.
19
                 Just so you have my testimony and
20
     hopefully you'll take that into consideration.
21
                 Thank you very much, very much.
22
           MR. AGAIBI: Thank you.
23
           (At 5:00 the proceedings were adjourned.)
24
25
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Comment Forms

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5223 Federal Aviation Administration - AWP-611, P.O. Box 92007 **Comment Sheet** Please submit your written comments today of hail them no later than July 31, 1997 to one of the following people: David Kessler, Environmental Protection Specialist Planner LAX Master Plan Scoping Meetings - July 1997 You may use these categories to organize your comments about what to include in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) or add categories of importance to you. Geologic/Grading Issues Public Services/Utilities World Way Postal Center, Los Angeles, CA 90009 Cultural Resources Letc -Population 902 310-Del Phone/FAX Energy Conservation Safety/Risk of Upset Light/Shadow Effect (u r ra Land Use 2 latine bold, 20000 Department of Airports, LAX Master Plan One World Way, Suite 218, Los Angeles, CA 90045. uno black John L. Graham, Chief of Airport Planning Traffic/Circulation Biotic Resources 1) Water Quality Employment) || 11 E 6/ 1 NO lindeus Organization (if applicable) 222 City/State/Zip Code Visual/Aesthetics AirQuality Housing Address Name 3 -9554 295 HAWTHORNE AIRPORT WOULD BE TUTALLY UNACEPTABLE Federal Aviation Administration - AWP-611, P.O. Box 92007 World Way Postal Center, Los Angeles, CA 90000------97 JUL, 16 (NED) 14:57 **Comment Sheet** NEW RUNWAYS, ON THE SOUTH SIDE OF THE AIRPORT ESPECIALLY, WOULD ALSO WICREASE NOISE LEVELS IN MANHATTAN BEACH. ANY LAX EXPANSION WOULD ALSO Please submit your written comments today or mail them no later than July 31, 1997 to one of the following people: David Kessler, Environmental Protection Specialist Planner Population Cultural Resources Geologie/Grading Issues You may use these categories to organize your comments about what to include in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) or add categories of importance to you. MANHATTAN BEACH ALREADY EXPERIENCES A LOT Public Services/Utilities HERE DUE TO GREATLY INCREASED NOVE LEVELS. . OF JET NOISE. COMMUTER AIRLINE USE OF 200 2 M CIDYISAACTOCODE MANHATTAN BEACH, CA 90266 FURTHER DEFRADE OUR AIR QUALITY. Phone/FAX 文文 Land Use Energy Conservation Safety/Risk of Upset Light/Shadow Effect Department of Airports, LAX Master Plan ...One World Way, Suite 218, Los Angeles, CA 90045 Neme MICHAGU DUNITZ 51. John L. Graham, Chief of Airport Planning Traffic/Circulation Employment Water Quality Biotic Rosources 440 111075 Organization (if applicable) Housing Visual/Aesthetics Address Air Quality. Noise ł

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ne alone.

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Air Quality Auss Housing Visual/Aesthetics		Cou	•		me and	Name NataOi C (C Organization (if applicable)	Address 2053 Stover	Please submit your w John L. Graham, Department of A One World Way, Suit

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Geologic/Grading Issues Cultural Resources

Light/Shadow Effect

Biotic Resources

Visual/Aesthetics

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Name JEAN + EdWARD ENRIGULE & Phone Part 310 - 833-4395 Organization (if applicable)

219 WATERVIEW ST. Address

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Department of Airports, LAX Master Plan One World Way, Suite 218, Los Angeles, CA 90045

John L. Graham, Chief of Airport Planning

David Kessler, Environmental Protection Specialist Planner

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Impact Statement/Environmental Impact Report (EIS/EIR) or add categories of importance to you. Geologic/Grading Issues Public Services/Utilities Cultural Resources Population Energy Conservation Safety/Risk of Upset Light/Shadow Effect Land Use Traffic/Circulation Biotic Resources Employment Water Quality Visual/Aesthetics Air Quality Housing Noise

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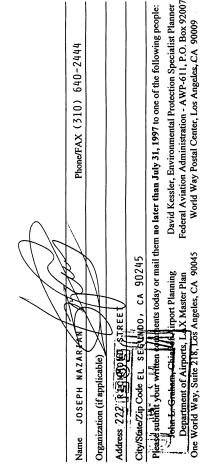
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As a Realtor, resident and business person living in el segundo, i am extremely concerned about the airport expansion proposals and how they may impact air quality, noise levels and general economic conditions.

I WISH TO BE ADDED TO THE LIST OF CONCERNED RESIDENTS WITH RESPECT TO VOICING IMPUT TO THE INVIORNMENTAL IMPACT STUDY.

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Comment Sheet

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LAX Master Plan Scoping Meetings - July 1997

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LAX Master Plan Scoping Meetings - July 1997



You may use these categories to organize your comments about what to include in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) or add categories of importance to you. Public Services/Utilities Land Use Traffic/Circulation Employment Water Quality Biotic Resources Air Quality

Geologic/Grading Issues Population Cultural Resources Energy Conservation Safety/Risk of Upset Light/Shadow Effect

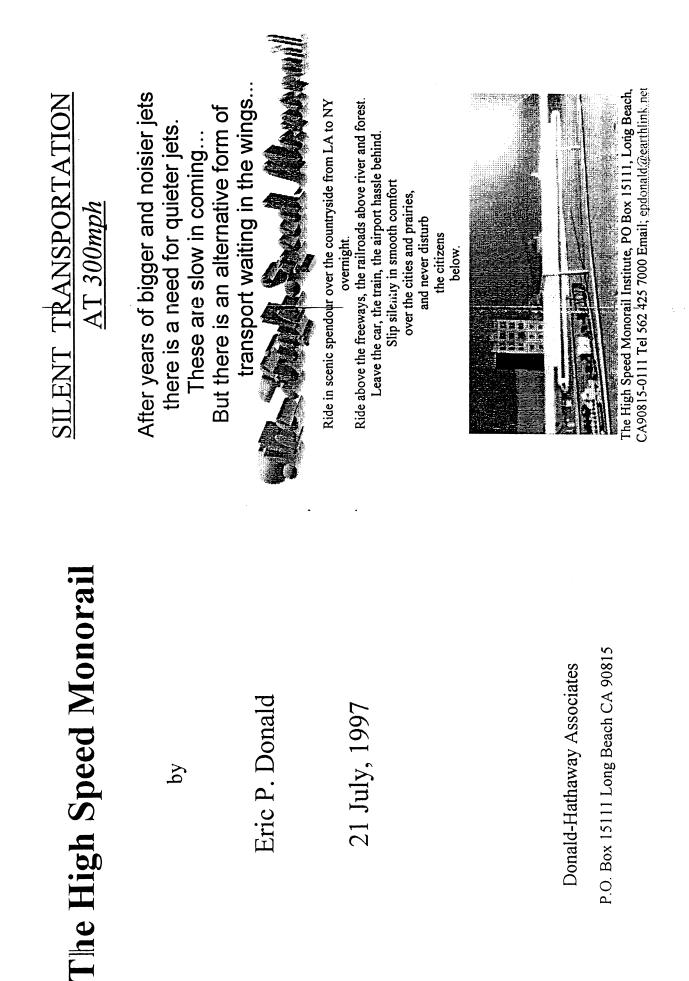
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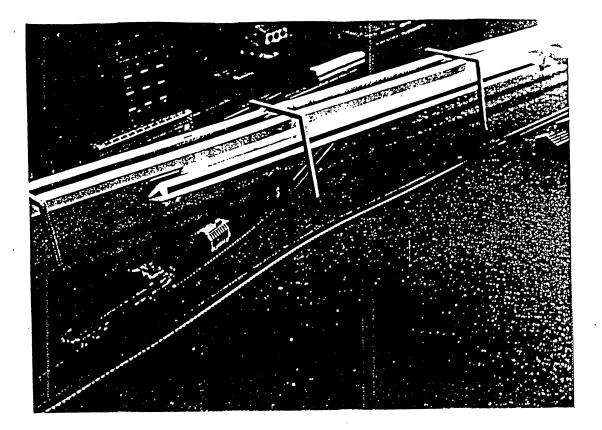
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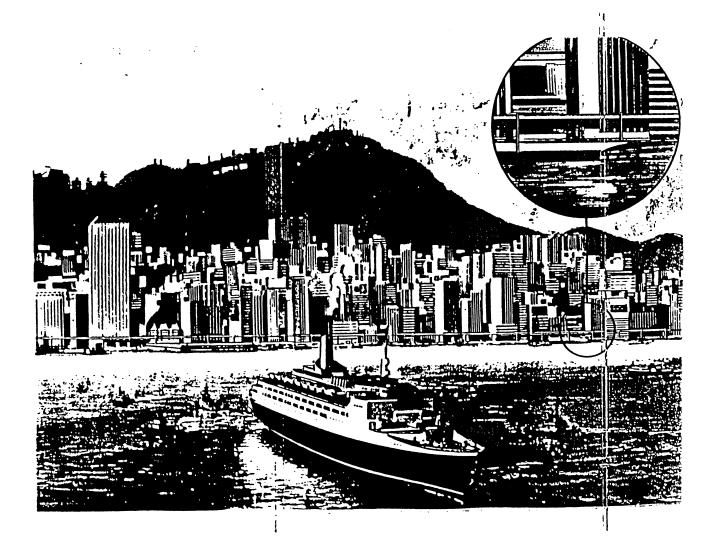
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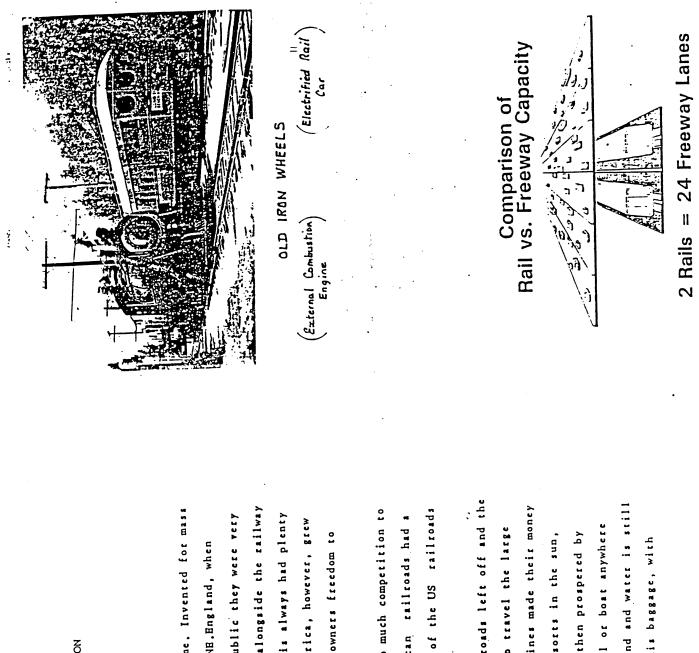
LAX Master Plan Scoping Meetings -- July 1997





TOMORROWS TRANSPORTATION The 300mph RGA High Speed Monorail Photo courtesy of The High Speed Monorail Institute





THE NEXT BIG TRANSPORT REVOLUTION

by ERIC DONALD

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HI STORY

Railways have been around for a long time. Invented for mass transit of coal from mines to ships in NB. Bngland, when later applied to the transport of the public they were very successful. Urban housing was built up alongside the railway lines, hence cities like London and Paris always had plenty of 'metro' customers close at hand. America, however, grew up with the automobile which gave it's owners freedom to live anywhere.

The personal locomotive (auto) gave too much competition to The personal locomotive (auto) gave too much competition to the taxi-train-taxi system. The American railroads had a hard time keeping passengers, and most of the US railroads died as a result. Aviation took over where the railroads left off and the taxi-plane-taxi satisfied the demand to travel the large distances in less time. In Europe airlines made their money flying the public to exotic holiday resorts in the sun, challenged the occar iners, and won, then prospered by offering quicker travel than road, rail or boat anywhere else. Surface travel in Europe over land and water is still Hell for the passenger, a hostage to his baggage, with thieves waiting at every turn.

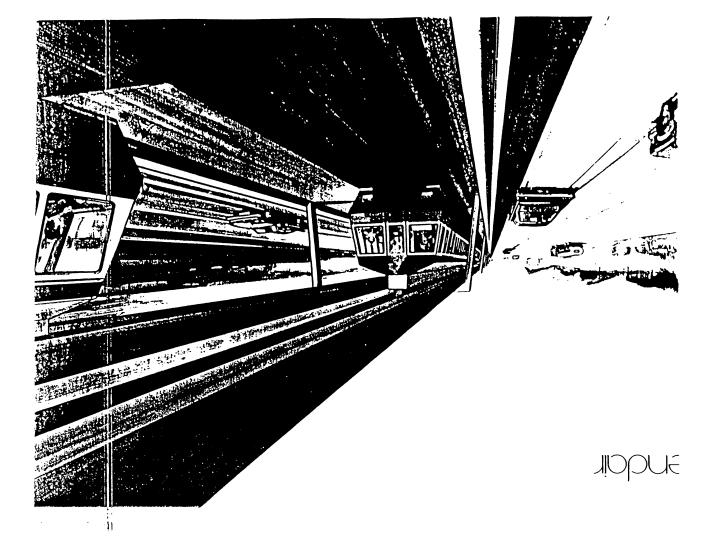
TODAY

Roads have improved considerably, and the railways have gradually improved speeds where they now compete with short range air travel once spain. Rail speeds however cannot increase much more with iron wheels on iron rails. 150mph is about the economic limit. Above that the track requires great care at high cost. 150mph is thus the natural division between rail and air, mea for rail, minimum for aircraft.

The rail engineers are still thinking in terms of the steam engine with wheels under the car at each side, some maglev and bullet train advocates haven't managed to see beyond that. Their designs as a result are heavy, cumbersome, compler, costly and dangerous. Even with superconductivity, maglev needs a nuclear power station to drive each system.

GR IDLOCKI

20th Century grow:h has become a nightmare. Large cities with exploding populations have run out of answers. Pollution from jammed freeways and road traffic is forcing planning to stop growth, particularly in Orange Co, Southern California. Only so much space can be allocated to roads. Gridlock is being reached everywhere. The skies over Europe are reaching gridlock too. What then is the solution, if



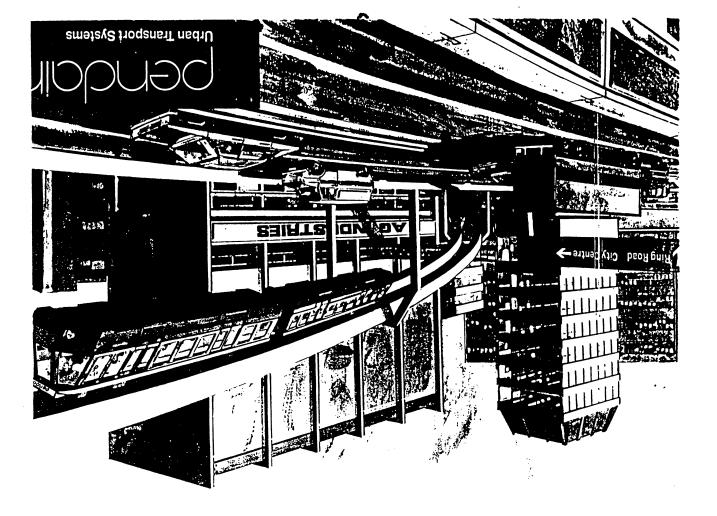
any?

MAGLEV?

Maglev, or magnetic levitated vehicle, to give it it's full title, is a popular buzzword these days, and appeals to the less economically motivated engineers. I would say it is a difficult proposition. It will be hideously expensive because it must have a precision aligned track on the ground where there is no room for it in our cities. Too heavy to erect above ground it will be subject to damage from earthquakes and vandals. Anyone riding it may be subject to intense magnetic fields now considered a major health risk. No pacemakers, watches, computers, radios should be carried on it, not humans sensitive to magnetism, which is all of us, as we all depend on magnetically vulnerable calcium ions.

HIGH SPEED RAIL?

The Vegas-Anaheim "High Speed Rail" is of high risk, assuming it is an old fashioned iron wheel on iron rail type. Iron wheels can't climb hills, especially in the rain, so must be routed hundreds of miles around them. Thus high speed gives way to long journey times, which isn't exactly what is wanted I wouldn't want to ride any American, European or Japanese train at 150mph, over, under or around the unstable mountains of Southern California knowing that trains running at half that speed in America are forever crashing.



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	THE ADVANTAGES OF THE RGA.
	*Virtually uncishable, fast, smooth, silent, cheaper than
	tailtoads, magleys and freeways.
	*Impossible to obstruct.
	*Offers scenic travel on a grand scale.
	*Opens up big new travel markets.
Conventional Mailroads -	*Permits conversation aboard a quiet vehicle.
always getting blocked!	*Speed always sells.
	*Leaves incerstate toads clear for freight.
	*Saves present transport systems from gridlock.
	*Allows new growth for citics.
Danger Drives of const	*Can run all night without disturbance of the population.
	*Can be built above current roads, freeways, railways.
	•Won't kill or injure people on the ground.
	*Doesn't require crossing gates, etc.
	•Vacuum cleans its own guideway as it goes.
	Can climb hill. LA to Vegas over the mountains, for
	c x amplc.
	"Runs in all weathers, Siberia or the Sahara.
	"Earthquakeproof, floodproof.
	*Docsn't need a driver, can be all automatic.
	•Can be built up instead of side by side, ic one RGA track
	above another, saving on support structure in narrow places.
	"Saves cities from destruction for new roads.
	•Offers a path for fibre-optic lines nationwide over the
	guideway.
	•No rail maintenance costs, about one man hour/mile/month.

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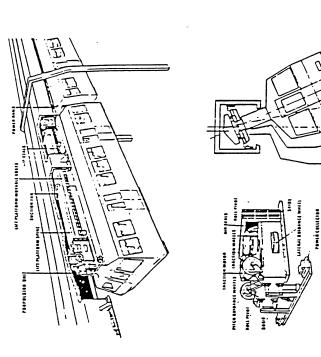
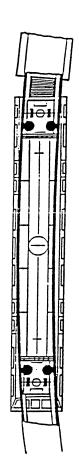


Fig. 2 Pendair basic principles I

PROPULSION UNIT



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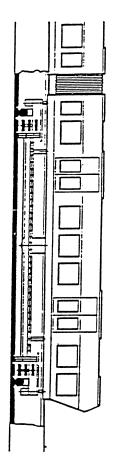


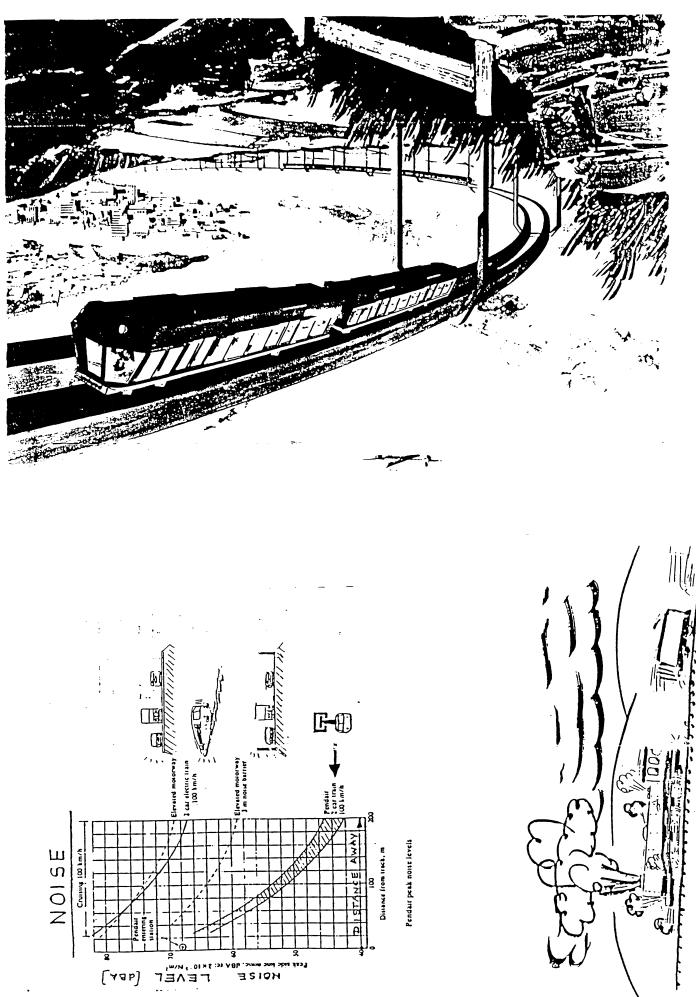
Fig. 3 Pendair busic principles 2

A pollution free system, it reduces "Greenhouse Effect".
Utilises existing technology with R&D already done.
Can be built starting tomorrow.

EARTHQUAKES

please notel) Incidently, the San Francisco Cypress Viaduct which collapsed during the 7.1 strength recent earthquake is Factors used instead of low, low resilience instead of higa, than a reinforcer, etc, etc. It would be interesting to see inches forward then rebounding back like a backyard swing. reinforcing was more of a separation layer or delaminator joining things together), with high Stress Concentration steel columns, swⁱ ging them and the whole station a few carthquake as each train grinds to a halt on top of the Earthquakes will not harm it, for it will absorb It hasn't fallen down yet! (Caltrans freeway builders, a classic case in Zygology, (Zygology = the science of vibrations and flex like the overhead station at the Brooklyn terminus in New York. This station has an fibre (steel rod) reinforcing technology where the the Stress Analysis of this structure.

Eric P.Donald Msc.CAe.CIT.,C.Eng.,CEI.,MRAeS.,AFAIAA .,MIPI.,HNC.ME.BCAT. Pres.High Speed Monorail Inst. Fres. Institute of Zygology. Author.""Tansatlantic Traveller" PO Box 15111 Long Beach CA 90815 USA Tel Jaú 996 7000 SCZ 425



AIR LEVITATION?

The breakthrough came some years ago in England, after the end of the Tracked Hovercraft Trials, where even The British had difficulty, after combing the country, finding a site to lay down a length of high speed trackl A hovercraft engineer, the late Denys Bliss, frustrated by the limitations of ground supported systems, made a simple but brilliant move, he turned it upsidedown. He designed a system whilk the track was put above the vehicle and from which the vehicle swung freely below, something like a ski lift.

He thus eliminated, at a stroke, the cost of ground preparation, the obstruction problem, (snow, rocks, stray cattle, vandals, the inevitable stalled car), the need for iwo rails, the crosswind problem, the overturning problem, noise and derailing.

One could say he updated, with hovercraft and aerospace technology, the 1901 Wuppertal monorail system, still running today and which has never had an accident.

Because this new system of Bliss's, which he called Pendair, (pendulum air suspended), floats on an air pressure differential of 2.0psi acting on a platform hinged to the centre-line of the car roof, (like a hovercraft upsidedown

and sucking instead of blowing), sliding along inside the open bottomed box rail or guideway above, propelled by a linear induction motor, it can be described as an aircraft, rail guided; or a monorail, suspended, air levitated; or a tracked hovercraft. I prefer to call it a Rail Guided Aircraft or RGA. A lot lighter, cheaper and simpler than a Maglev vehicle.

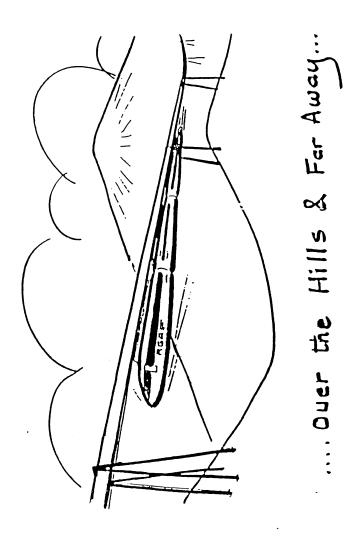
Perhaps the Maglev engineers might look at inverting their system for a similar breakthrough!

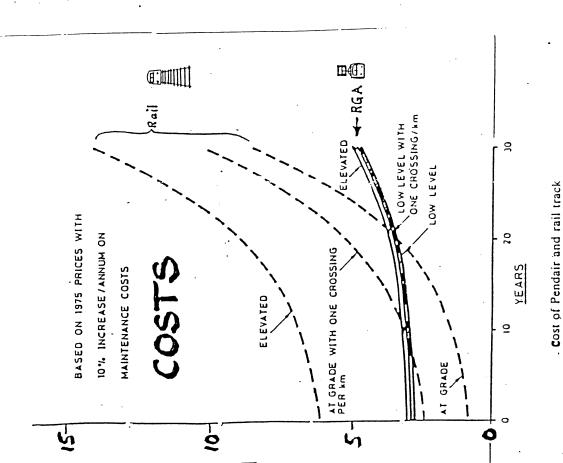
THE TREND

One can see the trend over the years, of monorails moving from the massive steel structures of the railway era, through the automobile technology and concrete engineering developments to the lightweight but strong aerospace vehicle flying along in a slimmed down reinforced concrete guideway. The high speed ground transport system has arrived.

THE MARKET.

The potential market is probably about \$50Billion for the lightweight cars in the USA alone. A million miles of reinforced concrete track for the concrete industry, plus sicel supports every 75ft for the steel industry. The aircraft industry will be called on to build the lightweight cars and the electrical industry to power them.





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	HIGH SPEED RALL GUIDED AIRCRAFT	TRIP TIME TRIP TIME TRIP TIME Notes to the content of content of the content of the spoke changes Excludes fog, ice, snow, storms, stacking, hub - spoke changes	
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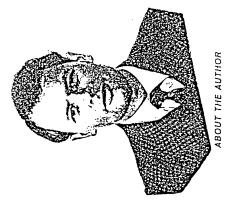
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Eric Paul Donald was born 'near a green hill, without a city walr', ie., on the southern boundary of Grangetown, Sunderland, on the N.E. coast of England, Fob 23 1930. On the other side of the green hill, (Tunstell Hills) lies Washington where George Washington's family lived. Now part of Sunderland. Sunderland is well known for its long history of shipbuilding, mining and engineering, glassmaking and pollery. St Bode built his church in Sunderland or Wearmouth, as it was then known, in 674 AD. The church still stands today. Bode croated a great contor of learning in northorn Europo which has spread throughout the world, for over a thousand years. After attending Technical School for three years, where ho was top student in 1345, he went on to Bede School to take the Oxford School Certificate. In the summer of 1947 he was chosen to represent his town and Air Cadet Squadron in a tour of Canada as guests of The RCAF. At this time he was a member of The Sundorland Civic Society, The Photographic Society, The Air Training Corps and various musical socialtes.

In 1948 he entered Durham University at oighteen to read applied science, giving his first lecture on Jet Enginos to the Engineering Society. During the summer he worked on ships on the River Wear which at that time was biggost shipbuilding centre in the work. Summer 1949 he worked on Mobile Cranes, and in 1950 he did Research at the Royal Aircraft Estab-11shment, Farnborough. With the outbreak of the Korean War he joined The Royal Aircraft Estab-Signals Branch, serving until tate 1952. In 1953 he joined Fairoy Aviation Co In London and worked in the Technical Office for six years. Later he joined Engish Electric Aviation at Wardon near Preston, as a Research Engineer. In 1964 he went west 'to seek his fortune', in America, starting as a consultant industrial engineer on Madison Avenue, New York. Later he worked on many of the major aircraft programs at Lockheed, Booing, Grumman etc., returning to England in 1970. Appointed Chief Strass Analyst of BAa Guidod Weapons, Stevenage after completing his Masters Degree at The College of Aeronautics, Cranfield, he was active in inventing in his spare time and won the Institute of Patentees & Inventors Gold Medal for his work on metal aligue detection. He returned to America in 1979 to work with Douglas Aircraft, at the suggestion of Tom Swift, later the FAA expert on faligue of aircraft structures.

His current interests range from Archery to Zygology, High Spacd Monoralis, Television Broadcasting, writing and ballroom dancing. His publications include papers on fallgue detection, bolted joint theory and transportation.

Eric P. Donald MSc., CAe, CI1, , C.Eng., MRAeS, AFALAA, MIPI, MSG., FINC.ME, MWAC.OC. 4246 Ocana Ave Lakewood, CA 90713 310 986 7000 A25

TRANBATLANTIC TRAVELLER The Pooley of Eric P. Donald

ISBN: 0433-1044-7 Published by Vasure Press, Isa-616 Wes 2449 Source New Yark Isa-1 1400 6112 3323

Phone/FAX³¹⁰ 332-5152 Fax332 301, I am in four of using How thoma Airport to expand LAX. The land is currently anserutilized You may use these categories to organize your comments about what to include in the Environmental **Comment** Sheet Impact Statement/Environmental Impact Report (EIS/EIR) or add categories of importance to you. LAX Master Plan Scoping Meetings - July 1997 Federal Aviation Administration - AWP-611.2, P.O. Box 92007 Geologic/Grading Issues Please submit your written comments today or mail them no later than July 31, 1997 to one of the following people: Public Services/Utilities David B. Kessler, Environmental Protection Specialist Planner and it would be great for Employment in the World Way Postal Center, Los Angeles, CA 90009-2007 Cultural Resources Population U.S. Department of Transportation Energy Conservation Safety/Risk of Upset Light/Shadow Effect 57 كتمريم مك مل مالعمك مالع مل (Organization (if applicable) مالع مك مالع مك City/State/Zip Code Hanthounce CA 90250 Land Use Address / Novytyce Ave 9x00, Very Vrov Traffic/Circulation Biotic Resources Employment Water Quality John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218 Name RAY POLLOK Los Angeles, CA 90045 NGAI Visual/Aesthetics ם רכם. Air Quality Housing Noise Jan writing to wice my service anacht about the proposed STAL sypansion. As a Revaint of the South Bay, Jan envined that the eurunt proposals world trave a two negative affect to an one of the two of the not to while congetion, pollution & more - not to mention meriaped orme + wroon speake! The We a small community that still treasures what little we have lift of our scenter. I unde con to consider option that well not functed thus our neignbook loads! Jean ghath Federal Aviation Administration - AWP-611, P.O. Box 92007 46/se/L LAX Master Plan Scoping Meetings -- July 1997 Phone FAX (310) 54/6 - 756 / 1 Please submit your written comments today or mail them no later than July 31, 1997 to one of the following people: David Kessler, Environmental Protection Specialist Planner **Comment Sheet** You may use these categories to organize your comments about what to include in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) or add categories of importance to you. Cultural Resources Geologic/Grading Issues Public Services/Utilities World Way Postal Center, Los Angeles, CA 90009 02606 Population Ohnd. Graham & David Leasler: Organization (if applicable) Sharewood Routors - agort Energy Conservation Safety/Risk of Upset Light/Shadow Effect City/State Zip code Marchatten Buch, CA Land Use Address 3300 Highland Ave One World Way, Suite 218, Los Angeles, CA 90045 John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan Traffic/Circulation **Biotic Resources** Places Chinstin Water Quality Employment Visual/Aesthetics Air Quality Housing

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7991,25,1997

I strongly oppose implementation of Flan 4 (IAX Expansion). This plan would enlarge Harthorne Airport to accomodate commuter jet aircraft traffile. Take-offs and landings of these jets will greatly increase air traffile at the Harthorne airport. Densely populated areas and several schools are directly under the flight pattern. This results in noise polluifich and potential safety hazards. The noise levelat the present time from executive thom off from Harthorne Airport is devostating. This condition would become much more serious with the heavy traffic of commuter jets.

Residences to the East of Harthorne Airport would be displaced if Plan 4 is adopted. Surface traffic in and around the expanded airport will result in congestion and disruption of existing traffic flow.

At the scoping meetings I have attended many important items pertaiming to Plan 4 have not been adequately addressed by Airport Planning representatives. I cite a few examples.

- Will existing privately owned aircraft continue to use Hawthorne Airport? If not, what alternatives will be offered to owners of private aircraft now using the airport?
- Disposition of homes and buildings located to the North and East of the airport has not been adequately discussed during Plan 4 presentations.

A logical explanation has not been given to preclude expansion of LAX westward beyond Fershing Drive . Vacant land in that area is available and adaptable to planned expansion of LAX.

Name Laurence J Knight Phone/FAX (310) 679 7264 Organization (if applicable)

Address 11835 South Crevillea Avenue

City/State/Zip Code Hawthorne California 90250

Please submit your written comments today or mail them no later than July 31, 1997 to one of the following people:

John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045

David B. Kessler, Environmental Protection Specialist Planner David B. Kessler, Environmental Protection Specialist Planner U.S. Department of Transportation Federal Aviation Administration - AWP-611.2, P.O. Box 92007 World Way Postal Center, Los Angeles, CA 90009-2007

LAX Master Plan Scoping Meetings - July 1997



Comment Sheet

your own Federal Aviation Administration - AWP-611, P.O. Box 92007 1.AX Master Plan Scoping Meetings - July 1997 Please submit your written comments today or mail them no later than July 31, 1997 to one of the following people: David Kessler, Environmental Protection Specialist Planner World Way Postal Center, Los Angeles, CA 90009---r' have been You may use these categories to organize your comments about what to include in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) or add categories of importance to you. Geologic/Grading Issues Public Services/Utilities near FFZO-242 Cultural Resources airport Population 21 9°26 6 Phone/FAX Energy Conservation Safety/Risk of Upset Light/Shadow Effect the grane N15457 Manhattan ¥-Land Use have has NOISE Man na Edward man INUC .. One World Way, Suite 218, Los Angeles, CA 90045 d (Jer ch er ho planes John L. Graham, Chicf of Airport Planning augune Department of Airports, LAX Master Plan Name Hullis, Gregg & Miaune インズ Traffic/Circulation **Biotic Resources** 201 Water Quality ctual (Lann M Employment City/State/Zip Code/New Katton 6 Village Try nuch my 250 , we 4 56 the Quality Latice Organization (if applicable) tere Arr qual We are part Ne Visual/Aesthetics hackuara es pecial packwai Muits 5 asaiN. 1200Mb Address Air Quality. Ъ want Housing Цe Noise ord 0 f む Z ł

Mr. John L. Graham Chief of Airport Planning Department of Airports/LAX Master Plan One World Way/Suite 218 Los Angeles, Calif. 90045	My wife and I have lived in Westchester for the past 31 years. We have witnessed the relentless encroachment of Los Angeles International Airport northward and eastward into our community. This unbridled expansion of LAX has already degraded the quality of life in Westchester and the adjacent communities. All too often we see huge aircraft at full throttle over our neighborhoods, diverted at the last moment before landing.	On Saturday, July 12, I attended the LAX Expansion Plans public hearing, conducted at the Proud Bird Restaurant, and am very concerned about what I learned there. The LAX Planning Dept. representatives' presentation of the alternative expansion plans currently being considered is seriously flawed, because it is	based on the assumption that the estimated increase of ruture air tramic requirements in all of Southem California, both passenger traffic and air cargo traffic, must be handled <u>by LAX alone.</u> After failing to mention this erroneous assumption, the LAX representatives presented 4 alternative expansion plans, all of which were vigorously opposed by local residents who spoke at this hearing.	Representative Jane Harman of the 36th Congressional District (which includes LAX) spoke at the meeting, and stated that <i>no other major city in the world</i> has attempted to expand significantly an already-busy airport in the midst of a high-density urban area. Congresswoman Harman described her recent communication with a senior official of the Federal Aviation Administration, regarding the proposed LAX expansion. This FAA manager assured Representative Harman that the maintenance of safe aircraft operations is the most important criterion considered by the FAA when evaluating a proposed airport expansion plan.	A large fraction of the estimated future increase in aircraft takeoffs and landings in Southern California, as presented by LAX representatives, is that for air cargo operations.	There is no valid reason why air cargo intended for destinations far from LAX must land at this overcrowded airport. However, there is a major reason for <u>not</u> forcing LAX to handle additional air freight The huge expansion proposed by LAX could seriously endanger public safety in the nearby communities!	A safer alternative plan is to <i>utilize other Southern California airports, such as Ontario,</i> Burbank, and Palmdale, for air cargo expansion. This will reduce the daily number of flights through the heavity-crowded LAX airspace, to a level well below that implied by LAX's current proposals. All cargo can be delivered from these satellite airports to final destinations via surface transportation, as done currently.	The LAX capacity freed up by <u>not</u> expanding air cargo operations will provide margin for future growth of passenger aircraft operations, consistent with the FAA mandate for maintaining flight safety in the crowded airspace over Los Angeles. Shifting air cargo operations away from LAX will provide the additional environmental benefit of reducing the traffic congestion in Westchester and nearby communities, currently caused by delivery trucks fanning out from LAX toward distant destinations.	Respectivilly, , , , , ,	Tick Milliams	Rick Williams 6233 W. 77th St.	Los Angeles 90045 (310) 645-0662	
Comment Sheet	You may use these categories to organize your comments about what to include in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) or add categories of importance to you. Air Quality. Traffic/Circulation Land Use Public Services/Thilities	Noise Employment Energy Conservation Population Housing Water Quality Safety/Risk of Upset Cultural Resources Visual/Aesthetics Biotic Resources Light/Shadow Effect Geologic/Grading Issues		NY COMMENTS ARE RESENTED IN THE ATTACHED LETTER.				Name Rick WILLIAMS PhoneFAX (310) 645-0662	Organization (if applicable)	Address 6233 W. 7777 Sr.	City/State/Zip Code Los ANGELES, CALIF. 90045	Please submit your written comments today or mail them no later than July 31, 1997 to one of the following people: John L. Graham, Chief of Airport Planning David Kessler, Environmental Protection Specialist Planner Department of Airports, LAX Master Plan Federal Aviation Administration - AWP-611, P.O. Box 92007 One World Way, Suite 218, Los Angeles, CA 90045 World Way Postal Center, Los Angeles, CA 90095	

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HERMOSA REAL ESTATE COMPANY

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1001 HERMOSA AVENUE HERMOSA BEACH, CALIFORNIA 90254 (310) 376-3421

July 22, 1997

John L. Graham, Chief of Airport Planning Department of Airports LAX Master Plan LAX Master Plan Los Angeles, CA 90045 Los Angeles, CA 90045

Dear Mr. Graham:

I am writing to express my concerns about the proposed airport expansion at LAX. I am a resident, homeowner, and business owner in Hermosa Beach, as well as a member of the Board of Directors of the Hermosa Beach Chamber of Commerce.

We've been working hard in Hermosa Beach to improve our quality of life. We've putting the finishing touches on our new downtown pedestrian plaza; we've about to embark on a major pier nerovation; a new beachfront hotel is under construction; a new parking structure is on the drawing board; and a movie theatreftetail complex is in planning stages. A lot of people have invested a lot of time, wette and money in Hermosa Beach to improve our quality of life. We're proud of our little city, with its charming and friendly people, beaufith beaches; renovated commercial areas, low height limits, great housing stock, and safe and quiet location.

The last thing any of us wants is to have to deal with an external threat to our quality of life. Interneties of Commerce are intrinsically pro-business, and as a member of the Board of the Hermosa Chamber, I appreciate the desire for increased commerce and tourism through LAX. But fim not interested in sacrificing the ambiance of our community, our quality of life, for increased commerce and tourism to the City of Los Angeles or the greater LA basin. I fear that impact upon the beach cities will be devastating, Increased air traffic, and the noise overhead, will have unacceatabale detrimental impact to our community. I have examined the four proposed plans for expansion - lovely color renderings of runway and terminal expansion - but nowhere have I seen data on the increased flight patterns and routes. I was told at a recent meeting that air routes are under the jurisdiction of the FAA, so airport planners are unable to address these concerns. If this is so, then it's time for the FAA to address them.

Increased air traffic means expansion of routes, circling and holding patterns. Where will the mess fly? Unless the FAA can demonstrate that the additional air traffic will not fly over El Segundo, Manhattan Beach and Hermosa Beach - and I believe this is an impossibility - then I must oppose the expansion. I suggest that another option needs to be considered: construction of the Palmdale International Airport - or in another similarly outlying area - for international flights and for cargo flights,

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perhaps with a high-speed train connection to LAX. If we're going to dream big dreams about the best possible scenarios for commerce and tourism, then we need to remember to preserve the best parts of the LA area for our future. The LA area has a fragile reputation in the country and the world. We're making progress in areas of crime prevention, air polution, and ground transportation. This LAX spansion risks too much of that fragile reputation and progress. I urge your extreme caution as you proceed down a very tenuous path. There is so much at stake!

Sincerely,

Diane "Missy" Sheldon 1001 Hermosa Avenue Hermosa Beach, CA 90254 (310) 376-3421 cc. David B. Kessler, Environmental Protection Specialist Planner, US Department of Transportation, Federal Aviation Administration - AWP-611.2, PO Box 92007, World Way Postal Center, Los Angeles, CA 90009-2007



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Gentlemen:				T (1~~~)	the year wit	to Exam
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Please submit your written comments today or mail them no later than July 31, 1997 to one of the following John L. Graham, Chief of Airport Planning David Kessler, Environmental Protection Specialist Department of Airports, LAX Master Plan Federal Aviation Administration - AWP-611, P.O. B Department Way, Suite 218, Los Angeles, CA 90045 World Way Postal Center, Los Angeles, CA 90 LAX Master Plan Scoping Meeting	em no later than July 31, 1997 to one of the following David Kessler, Environmental Protection Specialist Federal Aviation Administration - AWP-611, P.O. B World Way Postal Center, Los Angeles, CA 90 LAX Master Plan Scoping Meetings	I no later than July 31, 1997 to one of the following people: David Kessler, Environmental Protection Specialist Planner Federal Aviation Administration - AWP-611, P.O. Box 92007 World Way Postal Center, Los Angeles, CA 90009	City/State/Zip Code	City/State/Zip Code EL. JE UNE 2009 C. Please submit your written comments today or mail the John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan Ouc World Way, Suite 218, Los Angeles, CA 90045	mol tarter than July 31, 1997 David Kessler, Environmen Federal Aviation Administra World Way Postal Cent	City/State/Zip Code J. Code J. Code J. Code J. Code J. Code J. Code L. Craham, vritten comments today or mail them no later than July 31, 1997 to one of the following people John L. Graham, Chief of Airport Planning David Kessler, Environmental Protection Specialist Planne Department of Airports, LAX Master Plan Federal Aviation Administration - AWP-611, P.O. Box 920 Department Way, Suite 218, Los Angeles, CA 90045 World Way Postal Center, Los Angeles, CA 90009
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Comment Sheet	You may use these categories to organize your comments about what to include in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) or add categories of importance to you.Air QualityTraffic/CirculationLand UsePublic Services/UtilitiesAir QualityEmploymentEnergy ConservationPopulationNoiseWater QualitySafety/Risk of UpsetCultural ResourcesVisual/AestheticsBiotic ResourcesLight/Shadow EffectGeologic/Grading Issues	Noise from the airport is the biggest impact our family experiences from LAX. Mind you we live in the flight path so this is not unusual. I have noticed that there are an increased number of large jets that do not have a significant noise factor. If the very noisy small jets, 727's and the like were to change over to these quieter engines I would have no need of complaint at all. I understand this airport stuff is highly charged and very difficult. The impression in my community is that LAX as a corporation simply doesn't really care about us that much. Frankly I understand since the airlines are in it to make money as well as the city and countless others. In El Segundo we have many large and environmently impactful corporations. Most of them have a very favorable reputation in the community, especially Chevron that puts out the most noxious of times, catches on fire and other unseemly affairs-but we LOVE them. Basically because they pour countless thousands into the community. I guess fove can be bought. I do understand that these compaties share our zip code-which apparently makes a difference. I haven't lived here long enough to know all of the history, but I know that many people here have given up. They don't call to complain, and they see their comments and concerns as wasted energy.	Name Phone/FAX Organization (if applicable) Defendence Address Address Address Address City/State/Zip Code Mail them no later than July 31, 1997 to one of the following people: John L. Graham, Chief of Airport Planning David Kessler, Environmental Protection Specialist Planner John L. Graham, Chief of Airport Planning David Kessler, Environmental Protection Specialist Planner Department of Airports, LAX Master Plan Federal Aviation Administration - AWP-611, P.O. Box 92007 One World Way, Suite 218, Los Angeles, CA 90045 World Way Postal Center, Los Angeles, CA 90095	
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Public Services/Utilities Population Cultural Resources Geologic/Grading Issues

July 22, 1997

Mr. John I Graham Chief of Airport Planning Dept. of Airports, LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045

Dear John:

BAC Local 4 California certainly appreciates any expansion the airport can do. The main reason is jobs for our members.

. . The membership of Local 4 has been on hard times since 1992. We are on the comeback trail now.

Releas Sincerely,

Louie ひ. Nelson President/Secretary-Treasurer

MD:NL-I

	Name Louie J. Nelson Phone/FAX [818]573-5607 (fax)	
	の認識の記念の名の記名では & Allied Craftworkers (BAC) Local 4	
	Addess 9350; Flaid Drive, Suite 201	
	City/State/Zip Code El Monte, CA 91731	
	Please submit your written comments today or mail them no later than July 31, 1997 to one of the following people:	
	John L. Graham, Chief of Airport Planning David Kessler, Environmental Protection Specialist Planner	
1	Department of Airports, LAX Master Plan Federal Aviation Administration - AWP-611, P.O. Box 92007 One-World Way, Suite 218, Los Angeles, CA 90045 World Way Postal Center, Los Angeles, CA 90009	
•	LAX Master Plan Scoping Meetings - July 1997	

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Land Use	Energy Conservation	Safety/Risk of Upset	Light/Shadow Effect
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Air Quality.	Noise	Housing	Visual/Aesthetics

Public Services/Utilities Population Cultural Resources Geologic/Grading Issues

July 23, 1997

I believe enlarging LAX would be beneficial to anyone who uses the airport. With LAX being one of the largest airports in the United States, it must grow with the number of many air commuters.

With proper planning there should be no traffic/circulation problems. I have noticed a slowing on Sepulveda Blvd., just before the ramp leading off to the airport. Possible widening of Sepulveda Blvd., if possible or better signal control should be considered.

Additional parking structures should be constructed, probably off grounds for convenience. Along with supplying airport shuttle buses.

All of the above would require job opportunity, which is never a bad thing.

Name JIM Buthel	Phone/FAX 212262621 (F)
Organization (if applicable) TKONWDKKERS LOCAL 433	KAL 433
Address 2057 S. ATLANTIC BLVD.	
City/State/Zip Code LOS ANDELES (ALIF 90040)	F 90040
Please submit your written comments today or mail then	Please submit your written comments today or mail them no later than July 31, 1997 to one of the following people:
John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan	David Kessler, Environmental Protection Specialist Planner Federal Aviation Administration - AWP-611, P.O. Box 92007

Federal Aviation Administration - AWP-611, P.O. Box 92007 World Way Postal Center, Los Angeles, CA 90009 -----LAX Master Plan Scoping Meetings - July 1997

One World Way, Suite 218, Los Angeles, CA 90045

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You may use these categories to organize your comments about what to include in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) or add categories of importance to you.

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Air Quality	Traffic/Circulation	Land Use	Public Services/Utilities
Noise	Employment	Energy Conservation	Population
Housing	Water Quality	Safety/Risk of Upset	Cultural Resources
Visual/Aesthetics	Biotic Resources	Light/Shadow Effect	Geologic/Grading Issues

The Environmental Impact Statement/Environmental Impact Report (EIS/EIR) should include Southwest Los Angeles, an area centrally located approximately five (5) miles North East of LAX.

Southwest Los Angeles, zip code 90047, has been ignored in the proposed Airport expansion project. All of the above Environmental categories are of grave concern to the Senior Citizens who own their homes and have resided in this area (zip code 90047) and in those homes for a minimum of forty (40) years. Moreover, the economic devastation has yet to be entertained or contemplated; As a long time resident and homeowner here in Southwest Los Angeles. I am keenly aware that my property will be rendered worthless by the proposed Airport expansion project; Furthermore, I will not be able to sell my property nor will I be able to obtain low interest home improvement loan(s).

There are roughly eight (8) cities within the city and county of Los Angeles, and each one of them has individual concern⁴ unique and dis-similar, yet quite important to the quality of life during and after the proposed Airport expansion project.

of I trust that the Airport Planning Department will keep me informed future meetings regarding the LAX expansion project so that together we may explore every possible issue and concern of the parties directly impacted by the Airport expansion proposal(s).

Dated: July 22, 1997

the t Sincerely

Name Robert Brown	XX (213)	Phone/FAX (213) 758-6722
Organization (if applicable))		
Address 1724 W. 65 Streepd		
City/StateZip Code 1: 21 Los Atrige 1 6 CA 90047		
Please submit your written commeans today or mail them no later than July 31, 1997 to one of the following people:	1997 to one of	the following people:
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Federal Aviation Administration - AWP-611, P.O. Box 92007 David Kessler, Environmental Protection One World Way, Suite 218, Los Angeles, CA 90045 John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan

World Way Postal Center, Los Angeles, CA 90009

LAX Master Plan Scoping Meetings - July 1997



Comment Sheet

You may use these categories to organize your comments about what to include in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) or add categories of importance to you. Public Services/Utilities Population Energy Conservation Safety/Risk of Upset Land Use Traffic/Circulation Water Quality Employment Air Quality. Housing Noise

Geologic/Grading Issues Cultural Resources Light/Shadow Effect

Biotic Resources

Visual/Aesthetics

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David Kessler, Environmental Protection Specialist Planne Federal Aviation Administration - AWP-611, P.O. Box 920 Please submit your written comments today or mail them no later than July 31, 1997 to one of the following people Μ 4 SC. 12/5 G Phone/FAX 502 LARSI CO ¥ John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan U V Organization (if applicable). N. S. City/State/Zip-Code Address 2 Name ,

One World Way, Suite 218, Los Angeles, CA 90045

LAX Master Plan Scoping Meetings -- July 19

Comment Sheet	You may use these categories to organize your comments about what to include in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) or add categories of importance to you. Impact Statement/Environmental Impact Report (EIS/EIR) or add categories of importance to you. Air Quality Traffic/Circulation Land Use Public Services/Utilities Noise Employment Energy Conservation Population Noise Water Quality Safety/Risk of Upsel Cultural Resources Visual/Aesthetics Biotic Resources Light/Shadow Effect Geologic/Grading Issues	Considering all the problems involved, as ciscled in list above, under no accountances should whe he enlarged. In the 33 years We lived in Play alley, The seen a Tremendone growth in all the above conditions, and the noise and overflights have rever her worse than they are now.	Name Name PhoneFAX Zu Zu Organization (if applicable) Organization (if applicable) Address /3A MA Organization (if applicable) Address /3A MA MA Address /3A MA MA MA City/State/Zip Code Ma MA MA Please submit your written comments todal or mail them no later than July 31, 1997 to one of the following people: John L. Graham, chief of Airport Planning John L. Graham, Chief of Airport Planning David Kessler, Euvironnental Protection Specialist Planner Done World Way, Suite 218, Los Angeles, CA 90045 World Way Postal Center, Los Angeles, Lav 9009 One World Way, Suite 218, Los Angeles, CA 90045 Under Way Postal Center, Los Angeles, Jut 900	
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Phone FAX 310 645 - 8748	-
Name THOMASINE ROYS	Organization (if applicable)

Address 1577 Me CONNELL AVE

Please submit your written comments today or mail them no later than July 31, 1997 to one of the following people: 90045 J City/State/Zip Code LOS ANGELES

Federal Aviation Administration - AWP-611, P.O. Box 92007 David Kessler, Environmental Protection Specialist Planner World Way Postal Center, Los Angeles, CA 90009 One World Way, Suite 218, Los Angeles, CA 90045 John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan

LAX Master Plan Scoping Meetings - July 1997

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World Way Postal Center, Los Augeles, CA 90009

LAX Master Plan Scoping Meetings -- July 1997

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JUL 3 0 R91	Address TSTT TAC CALINEL AVE City/State/Zip Code LOS ANAGELES CA ROA4 S City/State/Zip Code LOS ANAGELES CA ROA4 S Please submit your written comments today or mail them no later than July 31, 1997 to one of the following people: John L. Graham, Chief of Airport Planning David Kessler, Environmental Protection Specialist Planner John L. Graham, Chief of Airport Planning David Kessler, Environmental Protection Specialist Planner John L. Graham, Chief of Airport Planning David Kessler, Environmental Protection Specialist Planner Department of Airports, LAX Master Plan Federal Aviation Administration - AWP-611, P.O. Box 92007 One World Way, Suite 218, Los Angeles, CA 90045 World Way Postal Center, Los Angeles, CA 90009
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NeichBorhood watch Association Comment Sheet	z your commen act Report (EIS, m Lanc Ener Safe	Biolic Resources Light/Shadow Effect	HEALTH SURVEY Please check any of the following that you or your family may have suffered from since you've lived or moved into this area? Hearing Loss Allergies Dizzy Spells Chest Pains Tire More Ouiekly Hart Problems Skin Problems Inching Rashes Muscle Cramps Trouble Breathing Coughs Colds Eye Problems Vision Problems Cancer Lung Problems Liver Problems Kidney Problems Other And finally has anyone in your family died before age 50 of any of the above since you lived in this area?				Name Florke Lal angue E Planch X/D/672-6053	Organization (if applicable) U.S. Postal Service	Willies 22/ N. CEdan ME H 5	City State/Lip Gode TM9 E WOW OF D 3 D Please submit your written commet/fs today or mail them no byter than July 31, 1997 to one of the following people John L. Graham, Chief of Airport Planning David Kessler, Environmental Protection Specialist Planner Department of Airports LAN Master Plan Federal Aviation Administration - AWP-611, P O 1468, 9200 One World Way, Suite 218, Los Angeles, CA 90045 World Way, Postal Center, Los Angeles, CA 90045
Comment Sheet	You may use these categories to organize your comments about what to include in the EnvironmentalImpact Statement/Environmental Impact Report (EIS/EIR) or add categories of importance to you.Air Quality.Traffic/CirculationLand UsePublic Services/UtilitiesNoiseEmploymentHousingVater QualityVisual/AestheticsBiotic ResourcesLight/Shadow EffectGeologic/Grading Issues	RE: DIRECTION OF THE IMPERIAL RUNWAYS	IT HAS COME TO MY ATTENTION THAT THE RUMMAY BY IMPERIAL HMY. IS SLANTED TO THE SOUTHMEST DIRECTION, WHILE THE RUMMAYS OF THE REST OF THE AIRPORT POINT STAALGHT AFEAD. THIS WOLLD CERTAINLY ACCOUNT FOR THE FACT THAT SO MANY PLANES ARE VERY LOSE TO OVERHEAD IN OUR COMPLEX AT 770 W. IMPERIAL, THE VERY LAST NORTHMEST BUILDING IN THE CITY OF EL SEGNDO. I HAVE SEEN SOME PLANES GO AS STAAIGHT AFEAD AS THEY CAN, BE THE MAJORITY ARE NEARLY SKIMMING THE CORNER OF OUR CONDOS AND DEFINITELY GOING OVER THE HYPERION PLANT. THEY ARE ALSO USJALLY HEADED EAST AND, SO THEY MAKE A LEFT LOOP WHILE YET IN SIGHT AND THE NOISE GOES ON UNTIL THE TURN EAST IS COMPLETE. IF THE AIRPORT IS TO BE REDESIGNED AT ALL, WHY NOT MAKE THAT RUMMAY STRAIGHT? WITH ALL THE FUTURE GROWTH ANTICIPATED, WOULD'NT THIS BE A GOOD IDEA FOR SAFETY'S SARE? NOT TO MENTICIPATED, WOULD'NT THIS BE A GOOD IDEA FOR SAFETY'S SARE? NOT TO MENTICIPATED, WOULD'NT THIS BE A GOOD IDEA FOR SAFETY'S SARE? NOT TO MENTICIPATED, WOULD'NT THIS BE A GOOD IDEA FOR SAFETY'S SARE? NOT TO MENTICIPATED, WOULD'NT THIS BE A GOOD IDEA FOR SAFETY'S SARE? NOT TO MENTICIPATED, WOULD'NT THIS BE A GOOD IDEA FOR SAFETY'S SARE? NOT TO MENTICIPATED, WOULD'NT THIS BE A GOOD IDEA FOR SAFETY'S SARE? NOT TO MENTICIPATED, WOULD'NT THIS BE A GOOD IDEA FOR SAFETY'S SARE? NOT TO MENTICIPATED. WOULD'NT THIS BE A GOOD IDEA FOR SAFETY'S SARE? NOT TO MENTICIPATED. WOULD'NT THIS BE A GOOD IDEA FOR SAFETY'S SARE? NOT TO MENTICIPATED. WOULD'NT THIS BE A GOOD IDEA FOR SAFETY'S SARE? NOT TO MENTICIPATED. WOULD'NT THIS BE A GOOD IDEA FOR SAFETY'S SARE? NOT TO MENTICIPATED. WOULD'NT THIS BE A GOOD IDEA FOR SAFETY'S SARE? NOT TO MENTICIPATED. WOULD'NT THIS BE A GOOD IDEA FOR SAFETY'S SARE? NOT TO MENTICIPATED. WOULD'NT THIS BE A GOOD IDEA FOR SAFETY'S SARE? NOT TO MENTICIPATED. WOULD'NT THIS BE A GOOD IDEA FOR SAFETY'S SARE? NOT TO MENTICIPATED. WOULD'NT THIS SEFTET. BEHIND US AND THE ENTIRE BLOCK SURRONDING IS FFFECTED.	SINCE THERE IS SO MUCH OPEN SPACE IN THE SKY FOR MANUEVERING , WHY SHOULD PEOPLE ON THE GROUND BE PUT AT SUCH RISK?	IT IS ALSO APPARENT THAT SOME VERY OLD PLANES ARE BEING USED IN THE TRANSPORT BUSINESS . SOME SO OLD THAT THEIR TAKOFFS ARE VERY LOW. THIS IS REAL FRIGHTFUL MHEN YOUR HOME IS NEARLY IN THEIR PATH. WHEN IS SOME REGULATION GOING IN TO CONTROL THE AGE AND CONDITION OF THE OLD BEHEMOTHS? AND THE NOISE THEY GENERATE AS THEY RATTLE OVERHEAD. KAY N. HATCH MATCH	Name KAY N. HATCH Phone/FAX 310 516 717/2 FAX 7252	Organization (if applicable)	Address 770 WEST IMPERIAL AVE. UNIT 32	City/State/Zip Code EL SEGUNDO CA. 90245	Please submit your written comments today or mail them no later than July 31, 1997 to one of the following people: John L. Graham, Chief of Airport Planning David Kessler, Environmental Protection Specialist Planner Department of Airports, LAX Master Plan Federal Aviation Administration - AWP-611, P.O. Box 92007 One World Way, Suite 218, Los Angeles, CA 90045 World Way Postal Center, Los Angeles, CA 90009 LAX Master Plan Scoping Meetings - July 1997

Please submit your written comments today or mail them no later than July 31, 1997 to one of the following people: John L. Graham, Chief of Airport Planning David B. Kessler, Environmental Protection Specialist Planner
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ar World Way, Suite 218, Los, Angeles, CA, 90045

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Comment Sheet	You may use these categories to organize your comments about what to include in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) or add categories of importance to you.Air QualityTraffic/CirculationLand UsePublic Services/UtilitiesNoiseEmploymentEnergy ConservationPoulationVisual/AestheticsBiotic ResourcesUsinal/AestheticsBiotic ResourcesLight/Shadow EffectGeologic/Grading Issues	I attended the LAX2015 meeting at the Proud Bird to see if other people feit like I did. Corport of the attropert, yet again, is a many 'neighbors' were so avoid prepared with homest facts to present that works. If you people pay event as manount of attention to the facts written up that day, the throught of expanding the arport will be droped. Assentioned that day, every major city that warns attroot expansion to a gorgeous beach. I specific models are proved by the every major city that warns attroot area, not on a gorgeous beach. I specific mought of expanding the articlustic that warns attroot area, not on a gorgeous beach. I specific models at the other state you and yours to the attroot the fact should or of the attroot the pause phene section comprehension. You ettry, state and faceral civil adjoin the present horror. I specific models at the state of the attroot of the attroot at a state of the state of the state of the present horror. I specific models at the provide that a state of the present horror. I specific the state of the	
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During the last year there has been a decided increasing the number of flights in this area. Since I work there days a week involving getting up at 5 octors in the moning, centaring detting up appreciate being terhed out of sleep all night long many cargo flights have increased greatly is these in war year can make use of the variet defending year can make use of the variet defending the sites year can make use of the variet defending the sites year can make use of the variet defending the sites of the variet defending the make the best of the variet defended the states of the variet defended the sites of the variet defended the sites of the variet defended the set of the variet defended the sites of the sites of the sites of the sites of the set of the sites of the Impact Statement/Environmental Impact Report (EIS/EIR) or add categories of importance to you. You may use these categories to organize your comments about what to include in the Environmental Han foncing people to leave then homes, I am sure I speak for many seriors like mer. Geologic/Grading Issues Public Services/Utilities Please submit your written comments today or mail them no later than July 31, 1997 to one of the following people: Federal Aviation Administration - AWP-611.2, P.O. Box 92007 David B. Kessler, Environmental Protection Specialist Planner Phone/FAX 310.672 - 7031 World Way Postal Center, Los Angeles, CA 90009-2007 Cultural Resources Population U.S. Department of Transportation Safety/Risk of Upset Energy Conservation Light/Shadow Effect Land Use 90204 Traffic/Circulation tea Biotic Resources Address/D3D1 Delenze ave Water Quality John L. Graham, Chief of Airport Planning Employment Department of Airports, LAX Master Plan Name Caroline Farmer City/State/Zip Code TENNOY One World Way, Suite 218 Los Angeles, CA 90045 Organization (if applicable) Visual/Aesthetics Air Quality Housing

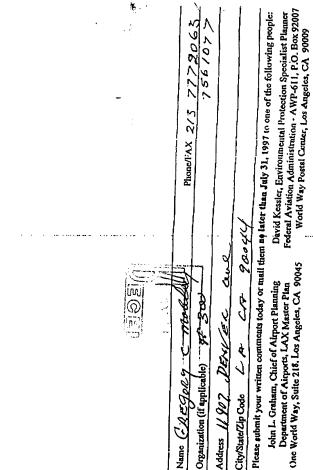
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Public Services/Utilities Population Cultural Resources Geologic/Grading Issues
Land Use Energy Conservation Safety/Risk of Upset Light/Shadow Effect
Traffic/Circulation Employment Water Quality Biotic Resources
Air Quality. Noise Visual/Aesthetics Visual/Aesthetics

My name is Greg Mobley and I live in Los Angeles. I'm a member of Laborers union local 300. I'm writing to support the Master Plan project for LAX. We should expand the airport in such a way where there is minimal impact on our citizens. But we should not let progress be stopped because loud groups of people oppose it. Myself and thousands of other union members will go to work on this project. It is not the only reason for going forward or even the main reason, but it is my reason for supporting the LAX expansion.

Thank you.



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LAX Master Plan Scoping Moctings -- July 1997

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You may use these categories to organize your comments about what to include in the Euvironmental Impact Statement/Environmental Impact Report (EIS/EIR) or add categories of importance to you. Public Services/Utilities Land Use Traffic/Circulation Air Quality.

Geologic/Grading Issues Cultural Resources Population Energy Conservation Safety/Risk of Upset Light/Shadow Effect Biotic Resources Water Quality Employment

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JR.	1 300		CA.	them no later tha	David Kessl			
Name PEDRO ABROYD	Organization (if applicable)	Address of 11 Kelso ST	number of the local of	City/State Lip.come L N 2	Please submit your written commune www.	Department of Airports, LAX Master Plan	()no World Way, Suite 218, Los Angeles, CA 2004)	

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Federal Aviation Administration - AWP-611, P.O. Box 92007 World Way Postal Cetur. Los Angeles, CA 90009 David Kessler, Environmental Protection Specialist Planner One World Way, Suite 218, Los Angeles, CA 90045 John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan

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Comment Sheet	You may use these categories to organize your comments about what to include in the Environmental Impact StatementEnvironmental Impact Report (EIS/EIR) or add categories of importance to you. Ir Quality: Traffic/Circulation Land Use Public Services/Utilities Employment Energy Conservation Population SeteryRisk of Upset Cultural Resources Usater Quality Biotic Resources Light/Shadow Effect Goologic/Grading Issues	I'm a laborer living in the city of Linwood. I work as a construction worker and make a living on jobs like the LAX expansion. The airport work will provide thousands of jobs for people in our region. I will provide for my family and my children and provide for opportunity in their lives. I support the project and hope it moves forward quickly. Thank you. Thank you.
50	categories to organize yo Ænvironmental Impact F Traffic/Circulation Employment Water Quality Biotic Resources	I'm a laborer living in the city of Linwood. I work as a and make a living on jobs like the LAX expansion. The provide thousands of jobs for people in our region. I we provide thousands of jobs for people in our region. I we have the maily and my children and provide for opportunity in family and my children and provide for opportunity in the support the project and hope it moves forward quickly. Thank you. Thank you. Thank you. The manual of the
	You may use these Impact Statement Air Quality Noise Housing Visual/Aesthetics	I'm a laborer living and make a living provide thousand family and my ch support the proje support the proje name <i>lithul (f</i>) Organization (if applicable) Address <i>S566</i> <u>Ef</u> City/State/Zip Code <u>Eff</u> Please submit your written lohn L. Graham, Chie Department of Airpo One World Way, Suite 211
Comment Sheet	clude in the Environmental rries of importance to you. Public Services/Utilities Population ('ultural Resources (iculogic/Grading Issues	My name is Cesario Arroyo and I live in Inglewood. I know that the process live airport is going through is an environmental impact statement. I wanted to point out that having a job is an important part of my environment as a worker. The emvironment is not just the air, water and noise. All parts of our city will benefit from the expansion. Thousands of air, water and noise. All parts of our city will be media the process and other well paid construction jobs will be erred. There will also be apprentities and other young workers who will get their first opportunity on this project. This will lead to prouge workers who will get their first opportunity on this project. This will lead to iffering us obtained areas. Please consider this when doing your environmental impact. from disadvantaged areas. Please consider this when doing your environmental impact. Internet of Airport Mary of these young people will come from disadvantaged areas. Please consider this when doing your environmental impact. Internet of Airport Mary of these young people will come from disadvantaged areas. Please consider this when doing your environmental impact. Internet of Airport Mary of these young people will come from disadvantaged areas. Please consider this when doing your environmental impact. Internet of Airport Planning One World Way, Suite 215, Lor Argeter. CA yoos One World Way, Suite 215, Lor Argeter. CA yoos One World Way, Suite 215, Lor Argeter. CA yoos
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52	You may use these categories to organize your comments about what to include in the Environmental Impact StatementEnvironmental Impact Report (EIS/EIR) or add categories of importance to you. r Quality. Traffic/Circulation Land Use Public Services/Utilities is Employment Energy Conservation Population ousing Water Quality Safety/Risk of Upset (ultural Resources isual/Aesthetics Biotic Resources Light/Shadow Effect (icologic/Grading Issues	My name is Cesario Arroyo and I live in Inglewood. I know that the process the airport is not just the ajobi is an important part of my environment as a worker. The environment is not just the ajobi is an important part of my environment as a worker. The environment is not just the ajobi is an important part of my environment as a worker. The environment is not just the ajobi is an important part of my environment as a worker. The environment is not just the ajobi is an important part of my environment as a worker. The environment is not just the ajobi is an important part of my environment as a worker. The environment is not just the well paid construction jobs will be created. There will also be appendicts and other well paid construction jobs will be created. There will also be appendicts and other well paid construction jobs will be created. There will also be appendicts and other well paid construction jobs will be created. There will also be appendict this when doing your environmental impact. From disadvantaged areas. Please consider this when doing your environmental impact. The more ilfetime jobs not just temporary employment. Many of these young people will come ilfetime jobs not just temporary employment. Many of these yourg people will come from disadvantaged areas. Please consider this when doing your environmental impact. Applying disadvantaged areas. Please consider this when doing your environmental impact. Applying disadvantaged areas. Please consider this when doing your environmental impact. Applying disadvantaged areas. Please consider this when doing your environmental impact. Applying disadvantaged areas. Please consider this when doing your environmental impact. Applying disadvantaged areas. Please consider this when doing your environmental impact. Applying disadvantaged areas. Please consider this when doing your environmental impact. Applying disadvantaged areas. Please consider this when doing your environmented Pady so one of the follow of the stready.
	You may use these o Impact Statement/ Air Quality. Noise Housing Visual/Aesthetics	My name is Cesario Arroyo a is going through is an environ a job is an important part of air, water and noise. All part well paid construction jobs w young workers who will get lifetime jobs not just tempora from disadvantaged areas. Pl lifetime jobs not just tempora from disadvantaged areas. Pl Mame (1 Akio Akio Arrow Organization (if applicable) 1 Micol Address Lo3 EAAT HELLO City/State/Zip Code 7 MELE MATO Please submit your written comments John L. Graham, Chief of Aipol Department of Airports, LAX W One World Way, Suite 218, Los Ang



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Visual/Aesthetics	Biotic Resources	Light/Shadow Effect

Geologic/Grading Issues Cultural Resources Population

IN THE MORNING FROM 4:45 a.m. ON. WE CANNOT GET A DECENT NIGHT YEARS. WE LIVE ON LONGFELLOW AVE IN HERMOSA BEACG AND WE USED THE DAYTIME, IT IS ESPECIALLY NOICY AROUND MIDNIGHT AND EARLY TO HAVE OUR WINDOWS OPEN, BUT NOW BESIDES HAVING THE NOISE IN THE AIRPORT NOISE HAS INCREASED SIGNIFICANTLY DURING THE LAST REST.

CARGO BUSINESS. BIG TRUCKS ALREADY CREATING DANGEROUS SITUATIONS. POLLUTION BEING A HEALTH FACTOR THE DAMAGE OF HAVING ACCIDENTS FACTOR IS ONLY GOING TO INCREASE. BESIDES NOISE AND EMISSION NOW WITH PLANS FOR AIRPORT EXPANSION THE NOISE AND EMISSION COULD BE VERY HAZARDAS OVER THIS VERY HEAVY POPULATED AREA. THE TRAFFIC IS ALREADY VERY HEAVY ON SEPULVEDA/PACIF, COAST HIGHWAY AND WILL ONLY INCREASE, ESPECIALLY WITH COMMERCE/

SHOUDD BE CONSIDERED (SINCE WE HAVE PURCHASED LAND IN PLAMDALE CONSIDERING QUALITY OF LIFE AND HEALTH, PALMDALE AND EL TORRO ALREADY) ESPECIALLY FOR COMMERCE/CARGO BUSINESS.

OVER THE COMMUNITIES AROUND THESE AIRPORTS WILL APPRECIATE ADDITIONAL

Name ERIKA ZIMMERAMNN Phone/FA	Phone/FAX 310-379-5615
Organization (if applicable)	HEU-JE
Address 710 LONGFELLOW AVE,	1 JJT 5 2 1997
City/State/Zip Code HERMOSA BEACH, CA. 00254	VUISION
Please submit your written comments today or mail them no later than July 31, 1997 to one of the following people:	97 to one of the following people:

Department of Airports, LAX Master Plan One World Way, Suite 218, Los Angeles, CA 90045 John L. Graham, Chief of Airport Planning

Federal Aviation Administration - AWP-611, P.O. Box 92007 David Kessler, Environmental Protection Specialist Planner World Way Postal Center, Los Angeles, CA 90009

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SHOULD'BE CONSIDERED, AS IT IS DONE IN ${\mathbb Z}$ other metropolitans OPPORTUNITES FOR EMPLOYMENT, ALSO HIGH SPEED RAILROADS AROUND THE WORLD. THANK YOU,

len Le grungmi eun

(ERIKA ZIMMERMANN)

out bee: fam concerny Jore JUL 16 27 (MED) 1.3: 34 Federal Aviation Administration - AWP-611, P.O. Box 92007 World Way Postal Cantar, Los Angeles, CA 90009 Please submit your written comments today or mail them no later than July 31, 1997 to one of the following pooplo: 2 David Kesaler, Environmental Protection Specialist Planner 20. he environment + the communitation what Phone/FAX 3/10-5-36-965-4 Comment Sheet You may use these categories to organize your comments about what to include in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) or add categories of importance to you. loth on has me delat made more Viltural Resources Population mo but it will have a regative effect, 90 36 for I years Safety/Risk of Upset Energy Conservation-Light/Shadow Effect 40 LLAX. numon takes noel -psilbus I correrved afoirt the qualy RECEIVED , have a good , Pari JUL 3 | 1997 the any AIRPORTS DIVISI AWP-610 wais so houd The le prove nne Writh Wav. Suite 218, Los Angeles, CA 90045 KH/ Sequendo city/StateZip Code 17an ha Han John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan The expansion of Traffic/Circulation ndarol Water Quality Biotic Resources Employmer た after the ier 974 a negative in in Er Namo Michelle Organization (if applicable) commund sprok. Address 1643 Where. Visual/Acsthetics X Xured Air Ouality Housing JUL 16 . 27 (MED) 1.3. 34 David Kessler, Environmental Protection Specialist Planner Federal Aviation Administration - AWP-611, P.O. Box 92007 World Way Portal Canter, Los Angeles, CA 90009 Plesses submit your written comments today ar meil them no later than July 31, 1997 to one of the following peoplo: Virk Sterner PhonoFAX 310-536-9654 **Comment Sheet** You may use these categories to organize your comments about what to include in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) or add categories of importance to you. Cultural Resources Geologic/Grading Issues the benefits will outweighthe costs to the negative impact the expansion of LAX . I am very concerned about the reasons circled above. I do not teel Will have on our community for the Population 9206 Safety/Risk of Upset Energy Conservation environment + the community. Land Uso -Menci Ans Write Wav. Suite 218, Los Angeles, CA 90045 John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan 05ecr9n Traffic/Circulation Biotic Resources City/State/Zip Code Manha Han Water Quality> Employment Organization (if applicable) Address 1590-A Visual/Aesthetics Namo Z A is Quality Housing

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Air Quality	Traffic/Circulation	Land Use
Noise	Employment	Energy Conservation
Housing	Water Quality	Safety/Risk of Upset
Visual/Aesthetics	Biotic Resources	Light/Shadow Effect

Public Services/Utilities Public Services/Utilities Population Cultural Resources Geologic/Grading Issues

See all on had

Name HAR 1.4 Bu RCAGATO PhoneFAX 8/ 3 - 8590 Organization (if applicable)

Address 5351 W 96 KL IT-

City/StateZip Code CA OA 90045

Please submit your written comments today or mail them no later than July 31, 1997 to one of the following people: John L. Graham, Chief of Airport Planning David Kessler, Environmental Protection Specialist Planner

Jount L. Ortanant, Cutet of Airport Flaming Department of Airports, LAX Master Plan Fe One World Way, Suite 218, Los Angeles, CA 90045

David Kessler, Environmental Protection Specialist Planner Federal Aviation Administration - AWP-611, P.O. Box 92007 World Way Postal Center, Los Angeles, CA 90009

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LAX Master Plan Scoping Meetings - July 1997

To All Concerned Parties,

The following is a list of issues Manchester Square Property Owners feel should be addressed as part of the proposed LAX 2015 Master Plan for Los Angeles International Airport The plan must identify not only noise contours but also identify projected maximum noise levels and frequency of events with comparisons to current noise levels.

 The plan must include and identify methods of noise mitigation. For example, locations of berms, walls, trees and other methods to reduce the noise impact on Manchester Square should be addressed.

 Any additional or relocated runways must be located away from the Manchester Square area, no locations should be any closer to our residences. Any future adjustments in operations should not be allowed to shift the heavier loads to the inboard runways. The plan must include transferring, to the greatest extent possible, the cargo facilities to other airports (Palmdale, Ontario, and Van Nuys) including the necessary connecting rail services. 6. The plan should require the extension of the Green Line/Blue Line light rail systems to connect the terminals with the rest of the City. The plans should indiacte methods of achieving the goal of accommodating a minimum of 50% of the increased passenger traffic prior to the completion of the build-out.

7. The plan must clearly identify the proposed street improvements scheduled to connect the airport with the adjacent freeways. (San Diego, Century, Marina) The plan should clearly identify the scheduled improvements for the adjacent surface streets. (Lincoln, Sepulveda. Airport, Aviation, La Cienega, etc.) The plan should also include planned mitigation efforts to be use during the construction of these road improvements.

8. The plan should include methods of measuring and recording pollution levels generated by airport operations and establish acceptable limits and penalties for exceeding those limits. There should be no relocation allowed of noisy, polluting, toxic or dangerous facilities toward any residential neighborhoods. This should include fuel storage facilities.

10. All possible alternative landing and take-off approaches should be considered including increased use of full over ocean operations at all times of the day.

Federal Aviation Administration - AWP-611, P.O. Box 92007 Please submit your written comments today or mail them no later than July 31, 1997 to one of the following people: David Kessler, Environmental Protection Specialist Planner LAX Master Plan Scoping Meetings - July 1997 **Comment Sheet** You may use these categories to organize your comments about what to include in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) or add categories of importance to you. Geologic/Grading Issues Public Services/Utilities World Way Postal Center, Los Angeles, CA 90009 Cultural Resources July 30, 199; Population 944 Phone/FAX Energy Conservation Safety/Risk of Upset Light/Shadow Effect 90045-3434 flan, Del Land Use round Martu under Con 1000 One World Way, Suite 218, Los Angeles, CA 90045 Traffic/Circulation John L. Graham, Chief of Airport Planning XAX 2015 Department of Airports, LAX Master Plan Biotic Resources our other A 6000 Water Quality Employment NaElES 691, TEANER an S. 200 culta 11. J 505 Organization (if applicable) City/State/Zip Code Address 7630 Visual/Aesthetics indual the sevent duppe and Qù Air Quality Housing Noise mound Name hould vhell there, ome "I'll ÿ nud la 202 5

11. The plan must address the issues of land use in Manchester Square. Residential use in this area that is completely surrounded by commercial, industrial, and airport facilities and is not appropriate and will only become more unacceptable with the planned expansion.

12. The planned home insulation program scheduled for Manchester Square will not be adequate compensation for the loss in quality of life, property values and general nuisance created by the airport. It is not fair or just to demand "air easements" in exchange for compensation of past increases in noise levels when those easements will be used to continue the ever expanding desires of the Department of Airports. Sound insulation may make the interior life more bearable but it does nothing to address the loss of use of the "backyard".

13. Manchester Square is in a unique location. It is already isolated from the rest of Westchester by previous expansions of the airport. There is no "open space" within the Square and there are no places for children's activities. The only stores or markets are a gas station/liqueur store and another liqueur store both of which have 1" thick bullet proof glass surrounding the attendants. The interior portion of the tract is single family residences which are surrounded by apartment buildings. The Westchester Community Plan identifies all of Manchester Square Square Square Square Square so "Medium Density" housing but the Planning Department never rezoned the property. We are probably lucky they didn't but it has lead to a very dysfunctional community.

14. The Master Plan should be a truly long term plan developed to include all of the arcas around the airport with a maximum capacity build-out identified for the limited space available to the airport. The airport should be required to implement all aspects of the approved plan, not just the portions it finds useful. In the 1970's the airport said there would be no further expansion or land acquisitions and promised soundproofing for the effected neighbors. It is just now 25 years later that it is getting around to the soundproofing. The "interim plan" adopted in 1980 called for connections to mass transit, a people mover on Century Blvd. and Sepulveda Blvd. It called for Lincoln to be tunneled to Imperial Highway with access to the terminals. Neither of these projects have been completed or even started. The list of broken promises is very long. Why will it be any different this time?

Sincerely,

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Yes, Severe hearing loss, also, Frequent thouble with vision. I have had a family member die Who did not neach the age of so ynurs-ow! **Comment Sheet** You may use these categories to organize your comments about what to include in the Environmental Please submit four written comments today, or much them no later than July M. 1997 to one of the fast wave years Impact Statement/Fuvironmental Impact Report (FIS/EIR) or add categories of importance to you. Public Services Ethnics Geologie Grading Tssnes David keeder, Fuwnoumental Protection Spectrum 21 re-Please return to Rudy Green by Thursday July 31, 1997 at 10208 2nd Ave. Cultural Resources And finally has anyone in your family died before age 50 of any of the above since you lived in this area? Please check any of the following that you or your family may have suffered from since you've lived or 50UM Allergies Dizzy Spells Chest Pains Tire More Quickly shire Pobleurs Itching Rashes Muscle Cramps Coughts Colds Eye Problems Vision Problems Lung Problems Liver Problems Kidney Problems Other Population ¹ CREE A REPORT Administration (AMP or ADMIN STREET Administration) (AMP or ADMIN STREET Administration) NEIGHBORHOOD WATCH ASSOCIATION RIOCK CIND Phone EAN Energy Conservation Safety:Risk of Upset Light/Shadow Effect 15 Spie / mi nie Trag PUDOd Calif, 90:303 **CENTURY HEIGHTS** and two Allergies I Skin Problems Avb. MCOVER HOVER U-bu E cachiání, Chief & Aurout Plannag Traffic.Circulation VN Master Plan Biotic Resources Water Quality Employment 11-10625 2nd gre Zuz If yes, please list below. moved into this area? Hearing Loss Hart Problems Trouble Breathing HEALTH SURVEY Persitiencie of Automatic Promizition (of applicable) Cancer Visual Aesthetics Vir Quality Heusing Vuse Sincolu Blod. The contour line In between seen establish removing the evoust from more and black dust on our window sill The moise contour lines sout were establish in 1992 hard on unto acound pelien that are no. a barrin homes on af the north reways and one see are done 1667 I E Course and and an Trp havin and noise monitoring late from this monitor in pre luice , the the deglar are hukyardo ichorce Blud, We ou the are poulo are sound Fach the homes on the Louth side of my now the adding two a to a midigating affect, I in the hard - new word culture med helwan due to an lis Ahury and iom moral l oul a morie to Alas and furhital. chuld an shoug withink o imilar the wear l all hilled 8 Curley 120 cm

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C	gories to organize your comments about what irronmental Impact Report (EIS/EIR) or add c. Traffic/Circulation Land Use Employment Encry Conservation Water Quality Safety/Risk of Upset Biotic Resources Light/Shadow Effect	We are concerned that the EIS/EIR address the impact on residential homes, churches, and businesses in our area. In particular, the EIS/EIR should address and study potential noise impacts on our home, and the impact of noise, traffic, chemical residues from flig and airport operations, on our local community. We depend on local s Please also list all environmental mitigation measures that LAX has agreed to comply with over the years, and provide a detailed status report of all uncompleted mitigation measures.			11915 South Birch Avenue	Hawthorne, CA 90250	or mail 1		
	You may use these cate Impact Statement/Env Air Quality Noise Housing Visual/Aesthetics	We are concerned homes, churches, EIS/EIR should s home, and the id and airport open Please also list agreed to comply report of all ur	Nome Marina Paz	ization (i	Address 11915 Sout	City/State/Zip Code Haw	Please submit your written comments today John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045		

Manhattan Beach October 3, 1996 They fly in the middle of the night, too Mary Herrman least seven jets flew over one day this week between 6:30 a.m. and 8 a.m. I thought flying that low over Manhat-tan was an illegal flight pattern. If the increase and/or any low flights is due t Buzzing our town What's with the increase in low 1. Hereit 0.5 016 LAX congestion, that is not the prob-lem of Manhattan Beach residents to BEALT BUCK RM not shove it onto Manhattan Beach, low it ratited my home, people rain outside to see if something was crashing, and it set off car alarms i the number of low-flying jets distu sleep. There must be some way to our problem to absord and correct It's difficult enough to deal with shows like the one in Hawthornes recently. The Stealth bomber flew PEC NL. MACRIH make LAX resolve its own probler if I'm right about the illegal flight resolve, is it? More flights equal congestion will limit profits. Sti NUSE IT INNO FT CENERAL RON CLENLULY EXCERNS NUISE LEVELS IN profits but safety factors with pattern, is LAX above the law NOISE LEVELS ON Easy Reader Dear ER: Residents hope to ground plans Driscoll fielded questions from about 300 residents at a meeting sponsored by Congresswoman Jane Harman (D-South Bay) at Loyola Marymount University's St. Roberts Hall. Under the new airport master plan another runway would be built at TAX. Speakers at the Aug. 13 meeting many of the speeches for city officials who spoke at the meeting. He said the speeches were written out as a cour-Harv Holden, the Airport Projects Administrator for El Segundo, wrote tesy and that speakers were free to El Segundo Councilman Liam change them. The issue that seemed the most critical to residents was the noise factor. There is a regulation which is supposed to force airplanes to turn over the ocean. Many planes, about one per hour, violate this rule and turn early over the city of El Segundo, causing noise pollution and irritating residents. To solve this problem, Harman engineered the creation of a new Standard planes, which account for 80 percent of the early turns. Even Liz Garnholz felt that Harman deserved a "great big hug" for that accomplishment. ER Weston, who led last year's election challenge against Harman, was among Instrument Departure (SID) for small sométhing to say on the issue, and they had a pretty good amount of time for people to speak," Garnholz said. "If your going to call it a town hall meeting, it implies that you can go and participate in the forum," he said. woman of the Aviation Safety and disgruntled about not being allowed to resent the dishonesty, that's what't Liz Garnholz, El Segundo's chair-Noise Abatement Committee, was also speak. But, she did applaud the efforts "My nose was personally out of joint because I had put in so many hours. But, I'm not the only one who has ₹48 LAX expansion of the meeting. or expansion at LAX the critics. ¥ 18 by Chris Levonian A plan to double the number of planes utilizing LAX ran into turbuence last month from nearby residents who are already angry about FAA Administrator David Hinson and LAX Breeditive Director Jack noise and jet traffic over their homes. ridiculed the idea of expanding the airport, saying that traffic, crime, and pollution would only get worse. Critics proposed the alternative solution of expanding Palmdale Airport. Residents will have plenty of time to consider the issue, however. The timetable for the master plan runs well into the next Prior to the meeting, El Segundo officials sent a fax to the media which denounced the meeting and its orgabeen screened, the speeches written nizers. It stated, "The speakers have and approved, and the real air safety community leaders turned away." The fax also claimed that speakers were tion and that the meeting was nothing more than a campaign stop for Harman, who is running for re-election this picked based on their political affiliaadding here we the N. H. J on we experientic FANK TO GEVILLE RUAN FORat - which are most The which a burn U-15t ENDMANCE synop not a his 4 FROM WAYAY FOR in Mis Lythe C HANNER S 5-41 century. 25227 rear. L & Star Barry Star R AND NJUSII J' JANANA MARZI SIERONAN IA ¥ - PAL Bruson Proventy Thiowys, where we NODOMATINO Fur less curror The Los Angeles Department of Airports is preparing a Master Plan to accommodate the future growth in In a series of public forums, several concepts for airport modernization will be presented. You are invited the next year. Master Plan concepts will undergo extensive environmental review with several additional opportunities for public comment. If you cannot attend one of the public forums, you can submit your At each public forum, John J. Driscoll, Executive Director, Los Angeles Department of Airports, will The public forums are an important opportunity for you to be involved in the Master Plan process. Over comments by mail to Susan Gilmore, LAX Master Plan Program Management Team. 1 World Way, Suite GEOFF DOWAN/ JOHN JOHNS, IN ANY ONE PURY THE Master Plan concepts are designed to balance the need to expand the airport with the need to protect describe the concepts under consideration for future development of LAX and respond to questions from neighboring communities and the environment. The planners considered a wide range of concerns raised at public workshops in January and at over 140 community meetings. Members of the planning team will A WHITE AND As a covered entry under fute II of the Americanis with Disabilities Act, the City of Lus Angeles does not discriminate on the basis of obshifts and upon request, will provide reasonable accummadation or ensure cugal access to its programs, services, and activities. Sign programs memory access to fistering devices confort autistry aids and/or services may be provided upon request. To ensure availability, surg arg envertices accessing the conception of the meeting you wish to attend. Master Plan & environmental review process Forums For more information, call the LAX Master Plan toll-free Info-line at 888-LAX-2015. 2 tex Hawthorne/Lennox Public Forum Wednesday, February 5, 7-9:00 p.m. To request translation at another forum, please call Sylvia at (213) 625-2400. Thursday, February 6, 7-9:00 p.m. compartiest inst mayor pushe foun - w Buch for Two yanger. Spanish translation will be provided at the Hawthorne/Lennox forum. be available at the public forums to answer your questions about the following issues: El Segundo Public Forum [2]24 Hawthorne Boulevard cranseral surveyor for Environmental protection 1022 Aviation Boulevard Pul Proud Bird Restaurant Hawthorne Plaza Informacion en español al dorso air passenger travel and air cargo expected over the next twenty years Air quality Air safety HORDONE AIRPORT to come, learn about the plans, and have your questions answered MOIGE + BUSIELE SOFERY FONSE EXCERTIVE Austurs? Hay Ford Urban design & neighborhood improvement 8601 Lincoln Boulevard (at Manchester) Wednesday, January 29, 7-9:00 p.m. **S** Tuesday, January 28, 7-9:00 p.m. Westchester Public Forum 3883 West Century Boulevard Inglewood Public Forum Economic development - 19/21/1 - 19/21/1 -Hollywood Park Casino 218. Los Angeles. CA 90009. Airport Marina Hotel Noise mitigation Surface traffic 2615/2. the audience

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	Military Jet Aircraft Take-Off With AtterBurner From Aircraft Carrier @ S0 Ft. (130)	Turbo-Fan Alrcraft @ Take-Off Power @ 200 FL (118)*	Jet Flyower 1000 Ft. (103) Boaing 707, DC3 6.090 Ft. Beal 1-7A Halicronical 0.100 Ft. (100)*	Power Mower (96) Boeing 737, 0C-9 @ 6090 FL Betore Landing (97)* Motorcrote @ 25 FL (90)	Car Wash @ 20 FL (89) ¹ Proc. Plane Flyover @ 1000 FL (84) Disset Truck 40 MPH @ 50 FL (84) Disset Train 45 MPH @ 100 FL (83)	High Urban Ambient Sound (80) Passenger Car, 65 MPH @ 25 FL (77) Freeway @ 50 FL from Pavement Edge. 10 A.M. (16±6)*	Air Conditioning Unit @ 100 Ft. (60)	Large Transformers @ 100 Ft. (50)	Bird Calis (44)' Lower Limit. Urban Amolent Sound (40)	[dB(A) Scale Interrupted]	
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SOURCE: Reproduced from Melville C. Branch and A. Dale Beland. "Outdoor Noise in the Metropolitan Environment", Published by the City of Los Angeles. 1970, p.2.

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Comment Sheet	You may use these categories to organize your comments about what to include in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) or add categories of importance to you. Air Quality Traffic/Circulation Land Use Public Services/Utilities Noise Employment Energy Conservation Population Housing Water Quality Safety/Risk of Upset Cultural Resources Visual/Aesthetics Biotic Resources Light/Shadow Effect Geologic/Grading Issues Beh - Alon Pollutrun Nouse the trache + burd occur Under Ale Leenent Thet Dreve Quality Occur Under Alerneth Cultural Resources Cultural Resources Light/Shadow Effect A	lue. Finde Curre	Name Lum Unition Phone (FAX) S 12 F3272 Organization (if applicable) Organization (if applicable) Inone (FAX) S 10 S 12 F3272 Organization (if applicable) Organization (if applicable) Inone (FAX) S 10 S 10 S 12 F3272 Organization (if applicable) Address S 10 A 40 S 10
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Please submit your written comments today or mail them no later than July 31, 1997 to one of the following people: John L. Graham, Chief of Airport Planning David Kessler, Environmental Protection Specialist Planner

Department of Airports, Cuter or Aupour Familing Department of Airports, LAX Master Plan Fe One World Way, Suite 218, Los Angeles, CA 90045

David Kessler, Environmental Protection Specialist Planner Federal Aviation Administration - AWP-611, P.O. Box 92007 World Way Postal Center, Los Angeles, CA 90009

LAX Master Plan Scoping Meetings -- July 1997

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Address 1143 LONGFELLOW

City/State Tip Code MANHATTAN BEACH CAL 90246

Please submit your written comments today or mail them no later than July 31, 1997 to one of the following people:

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LAX Master Plan Scoping Meetings - July 1997

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Energy Conservation Safety/Risk of Upset Light/Shadow Effect Biotic Resources Water Quality Employment Visual/Aesthetics Housing Noise

Public Services/Utilities Geologic/Grading Issues Cultural Resources Population

Noise

I don't want to see the Hawthorne Airport enlarged due to the negative impact it would have on my life.

Noise - Larger airplanes and more frequent landings would increase the noise level.

ų Population - Hawthorne is already too densely populated and increase in size in the direction (South and West) I understand you to be taking would take the property of single family homes. An area that attracts the kind of hard-working families that keep a city going.

Visual/Aesthetics - Again, there are some very nice homes in the area that should be left to enhance the city. Housing - I personally have put a great deal of money into my home in recent years. I've lived there for 20 years as an adult, in addition to its being my childhood home. Traffic - There is certainly enough traffic on Prairie, 120th, and Hawthorne Blvd. without adding this to it.

Land Use - Certainly, there are areas around Lincoln, that are not populated and would be better suited to this development

our homes or lived on the edge of this project. We have a good neighborhood More families who own homes is something Hawthorne cannot afford to lose with 20 year plus residents. The newer neighbors on the block have "fit in" Safety/Risk of Upset - I, along with the neighbors I have talked to would be most upset if we lost with us. Most of us plan on staying in Hawthorne until we retire, but if forced to sell our homes we would probably not relocate in Hawthorne.

Phone/FAX RANGEL 1100

310 \676-4918

Organization (if applicable)

Name

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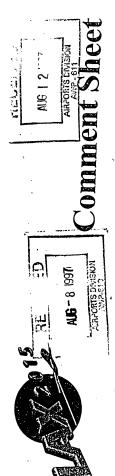
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Department of Airports, LAX Master Plan

One World Way, Suite 218 Los Angeles, CA 90045

LAX Master Plan Scoping Meetings - July 1997 Federal Aviation Administration - AWP-611.2, P.O. Box 92007 World Wav Postal Center, Los Angeles, CA 90009-2007 U.S. Department of Transportation



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LAX Master Plan Scoping Meetings - July 1997 World Way Postal Center, Los Angeles, CA 90009

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I Could be ON The Phone and I Can't hear what Oth Propie are Saiding be cause I hive The T.V. News be on and I Can't hear the Vews and I Can't hear the News and I Can't hear the News report. The Plane will wake me up all time a night and of the noise. Thank you Name HOPUETTU Sheffield Monetax 213 136-9309 David Kessler, Environmental Protection Specialist Planner Federal Mynation Administration & AWP-611, P.O. Box 92007 I.AX Master Plan Scoping Meetings -- July 1997 Car Please submit your written comments today or mail them no later than July 31, 1997 to one of the following people: World Way Postal Center, Los Angeles, CA 90009 **Comment Sheet** i ou may use these categories to organize your comments about what to include in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) or add categories of importance to vou. (reologic/Grading Issue-Public Services/Utilities Cultural Resources AIRFORTS DIVISION RECEIVED AUG - 5 1997 Population Address 2912, M. CENTURY BIULAR 2 BSO Energy Conservation Safetv/Risk of Upset Light/Shadow Effect Land Use city state Zip code ZNA El WOTA-CA 2005 - Statian, Chief of Airport Planning - Construction of Airports, LAX Master Plant - One World Way, Shite 218, Los Angeles, CA '90045 Traffic/Circulation Bintic Resources Water Quality Employment isual Aesthetics Air Quality gaisor H Voise LAX Master Plan Scoping Meetings - July 1997 You may use these categories to organize your comments about what to include in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) or add categories of importance to vou. Comment Shee Public Services/Utilities Geologic/Grading Issues RECEIVED AUG - 5 1997 Cultural Resources I, for instance wake up from my sleep every time one of those Airplanes are overhead and Although I haven't participated in our Neighborhood Meetings as of yet, I fully support funds already allocated for the work that needs to be done on the homes affected by the We will be watching to see just who on our City Council is supporting us and who is the efforts of the Organization in "keeping up the pressure" for the "release" of the the **paint** and **wax jobs** on the automobiles in our area are "*ruined*" by the "*fallouf*" "foud noise" and the environmental hazards from those "loud" airplanes that emit Population and 100 - 2030 8 Phone/FAX Energy Conservation Safetv/Risk of Upset Light/Shadow Effect **CENTURY HEIGHTS** Land Use Traffic/Circulation Biotic Resources Water Quality Employment Jun hazardous substances. Organization (if applicable) Name MREL Address 2,5/2 Thank you City/State/Zip Code Visual/Aesthetics Air Quality Noise Housing

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 David Kessler, Environmental Protection Specialist Planner
 Department of Airports, CAX Master Plan Special Aylation Administration - AWP-611, P.O. Box 92007
 Den World Way, Suite 218, Los Angeles, CA 90045
 World Way Postal Center, Los Angeles, CA 9009 LAX Master Plan Scoping Meetings -- July 1997 Please submit your written comments today or mail them no later than July 31, 1997 to one of the following people: RECEIVED All QUALITY FEAM AND TRAFFE IS BADDIFAR NOISE FROM AIR RAFFIC - STARTAND BETTER You may use these categories to organize your comments about what to include in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) or add categories of importance to vou. Sheel reologic/Crading Issue AIRFORTS DIVISION Public Services/Utilities Cultural Resources -520 Population 4 CA 90303-1645 Comment Phone/FAX 77 Energy Conservation Safety/Risk of Upset l ight/Shadow Effect Land Use Address 2708 W. CENTURY 5 AM MUST STOP. Doo/ Traffic/Circulation Biotic Resources Water Quality Employment City/State/Zip Code ** / X/B / W reganization cif applicable) Lon le HEALTH. Visual/Aesthetics Air Quality Nainc Pousing Noise < 1 j: t the airplanes. my family is living to the airplanes. my family there could be desired in the the plane were to creat in us. Housing - the moise of the augures overloss the moise is very initable, and over a placed of time the number is My family is living in a hurardous area, with the overlead flying year John L. Graham, Chief of Airport Planning
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 Cone World Way, Suite 218, Los Angeles, CA 90045 Phone FAX (213)754-52 65 LAX Master Plan Scoping Meetings -- July 1997 Slock Club David Kessler, Environmental Protection Specialist Planner is press submit your written comments today or mail them no later than July 31, 1997 to one of the following people: are decreasing the value of our **Comment Sheet** You may use these categories to organize your comments about what to include in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) or add categories of in: portance to vou. (reologic/Crading Issue-Public Services Utilities **Cultural Resources** Population impairing my hearing 90703 Jeichts Energy Conservation Safety/Risk of Upset I ight/Shadow Effect RECEIVED JUL 3 0 1997 hrenue I and Use હે hry " 10 w 00 st property. Traffic/Circulation t Biotic Resources Ş Ú Water Quality Employment Kan Itord City/State/Zip Code DV(Address 1025 b Organization (if applicable) ι isual Aesthetics Nour Air Quality Name -P-using Voise

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Comment Sheet Cantury Heights	You may use these categories to organize your comments about what to include in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) or add categories of importance to you.Impact Statement/Environmental Impact Report (EIS/EIR) or add categories of importance to you.Air QualityTraffic/CirculationAir QualityEmploymentKoiseEngly/ConservationYouseResourcesMoutingCultural ResourcesVisual/AestheticsBiotic ResourcesLiph/Shadow EffectGeologic/Grading Issues		 UTTORE THE EXTRUSION OF THE NUMBER OF AURCHAFT THAT FLY OFERHEAD IN OUR COMMUNITY. TO MAKE SUBE THAT WE RECEIVE OUR SHARE OF "ABATEMENT" FUNDS ALLOCATED FOR OUR COMMUNITY. TO MAKE "THE POWERS THAT BE" AWARE THAT WE ARE "WATCHING" HOW "SPECIAL INTEREST FIRMS" ARE FAVORED BECAUSE OF BENEFITS OFFERED TO THOSE WHO ARE SUPPOSED TO REPRESENT THE COMMUNITY. 	Those on our block are suffering from: ·	 The excessive NOISE that is generated from Aircraft in Landing Approaches. 1. Day or Night, the noise is terrible especially when the Airplane's engines are "rebbed up" or go into the "reverse mode" for assisted "breaking". (a) At night when an "extra loud noise" occurs, I notice the "lights" being switched on in some of the homes in our block This tells me that those neighbors are "giving up" on sleeping at that time. (B) The "fallout" from the flyovers are "uniting" the paint/wax jobs of our automobiles and causing "respiratory problems" in the very yourg and old. (C) I understand from the Airplane fallout in our block alone. 	WE ARE BEGINNING TO COMMUNICATE WITH AND UNITE WITH THE COMMUNITIES OF TORRANCE, WESTCHESTER, HAWTHORNE, & THE MARINA AREA in a joint effort. PLEASE BE ON NOTICE THAT "WE ARE WATCHING" TO SEE "WHO <i>VOTES FOR WHAT</i> " IN THE GITY COUNCIL Name A A A C C A VOLUA Phone/FAX (213) 754 -217.	Organization (if applicable) Address 35 13 - W 101 CH Chence 20 3.0.3. Address 35 13 - W 101 CH Chence 20 3.0.3. Discrete 20 3.0.3. Criv/Stav2/pf Code 47 G 1.5.4. Oce 3.0.3.0.3. Preases submit 17 out writion comments foday or mail them no later than July 31, 1997 to one of the following geople: Address 25 13 - W 101 CH Chence 10 0.3.0.3.0.3. Preases submit 17 out writion comments foday or mail them no later than July 31, 1997 to one of the following geople: Address 25 13 - W 101 Check 10 0.000 0.0000 0.0000 0.00000.00000000

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The "fallout" from the flyovers are "ruining" the paint/wax jobs of our automobiles and causing "respiratory problems" in the very young and old. B.

I understand from attending meetings that there has been a Chronic problem from Death due to Cancerous agents from the Airplane fallout in our block alone. ن

TORRANCE, WESTCHESTER, HAWTHORNE, & THE MARINA AREA in a joint effort. PLEASE BE ON NOTICE THAT "WE ARE WATCHING" TO SEE "WHO VOTES FOR WHAT" IN THE WE ARE BEGINNING TO COMMUNICATE WITH AND UNITE WITH THE COMMUNITIES OF CITY COUNCIL

MR & M.R. HON & ANIHO JOHNISCH PHONEFAX Name

101 st 2713 WESt Address

Organization (if applicable)

90303 Ciry State Zip Code ING/EWOOD, CA

David Kessler, Environmental Protection Specialist Planner Please submit your written comments today or mail them no later than July 31, 1997 to one of the following people: John L. Graham, Chief of Airport Planning

LAX Master Plan Scoping Meetings -- July 1997 One World Way, Suite 218. Los Angeles. CA 90045 Department of Airports, LAX Master Plan

Federal Aviation Administration - AWP-611, P.O. Box 92007 World Way Postal Center. Los Angeles. CA 90009

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Active: John L. Graham, Chief of Airport Planning. David Kessler, Environmental Protection Specialist Planner Department of Airports, LAX Master Plan 2000, Eeder Viration Administration & AWP-6ULAP.Q. Box 92007 One World Way, Suite 218, Los Angeles, CA 90045 I.A.X Master Plan Scoping Meetings - July 1997

Mark Place returned 103 al A ave suffered from since you've lived or Language Repressions were and the provident parts and any state of the collowing Repression and the collowing Repression and the contract of the contra And the second se (16p-2 MU/Erz. **Comment** Sheet You may use these categories to organize your comments about what to include in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) or add categories of importance to you. Geologic/Grading Issues Public Services/Utilities Cultural Resources And finally has anyone in your family died before age 50 of any of the above since you lived in this area? If yea, please list betow. Population Tire More Quickly Subject Crantys Earthe Vision Profilems עברבואדה **1997 - 5 19**97 AIRFORTS 2 VISA Phone/FAX datey Problems Energy Conservation Safety/Risk of Upset Light/Shadow Effect For City/State 200 Code Bry Line Con a 1345 as when a real Cal Pains (He Ho Land Use Please check any of the following that you or your family may moved into this area? Lung Problems Liver Problems Spelle Sloin Problems 1 Tives & Thanken and m **Fraffic/Circulation** Biotic Resources Water Quality Employment Gougha Please submit your white work HEALTH SURVEY Hearing Loss Hart Problems Frouble Breathing Organization (if applicable) 2005 . . Visual/Aesthetics Name -Address Air Quality Housing Noise The musi Unportant statement in conversatione on the Phone and talking the select my norm materie Assains his healing in fact my hearing is what also Context and the fortham. Chief of Airport Planning David Kesler, Environmental Protection Specialist Planner Context Department of Airports, CAX Master Plan Federal Aviation Administration - AWP-614, P.O. Box 92007. Cone World Way, Suite 218, Los Angeles, CA 90009 Context World Way Postal Center, Los Angeles, CA 90009 Context Way Suite 218. Los Angeles, CA 90009 Context Way Postal Center, Los Angeles, CA 90009 Context World Way Postal Center, Los Angeles, CA 90009 Context World Way Postal Center, Los Angeles, CA 90009 Context World Way Postal Center, Los Angeles, CA 90009 Context Way Postal Center, Los Angeles, CA 90009 Context World Way Postal Center, Los Angeles, CA 90009 Context Way Postal Center, Los Angeles, LAX Master Plan Scoping Meetings -- July 1997 Please submit your written domments today or mail them no later than July 31, 1997 to one of the following people: **Comment Sheet** You may use these categories to organize your comments about what to include in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) or add categories of in: portance to vou. Public Services/Utilities Geologic/Grading Issue-The Moise from the planes cause me Cultural Resources Population -C. C. 90303 Phone/FAX Energy Conservation Safety'Risk of Lipset Light Shadow Effect Land Use AIRPORTS DIVISION AUG - 5 1997 RECE Traffic/Circulation Ciry State/Zip Code W MALLITT Address 2912 U. Centuliy Bintic Resources Water Quality F.mplovment · • genization cif applicable isual'Aesthetics vir Quality Susing Name (isie)

Phone/FAX 310-6 43-8159 LAX Master Plan Scoping Meetings - July 1997 You may use these categories to organize your comments about what to include in the Environmental Federal Aviation Administration - AWP-611.2, P.O. Box 92007 World Way Postal Center, Los Angeles, CA 90009-2007 **Comment Sheet** Impact Statement/Environmental Impact Report (EIS/EIR) or add categories of importance to you. Please submit your written comments today or mail them no later than July 31, 1997 to one of the following people: David B. Kessler, Environmental Protection Specialist Planner Public Services/Utilities Geologic/Grading Issues chalmtale. Why don't they build another , determ was closed this July 17, 1997 in the Querge county and. Why cin't Cultural Resources wat waiting for a tra U.S. Department of Transportation Population Enlarging h. " International acipotts is fless there is the nevel station as of land Toward and and airport? Energy Conservation Safety/Risk of Upset Light/Shadow Effect 90250 Land Use auport out that wey? rent Reci 1661 I S 11631 AIRPORT REC 544 Wissburn Traffic/Circulation City/State/Zip Code 2/ . Thronge Biotic Resources uniter Ryun John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045 Water Quality K J J Employment that he wed. The How Organization (if applicable) cycher. instres. acculat 06 Visual/Aesthetics Air Quality Housing Address Noise Name and the second secon and the second secon **前作AWP-611-P-0:**B0293 **Comment Sheet** You may use these categories to organize your comments about what to include in the Environmental Impact Statement/Environmental Impact Report (EIS/EIR) or add categories of importance to you. Geologic/Grading Issues Public Services/Utilities ares **1001 9 - 2** 1001 Cultural Resources Environmental Protection S 200 40303 Population (are Los An ŝ (ne/FAX) LY World Way Postal Center Charlo Energy Conservation Safety/Risk of Upset Light/Shadow Effect anc Kessler Lound 40 anes M Land Use Jance PC 2 hg m dur <u>1000</u> 1 den I 3 Traffic/Circulation 12 dut. Biotic Resources Water Quality Employment 202 110 1 1000 Organization (if applicable) Dund ũ Cirv/State/Zin Code. 25 con Visual/Aesthetics ROM Address Name ' Air Quality Alling Oue Housing Inc Noise

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Both relacts shuld specifically address how the expansion will attect the horse, airquality, traffic and circulation for Manhattan Brach in Paticular and the surrounding communities in graval. How will the expansion impact crime in the area's Will the air Port significently in Orease the Police Staffy Where will the additional parking be located and will people be displaced from Their homes? Federal Aviation Administration - AWP-611, P.O. Box 92007 **Comment Sheet** Please submit your written comments today or mail them no later than July 31, 1997 to one of the following people: David Kessler, Environmental Protection Specialist Planner You may use these categories to organize your comments about what to include in the Environmental World Wav Postal Center, Los Anneles, CA 90000----Impact Statement/Environmental Impact Report (EIS/EIR) or add categories of importance to you. Public Services/Utilitics Geologic/Grading Issues Phone/FAX 310 - 306 - 193 d Cultural Resources Population Energy Conservation Safety/Risk of Upset Light/Shadow Effect Ca Jasad Land Use RECEIVED JUL 3 1 1957 Department of Airports, LAX Master Plan ... One World Wav. Suite 218 Los Aneeles. CA 90045 Mauhatter Brand John L. Graham, Chief of Airport Planning Traffic/Circulation Biotic Resources Water Quality Employment Moce leap Address 228.44 44 54 Organization (if applicable) Name Deames City/State/Zip Code Visual/Aesthetics Air Quality Housing Noise I am apalled at the thought of additioned traffic Three LAX. Due street and freevery connect accornelate The unrest let alove any additioned) traffic. I wisnelly have experende more dist (from jet frief burnoff), dishaticelly more noise all all hours of day and night. More norse will devess property volues - with that come crime (which is already in the increase, possibly breave of the 105 (peeven)) Traffic is already at a standthe - it cannot increase any nose, Federal Aviation Administration - AWP-611, P.O. Box 92007 ARPORTS PAYSION COMMENT Sheet Nonbetton beach will and is currently invacted by The increased (yes, and donatically so) low Agris You may use these categories to organize your comments about what to include in the Environmental Please submit your written comments today or mail them no later than July 31, 1997 to one of the following people: David Kessler, Environmental Protection Specialist Planner LAX Master Plan Scoping Meetings - July 1997 Impact Statement/Environmental Impact Report (EIS/EIR) or add categories of importance to you. Geologic/Grading Issues Public Services/Utilities World Way Postal Center, Los Angeles, CA 90009 Cultural Resources 845-69-54 Population gonec Phone/FAX Energy Conservation Safety/Risk of Upset Light/Shadow Effect Ľ, Land Use LAX - move to falmdale! AUG - 1 1997 City/State/Zip Code Menchatt an Bleech One World Way, Suite 218, Los Angeles, CA 90045 Traffic/Circulation John L. Graham, Chief of Airport Planning **Biotic Resources** Department of Airports, LAX Master Plan Water Quality Employment Address JO-32ND Reel Name Karen When A Organization (if applicable Visual/Aesthetics Air Quality Housing

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South bay. I do ros want my environment do become lite arose living in Playa del Rey. I am extrement concerned about the plannech expansion of LAX. as a homeowner in mannestan Beach my major concerns are the roise the increased traffic will brung. The traffic compositur Federal Aviation Administration - AWP-611, P.O. Box 92007 LAX Master Plan Scoping Meetings -- July 1997 David Kessler, Environmental Protection Specialist Planner CLOIL-0184 (CIS) XY300019 Please submit your written continents tuday or mail them no later than July 31, 1997 to one of the following ${\sf pcople}^{\rm cc}$ World Way Postal Center, Los Angeles, CA 90009----**Comment Sheet** You may use these categories to organize your comments about what to include in the Euvironmental Impact Statement/Buvironmental Impact Report (FIS/BIR) or add categories of importance to you. Wely do truir on Sepulveda Bind. The guality Public Scrvices/Utilitics Geologic/Grading Issues JUL 2 8 1997 of one air and writer deteriating in the Aur PO. 15 L''' ATTN: CATHY STRAUSS. Cultural Resources Population 99e0b Facrgy Conservation Safety/Risk of Upset-Light/Shadow Fificet Ohin expansin Land Usc 4 J city/state/zip Code Manhattan Beach. .. One World Way, Suite 218, Los Angeles, CA 90045 Strauss John L. Graham, Chicf of Airport Planning Department of Airports, LAX Master Plan Traffic/Circulation **Biotic Resources** Water Quality Employment t 00 00 Please Ntop Address (1) 250h Name The Cothy Organization (if applicable) Visual/Aesthetics Air Quality. Housing use a small community that still treasures what little we have ligh of our scentur. I unge com to consider options that well not appect to an area that is already strugging to deal BNR I are writeris to voice my service ancever about the proposed XAX expansion. As a Resident of the South Bay, I are convined that The current proposals world trave a truge regative Federal Aviation Administration - AWP-611, P.O. Box 92007 David Kessler, Environmental Protection Specialist Planner LAX Master Plan Scoping Meetings -- July 1997 Will consistion, pollution & more - not to mention meruaged orme + when speaue! He Please submit your written comments today or mail them no later than July 31, 1997 to one of the following people: 46/se/L > 545-6097 Comment Sheet You may use these categories to organize your comments about what to include in the Environmental World Way Postal Center, Los Angeles, CA 90009 Impact Statement/Environmental Impact Report (GIS/EIR) or add categories of importance to you. Geologic/Grading Issues Public Services/Utilitics AIRPORTS DIVISION function Three our reign box hads ! Jeans! JUL 3 1 1537 Cultural Resources 90266 Phone/FAX(310) 54/6 -7 Population GAND CRUMMEN + POWER : Organization (if applicable) Sharewood Red Ptors - acrost Energy Conservation Safety/Risk of Upset Light/Shadow Effect A C city/State/Zip Code Man hattow Brach, Land Use 6 F L One World Way, Suite 218, Los Angeles, CA 90045 John L. Graham, Chief of Airport Planning Address 3300 Hichland Department of Airports, LAX Master Plan Traffic/Circulation Biotic Resources Water Quality Vigen Chinston Employment Visual/Aesthetics Air Quality Housing Noise

JUL-21-97 11:49 AM CHARLENE OLESON

R Gleed for more tax dollars to L.A. VS. QUALITY of Air \$ Life to the surrounding Communitios. Phone FAX) (310) 372-9554 ARPORTS DIVISION AWP-ETO T an extremely disappointed in the recent decision for planes to fly hower turn sooner withbut the benefit of Recent input from communities. Federal Aviation Administration - AWP-611, P.O. Box 92007 World Way Postal Center, Los Angeles, CA 90000----. 97 JUL. 16 (NED) 14:57 (310)318-368 I strongly vote A<u>GAINS</u>T any airport expansion. I would prefer the traffic B cargo be split up with <u>Other</u> airports Please submit your written comments today or muil them no later than July 51, 1997 to one of the following people: 2 | 1891 David Kessler, Environmental Protection Specialist Planner 69, 90366 RECEN Population Cultural Resources Geologic/Grading Issues P. 02 Comment Sheel You may use these categories to organize your comments about what to include in the Environmental mpact Statement/Environmental Impact Report (BLS/EUR) or add categories of importance to you. Public Services/Utilities) I believe it is FAX NO. 3103257451 Phone Energy Conservation Safety/Risk of Upset Light/Shadow Effect Beach 子近 Stheet Land Use (PAIMdale sounded GREAF!) Manhattan Department of Airports, LAX Master Plan --- .- Oue World Way, Suite 218, Los Angeles, CA 90045 John L. Graham, Chief of Airport Planning Nume CARD/47 CURRIER 3 Traffic/Circulation Employment Water Quality Biotic Rosources SOUTH BAY ASSOC 198 Organization (if applicable) City/State/Zip Code JUL-17-97 THU 14:25 ousing isual/Aesthetics Air Quality Address

Comment Letters

Fain Abaghi 54. 746 Virothua 54. El Segrado, CA 90245 Hope fully you will send me some line, even though my lefter is a bit late. De Which houses would be taken out ; tos E. How close to tos T los would the HARDER POUL FOR YOUR EFFORT TO INFORMED LAX REIGHBOUS OF YOUR PLEAS. Sincerely, runways be? + outgoing planes be 14/14 . 3. Ane there plans to improve treeway congestion ad La Tijera (Centery north bound? out to sea "or what would the proposed flight-paths be speced where would incoming I am writing this lefter in regard to the proposed in regard to the proposed in key expansion. I would like to know: O Where the additional De required to the planes be required to the over the airport t Aug. 8, 1997 Dear John L. Graham, runways would be •

Mr. John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045	Dear Mr. Graham: Thank you for this opportunity to submit written comment during the EIS/EIR scoping process for the LAX Master Plan EIS/EIR. My comments regarding issues which must be addressed in the EIS/EIR follow:	Health and Safety:	 Toxicity of jet fuels and the effects of short-term and long-term exposure on children, adults, and wildlife due to air and ground operations. Included in this issue is identification of sources of exposure, projected incidents of exposure, the nature of physiological effects, and any costs associated with diagnosis and treatment of diseases/disorders associated with exposure to jet fuels. Note recent study on long-term exposure to jet fuel, published in the Journal of Occupational and Environmental Medicine. 	2. Toxicity of jet emissions and the effects of short-term and long-term exposure on children, adults, and wildlife due to air and ground operations. Included in this issue is identification of sources of exposure, projected incidents of exposure, the nature of physiological effects, and any costs associated with diagnosis and treatment of diseases/disorders associated with exposure to jet emissions.	Health effects of short-term and long-term exposure to noise and vibration due to flights and ground operations, along with any costs associated with diagnosis and treatment of diseases/disorders associated with these exposures.	4. Effects of loss of sleep (including sleep deprivation) on residents of surrounding communities due to LAX flight and ground operations. This must also include effects on residents of communities surrounding airports to which General Aviation and/or Commercial Commuter air traffic would be diverted. Imapacts must include health effects, loss of productivity, and impact on quality of life.	Response to items 1, 2, and 3 above must address impacts on travelers and airport workers as well as on the surrounding communities. If the LAX expansion plan does not include existing or expanded facilities for General Aviation aircraft and Commercial Commuter aircraft use, these health issues must also address impacts on communities surrounding the airports (i.e. Santa Monica, Hawthorne, Torrance, Van Nuys, Ontario, etc) that these aircraft would be diverted to.	Els/EIR must address issues of Los Angeles regional air space safety and the effects that increased operations at LAX would have on LAX air traffic, as well safety impacts LAX expansion might have on non-LAX air traffic.	General Aviation	 The LAX expansion concept plans do not address expansion of General Aviation facilities and increased General Aviation air traffic and Commercial Commuter air traffic at LAX. Expansion of General Aviation use and Commercial Commuter traffic bund be included in any expansion at LAX. Failure to provide for increased General Aviation and Commercial Commuter traffic at LAX would push these flights out to surrounding approve, creating negative impacts in the effected communities. This would increase the scope of impacts and mitigation measures which must be addressed in the LAX Master Plan EIS/EIT. 	<u>Regional Plan and Regional Planning Process</u>	 Planning for future airport capacity needs to be done on a regional basis. We need a regional master plan which looks at spreading projected growth among all of the commercial airports in the southern California region and not be limited only to airports controlled by the City of Los Angeles.
Dear Mr. Graham: My family lives in Manhatter Bruch and we moved like to add our voice to the growing list	of people opposing and and all expansion of LAX. All 4 plans would greatly reduce the quality of life for orthizons of South Bay. Louder all the The moise and air pollution is houder all the	time i the proposed expansion would be underwork	And have an adverse arreading open space and Prease look to arread with more open space and less population TOLEASE choose plan #5-	NO EXPANSION OF LAX.	P maken Letria Waher	Comep q. Moder Daviel A. Maher	1401 5th St. Manhattan Beach CA godlob				· · · · ·	

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	Additional Alternatives to be Addressed	1 Paimdale Airport combined with high-speed rail transportation between Paimdale and Los Angeles. Would not only allow creation of a state-of-the-art airport facility, would also reduce commuter vehicle traffic between Paimdale and LA. This would help reduce freeway, highway, and surface street congestion as well as help to reduce air pollution. Cargo operations and passenger flights with final destination other-than LA could be moved to Paimdale.	 Expansion of Ontario airport with high-speed rail to LA. Would provide similar benefits to the Palmdate alternative. Closer proximity to LA could make this a better alternative. Cargo operations 	could be concentrated at Untario. EI Toro Marine Base. Creation of a full-service airport for domestic and international flights on this site would provide for regional economic benefit, while reducing the need for LAX expansion and the negative impacts that would accompany a large-scale LAX expansion. 	4. Pt. Magu Naval Air Station. Creation of a full-service airport for domestic and international flights on this site would provide the same benefits as the EI Toro alternative described above. Creation of commercial airports at both locations would maximize regional benefits while minimizing local negative impacts.	Increase efficiency of the existing LAX airport facility without a major expansion. As you heard at the public scoping meetings, surrounding communities are not receptive to a large-scale expansion of LAX.	6. The No-Project Alternative must be treated as a real option and must be given serious review and consideration. It appeared to be ignored at the public scoping meetings.	<u>Economic Impacts</u>	EIS/EIR must address economic as well as health impacts to surrounding communities due to noise, air pollution, and vibration from increased air traffic and vehicular traffic. Economic impacts include:	 Direct and indirect impacts on property values (residential, commercial, and governmental) in areas surrounding LAX and in areas to which General Aviation air traffic and/or Commercial Commuter air traffic might be moved. 	Direct and indirect impacts on business and commerce, both in the areas surrounding LAX and in areas to which General Aviation and/or Commercial Commuter air traffic might be moved.	 EIS/EIR must address economic impacts due to exacerbation of existing vehicular traffic congestion in the areas surrounding LAX, and the effects this additional traffic would have on the greater regional traffic situation. Gridnox on the 405 & for 105 acud have far-reaching impacts on the southern California 	economy and quality of life. Additional tems and Issues	4 TL-1 AV	1. The LAX expansion project should not be given exemption from any environmental or public near and and safety regulations. LAX must be required to comply with air quality, water quality, public safety, and wildlife laws and regulations.	Communities surrounding LAX and other airports are already bearing tremendous impacts from airport operations. Additional quality of life impacts for these communities must be addressed in the EIS/EIR.	3. The EIS/EIR should address the limitations of the existing residential soundproofing program in identifying and evaluating mitigation measures. Specifically, the inability of soundproofing to provide relief from air pollution and the fact that closed doors, windows, chimneys, and vents are required for soundproofing to be effective. This is not practical for non-air conditioned homes during warm weather.	2

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LAX Area Advisory Committee Response to NOI/NOP page 2 Information on individual noise footprints for each aircraft (as has been done at SFO) is necessary for complete public review and would serve to pinpoint impact areas. These noise footprints must be listed for all weather conditions (such as inversion layers) and rates of ascent/descent (e.g., power climb-outs.)	Escape corridors for aborted landings would have to be over residential areas. These paths must be clearly defined for all conceivable conditions. Of particular concern is allowing sufficient space for aircraft (probably the heaviest, least manuverable) which must be waived off from 24K/6L and 25L/7R - these runways are currently the outboard runways, but become "middle" runways if the additional "commuter" runways are added. As pressure is put on airlines and the tower for increased through-put, more aircraft will be unable to keep up with the "rammin-and-jammin" and have to use escape corridors after being waved off. Escape corridors need to be studied in the EIR/EIS study.	Early turns continue to be numerous, primarily by commuter aircraft, with the present airport configuration and level of traffic. The commuter airline runways being proposed for the north and south sides of the airport in several concepts would be located very close to the Playa del Rey and El Segundo residential areas. The probable increase in early turns, whether tower or pilot initiated, would cause severe noise impacts in the communities adjacent to LAX. Early turns need to be studied, evaluated, and regulations with fees and penalties for violations need to be included in the EIR/EIS study.	Total protection for the El Segundo Dunes and Blue Butterfly areas must be preserved. Comprehensive and specific information on the impact the increased air and ground traffic would have on air pollution on that area must be included in the EIR/EIS study.	Far too many EIS/EIR exercises end with a full acknowledgement of negative environmental impacts, which are then blatantly ignored in favor of what is termed "overriding economic concerns." The economic benefits from expansion at LAX would mainly go to large companies often headquartered elsewhere and to stock shareholders who could reside anywhere in the country or world. The negative environmental, health, and economic impacts, however, fail almost exclusively on those who live or work in the communities immediately winnow is a firmory and consetting an winne	burden on them. The negative environmental impacts must all be studied, evaluated, and mitigation measures included for them in the EIR/EIS study. The following comments address the specific items on the initial Study Checklist (only items where additional information is added or where the category - no, maybe, yes - should be changed are included):	 LAKIN a. Unstable earth conditions or changes in geologic substructures? [Change to Maybe] Current studies need to be included on possible liquefaction zones during an earthquake.
Lass Amgeltes Lindermanul Antriport Arrean Adivisorry Committee 310 445742 311 12, 1997	m ort Planning epartment of Airports & Suite 218 CA 90045 am:	The Los Angeles International Airport Area Advisory Committee submits the following comments on the Notice of Intent/Notice of Preparation on the Joint Environmental Impact Statement/Environmental Impact Report. All the expansion proposals are based on achieving maximum levels of exceedingly high estimates of future capacity needs and do not factor in realistic growth in capacity at other facilities in relieving the strain on LAX.	An Alternative 5 must be added which fully explores extensive development on Palmdale. Although the Los Angeles Department of Airports may agree to certain conditions such as limiting landing/take-off patterns or restricting	nightime operations on new or existing tunwars, the shown compretent reconfigure the airspace over the whole airport and all approach/departure areas (which is exactly what the FAA did at Dallas/Fort Worth when a seventh runway was added). Therefore, to enable the public to review the different concepts proposed for the LAX Master Plan, all flight path configurations need to be fully delineated and cover all runways on all the plans for both east-to-west and delineated and cover all runways on all the plans for both east-to-west and	West-to-east operations under all possible weather conditions and response to evening and nightime impacts clearly defined. For air passengers, air transport and airport employees, and people living and working near the airport or under the flight paths, safety should be of prime concern in considering LAX expansion plans. This must include protecting the health of these people and setting limits (with fees and penalties for violations) for exceeding the regulations.	An increase in air traffic will, inevitably, lead to more noise. LAX led the nation in the effort to convert to Stage 3 engine aircraft, and this change did reduce the noise - temporarily. With the proposed new runways, realigned existing runways, and increase in air traffic, the noise contours will again expand. #1 Word Wey, P.O. Box 92216 - Los Angeles, Calfornia 9000-2216

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 Area Advisory Committee Response to NOT/NOP page 3 tax Area Advisory Committee Response to NOT/NOP page 3 C. Change in topography or ground surface relief features? (copography) C. Change in topography or ground surface relief features? d. Descretories II Several of the concepts would definitely change d. Descretories II Several of the concepts would definitely change d. Descretories II Several of the concepts would definitely change d. Descretories II Several of the concepts would definitely change d. Descretories II Several of the concepts would definitely change d. Descretories I Several of the concepts would definitely change d. Descretories I several of the concepts would definitely change d. Descretories I several of the concepts would definitely change d. Descretion for addition to comparity to sologic hazards? d. Exposure of Yeal I several of the addition of a molecular studies in the problem. d. Air emissions of deterior and surpas unhalithing layed. d. Air addition of objectionable odors? d. Air entitient layed and any addition of the constructions of the origin percolation of any particular data of the origin of the origin of the origin of any sector of the origin of the origin of the origin of any particular data of the origin of the origin of the origin of the origin of any particular data of the origin of the origin of the origin of any particular data of the origin or the origin of any particular data or origin of the origin of the origin of the origin or origin or the origin of the origin or the origin of the origin of the origin of the origin or origin or origin or the origin of the origin or origin origin or ore	 MATERY COMMITTER REPORTE to RUT/NOF MATERY COMMITTER REPORTED TO RUT/NOF MATERY REPORTED TO RUT/NOF					
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DunesDunesReduction in the amount of water supplies?BundsReduction in the amount of water supplies?Ground lead to[Change to Yes] Increased activity levels would lead to6. NOISEincreased use of public water supplies.6. NOISEChanges to groundwater quality?6. NOISE[Change to Yes] The seepage over many years of pollutants froma. Increasfuel farms, etc. would cause severe impact.fundants from	DunesDunesReduction in the amount of water supplies?Bund is groundChange to Yes] Increased activity levels would lead to6. NOISEIncreased use of public water supplies.6. NOISEChanges to groundwater quality?6. NOISEChanges to groundwater quality?a. IncreasedIchange to Yes] The seepage over many years of pollutants froma. Increasedfuel farms, etc. would cause severe impact.gollutants fromgrainegraine			tunoit from the arrevert area would contain contain that the could seriously pollute the ocean and beaches. The increased dumping of jet fuel over the ocean would also have a negative impact on the basches and ocean would also		Deteric [Change severe]
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	again expand. The noise from air traffic on realigned and/or		к.			ISE

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LAX Are	LAX Area Advisory Committee Response to NOI/NOP	LAX Area	LAX Area Advisory Committee Response to NOI/NOP
	new runways and new/realigned flight paths would affect areas such as Lennox, Hawthorne, Culver City, Marina del Rey, Ladera, Del Aire, and the beach cities in addition to El Segundo, Inclewood Westchester and Plava del Rev	ບ	Conflict with environmental plans or policies? [Change to Yes] The impact of the expansion proposals would conflict with most or all of the agencies cited.
	Single-event noise would cause severe increases in noise levels. (Studving individual noise fortprints for each aircraft as has	10. RISK	
	been done at SFO, would serve to pinpoint impact areas, especially when all weather conditions, such as inversion lavers, and rates of ascent/descent - e.g. power climh-outs -	N	Risk of an explosion or release of hazardous substances? [Change to Yes] Higher levels of flight activity would severely increase the potential for explosion and release of hazardous
			substances, including the increased dumping of jet fuel over land El Segundo Dunes beaches orean and nomilated areas
	neutroprets infine betom a coordin minimum stevalion, cleare a noise impact now; with the expansion alternatives, this impact Would increase. Ther is also a notential for impact from		With any increase in air traffic, the statistical chances of a catastrophic aircraft accident over or into the residential
	vertical-take-off-and-landing aircraft. Ground noise, which is already causing an impact in residential		
	communities close to runways, would also increase. Modifying the noise monitoring system to include single-event events and ground noise would help assess the new immacts.	11. POPUI	POPULATION
	Aircraft using escape corridors would increase noise impacts over residential areas. Landing/ take-off paths on the proposed		Relocation of any persons? [Yes] To avoid the intense controversy over previous
	new shorter "commuter" runways would require that the smaller, more maneuverable (usually commuter) aircraft using the new		condemnation procedures (in the 1960s), any property acquisition plan should have a clearly defined reimbursement procedure
	short runways make fairly sharp turns, climb steeply (and noisily), and fly over residential areas so that safety margins		including current fair market evaluation and legal recourse for those who feel they were not offered adequate compensation.
	would be maintained for the heavier, less maneuverable aircraft	٩	Chandes in nomilation of an area?
	utilizing the existing (and expanded) not on south funways. There would be a great potential for early turns, either Tower or pliot initiated.	à	Changes in popuration of an area: Change to Yes] Existing residential areas could be so degraded by the increased noise, traffic, and air pollution impacts that
	If a new runway is added in Hawthorne (as in concept 4), the noise and air pollution would affect communities more remote		the homeowners would be forced to relocate, possibly losing equity in their property.
	from the existing impacted areas. And, again, the aircraft	t	Concerning to the second s
	would make sharp, steep turns to avoid straying into the flight paths for the larger aircraft using the north and south runways at LAX.	ö	cumulative population increases? [Change to Maybe] The expansion of the airport may attract more people to the Los Angeles basin.
	a Residential Sound Insulation Program is to be included a		
	a noise mitigation measure, it must have a timetable and a guarantee that the public can have legal recourse for nonper-	12. HOUSING	ING
	formance.	а.	Affect existing housing? [Yes] To avoid the intense controversy over previous condemna-
<u>م</u>	Exposure of people to severe nois [Change to Yes] The cumulative under the four estpansion alterna		tion procedures (in the 1960s), any property acquisition plan should have a clearly defined reimbursement procedure including current fair market evaluation and legal recourse for those who feel they were not offered addinate commensation
			test they were not ottered adequate compensation. Interface traffic, noise, and air pollution that would result from all the extrarcion promosals would also lower promotiv values formedially
8. LA	LAND USE		corputation proposate would also tower property values, especiation for residences and residential services.
а.	Alteration of present or planned land use of an area? [Yes] Comnatibility with the County's environment of a master	13. RIGH	RIGHT OF WAY
		Ф	Reduced access? *** [Change to Yes] There is a serious notential for vehicular
Ъ.	Conflict with existing general plans/zoning? [Change to Yes] All but the no expansion alternative would conflict with existing general plans and zoning.	•	to use residential streets as "short cuts" o the airport.

LAX Area Advisory Committee Response to NOI/NOP page 8	hazards with LAX expansion would also negatively impact children.	d. Parks? [Change to Yes] Increased flight activity and surface traffic [Cuange to Yes] Increase the noise, traffic, and air pollution areas, impacting parks.	e. Maintenance of public facilities? [Change to Yes] Increased vehicle activity on freeways, [Change to Yes] Increased vehicle activity on freeways, highways, and access roads in a broad area, involving many jurisdictions, surrounding the airport would definitely lead to an increase in street, freeway, and mass transit maintenance.	f. Other governmental services? [Change to Yes] Drug enforcement services would also have to be [Change to Yes] Drug enforcement expansion plans. There would increased under all the airport expansion plans. There would also be a demand on all surrounding communities for traffic control and ambulance/disaster services.	16. ENERGY	b. Significant increase in demand for energy? [Change to Yes] Increased levels of aircraft and airport- related operations would definitely result in a steep increase in the use of fuel and energy sources.	· 17. UTILITIES	e. Storm water drainage? [Change to Yes] Under all expansion plans, new or altered storm water drainage systems would be required.	g. Water treatment? [Chance to Vee] Evnanded water treatment cervices would be	all the expansion proposals.	a. Health hazards? [Change to Yes] Under all the expansion proposals, increased air and ground traffic would definitely create severe noise, air quality, and accident hazards, causing an undue burden on people littics constints of the curving of an under communities	OL WOLAINY AL LAA OL IN CHO SULLOUNDINY N are especially vulnerable to noise imp On harris The risk for a cafactronhio	with debris from a crash/collision falling on many residential and/or heavily populated commercial areas would be greatly increased. Ground traffic increases would subject all surrounding communities to potential accidents.	b. Exposure to potential health hazards? [Change to Yes] Increased aircraft and airport-related activity would definitely expose people in the surrounding areas to
LAX Area Advisory Committee Response to NOI/NOP	14. TRANSPORTATION/CIRCULATION	a. Generation of additional vehicular movement? [Yes] Additional, overwhelming vehicular traffic would be generated by all the expansion alternatives into <u>all</u> the surrounding areas - most trips transporting cargo or people through the surrounding communities without adding business/customers to the local enterprises.	c. Impact on existing transportation systems? [Yes] Under the four expansion alternatives, the additional vehicular traffic would swamp the already overburdened interchange of the 105 Freeway and Sepulveda Blvd and produce or allock on the AOK Freeway which is already at canaative	While a new peripheral roadway might relieve traffic on While a new peripheral roadway might relieve traffic on Sepulveda and Lincoln, it would also create problems in the communities of Flaya del Rey and El Segundo, where the streets are primarily residential, not designed for heavy airport traffic usage.	reased ground transportation for passengers, employees, go to handle proposed increases in air traffic would imp	an extensive area - not just immediately adjacent to the airport. Ingress/egress lanes to and from the 405 Freeway would be needed for both the north- and south-bound sides of the freeway. A comprehensive, revamped interchange, preferably with an extension into the airport itself, would be needed for the	Century freeway. A plan for nangling the increased trained through the Sepulveda Tunnel (despite CalTrans' contention that	unere is no trainic problem unere!) would also be necessary. Other developments, such as Playa Vista and the Howard Hughes Center, are going through an EIR process or are already expanding and the cumulative trafific from all sources must be studied evaluated and mitigration measures included in the	evaluated, and militariton measures included in	 Alterations to present circulation patterns? [Yes] The impact on surrounding communities, especially residential areas, could be devastating. 	f. Increase in traffic hazards? [Change to Yes] The increased traffic that would be caused by all the expansion alternatives would greatly increase the risk of traffic hazards.	15. PUBLIC SERVICES	b. Police protection? [Yes] <u>All</u> communities and jurisdictions surrounding the airport would be faced with heavy increases in demands for police, fire, and ambulance services under the four expansion alternatives.	c. Schools? [Change to Yes] Recent studies are showing that noise, such as [Change to Yes] Recent studies are showing that noise, such as the increased air tould create, has a severe impact on children. The increased air pollution and risk of traffic

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LAX Area Advisory Committee Response to NOI/NOP	accidents, and jeopardy of catastrophic aircraft collisions; all leading to an undue burden on those living or working at or near the airport.	The Los Angeles International Airport Area Advisory Committee wishes to	have the following people notified of any and all public meetings, draft or final reports, or procedures taking place in the Master Plan process: Mr. Noe Saenz Chair	Los Angeles International Airport Area Advisory Committee 5343 Dobson Way Culver City, CA 90230 310 397-323	Ms. Danna Cope Chair, Master Plan Subcommittee Los Angeles International Airport Area Advisory Committee 7424-3/4 Arizona Ave Westchester, CA 90045		Westchester, CA 90045 310 670-8958	Thank you for the opportunity to express our concerns and opinions on the proposals. Sincerely,	Jama Lore for Nor Say	Mr. Noe Saenz Chair Los Angeles International Airport Area Advisory Committee NS:DC:fgt	cc: Board of Airport Commissioners Councilwoman Ruth Galanter	FAA KEGIONAL UITICE	
LAX Area Advisory Committee Response to NOI/NOP	ccident hazards, an terials.	19. AESTHETICS	a. Obstruction of any scenic vistas? [Change to Yes] Under all four expansion plans, the scenic vistas of the dunes, beach, marina, and wetlands would be severely impacted by air pollution.	b. Creation of an aesthetically offensive site? [Change to Yes] Any physical intrusion into the El Segundo Dunes are would constitute an aesthetically offensive site.	c. Destruction of desirable aesthetic feature? [Change to Yes] Any physical intrusion into the El Segundo Dunes would constitute destruction of an aesthetic site. Siting a new runway on the north side of the airport would destroy existing vegetation and trees.	d. Any negative aesthetic effect? [Change to Yes] Any physical intrusion into the El Segundo Dunes and air pollution which would result from all of the expansion proposals would cause severe negative aesthetic effects.	20. RECREATION	a. Impact on existing recreational opportunities? [Change to Yes] All expansion proposals would create air and noise pollution over many recreational areas. The increased dumping of jet fuel over the ocean would also have a negative impact on the beaches and ocean.	21. CULTURAL RESOURCES	a. Alteration of archeological site? [Change to Yes] The expansion plans would have an impact On a site, especially in the El Segundo Dunes area. There may also be potential sites in the area west of the runways and east of Pershing Drive.	22 MANDATORY FINDINGS OF SIGNIFICANCE	a. Potential to degrade the environment? [Change to Yes] All expansion proposals would directly and indirectly degrade the quality of the environment, threaten the habitat of ocean fish and mammals and wildlife and plant species on land, including gare or endangered plants and animals.	d. Substantial adverse effects on human beings? [Change to Yes] The higher activity levels associated with all the expansion proposals would lead to increased human exposure to noise, air pollutant emissions, and risk of exposure to hazardous materials and substances, increased risk of traffic

CCHA2 California Country Club Homes Association Any expansion of LAX will negatively affect the quality of life in our community, either directly or indirectly.	•THE 405 Freeway is already at near capacity and any additional traffic will force people off the freeway and onto surface streets thereby severely impacting the surrounding community.	•The increase in air traffic will lengthen the delays of instrument departures at Santa Monica Airport due to air space congestion.	• If FIXED BASE OPERATOR FACILITIES ARE DELETED IN THE LAX MASTER PLAN an accelerated increase in Corporate and Commuter aircraft activity (including additional Jet aircraft) will create devastating additional noise and pollution problems.	• As LAX reaches maximum existing air side capacity (i.e. runway capacity) delays will also in- crease for arriving and departing traffic. Aircraft operators frustrated by delays will pose another hazard and adverse impact on our community when they resort to alternative airports such as Santa Monica Airport, which is already experiencing difficulty in resolving complaints from the commu-	As surface congestion escalates, operators of Corporate, Charter, & Commuter aircraft will also	seek convenient alternatives to LAA to avoid surface delays.	•LAX MUST INSTALL FIXED BASE OPERATOR FACILITIES TO ACCOMMODATE COR- PORATE AND COMMUTER JET AIRCRAFT DURING AND AFTER THE DEVELOPMENT OF THE LAX MASTER PLAN. THIS IS A PRIORITY. SUMMARY	The LAX Master Plan is a highly complex and controversial expansion which if implemented would have major consequences that would significantly impact adversely the residents in our community.	OUR CONCLUSION IS THAT IT IS MANDATORY THAT ALTERNATIVE SITES FOR AIR- PORT EXPANSION IN OTHER COUNTIES BE EXPLORED WITH THE GOAL OF PARTICI- PATION IN THE ACTIVITY OF THIS MASSIVE EXPANSION.	We would appreciate being updated and informed as to the disposition of our concerns. SINCERELY,	VAL COLE, President CALIFORNIA COUNTRY CLUB HOMES ASSOCIATION	ricase tepty to: 3246 baroydett Drive	P.O. Bar 64988 Las Austin Palilonula 90064 (310) 559-1159
California Country Club Homes Association John L. Graham Distof Airmont Planning	Long of Airports Department of Airports LAX Master Plan Project 1 World Way, Room 218	Los Angeles, CA 90012	DENSELY POPULATED COMMUNITY OF THOUSANDS OF SINGLE FAMILY HOUSAND AND THAT WOULD AFFECT THIS IN THE FLIGHT PATH OF AIR TRAFFICTO AND FROM LAX THAT WOULD AFFECT THIS DENSELY POPULATED COMMUNITY OF THOUSANDS OF SINGLE FAMILY HOMES.	We request that our community have representation on the LAX scoping committee because in- valuable input about our serious concerns would be both a time saving and cost conserving contri- bution to your final summary.	COSTS/BENEFITS analysis both long and short term for residents in Cheviot Hills community, COSTS/BENEFITS analysis both long and short term for residents in Cheviot Hills community,	including comparable negative impacts on quality of nice and property values.	 SAFETY, NOISE and NEGATIVE ENVIRONMENTAL, hazards resulting from the proposed expansion of LAX; projected after LAX is operational: inclusive of effect on health and stress of school children. families, etc., A comprehensive study is required regarding the impairment of nental and physical functions, and aptitude. (Reference: Noise Center, League of Hard of Hearing, Nancy Nadler, M.E.D., M.A. Director) 	THAT THE LAX EXPANSION BE EVALUATED BY AN INDEPENDENT AGENCY AS TO FEASIBILITY AND COSTS AND COMPLANCE WITH THE CALIFORNIA ENVIRONMEN-	TAL QUALITY ACT. FULL DISCLOSCIE AND DETAILED BIALANDOWN DE TAUED DISCUSSION THE PROJECT PRESENT OR FUTURE WILL BE REQUIRED FROM THE TAXPAYER.	Practically, this three phase Airport Master Plan projects future airport growth and development to accommodate an estimated doubling of passenger travel by the year 2015. Such growth would have an excessive increase of adverse impacts on air and surface transportation in the Los Angeles Basin, especially impacting those communities within five miles of LAX.	LAX currently processes 54 million passengers and approximately 1.7 million tons of cargo per year. The proposed Master Plan expansion projects 98 million passengers and 4.2 million tons of cargo annually.	HOW WILL THIS HUGE INCREASE ÖF PASSENGERS AND CARGO BE DISPERSED RE- ALISTICALLY WITHOUT NEGATIVELY AFFECTING OUR GROUND TRAFFIC OF COM- MUNITIES AS WELL AS OUR RESIDENTIAL AIRSPACE?	

! have the wood dousn Lool During teries lite this Indea to term 7. 1 20 the Wasse lyears have been unbearable due to atypene rouse - When it rains its somell of the black Angleword of A glad to each ather AND - AND - 611 n David Keader. July 28, 1997 I came to helewood in 1955 a that much differentee they JUL 30 ''' ezkaweek-allthe and have reised my Boons in highwood. planes fly East (take-off) are also flock and have lived here served 1955 my (ear) doctor tell ne I touched a in lutude sek w Whention, David Reader attertime - recently it's ware. 3 ouid - vaparolouded sound - Como وعدر 2 alle to hear. In fact QND hearling - all due to the Thell it's not we need to phant sont "the plane of 10 1:1-1 a arren I alow develop d U ael 22/2 rudbud hack you sederek Donnor (I have nd Ę ung Rin 9 tonto, Orlo Dealth Sum Please check an ar morel into -Maria 1 that you or 2 ng " De Si Duffered Thoughte Cancer Timer P Neary Alavi

SONIA M. YOUNGLOVE, HSQ. 7713 Bosing Avenue Los Angeles, California 90045 (310) 670-6094 (310) 670-3846 (fax) (213) 739-7228 (fax)	July 16, 1997 Mr. David B. Kessler, AICP Environmental Protection Specialist AWP-611.2, Planning Section, Airports Division Federal Aviation Administration Western-Pacific Region P.O. Box 92007 World Way Postal Center Los Angeles, CA 9009-2007	 Re: Environmental Impact Statement Los Angeles International Airport Future Development Dear Mr. Kessler: Dear Mr. Kessler: The proposed future development of the Los Angeles International Airport ("LAX") is described in five named plans, Concepts 1,2,3,4 and the No Action Alternative, in the CEQA Notice of Preparation dated June 11, 1997 prepared by the Los Angeles Department of Airports. Concepts 1 through 4 involve major detrimental changes to the environment which are totally unacceptable to the members of Westchester and the many adjoining communities and cities. 	It does not take an environmental expert to realize that expansion of LAX impacts not only the El Segundo Blue Butterfly but, more importantly, the millions of residents currently residing in the west side of Los Angeles and the adjoining communities and cities.	We already live in an extremely crowded, congested and smog-prone area. We have freeways, such as the 405, which are already packed beyond its intended capacity. Any expansion of LAX will have a negative impact in every possible respect. There will be an increase in noise pollution, air pollution, air traffic congestion, and ground traffic congestion.	None of the expansion plans of LAX addresses the issue of the increased volume of traffic to and from the airport area. According to Table 1.2 of the CEQA Notice of Preparation
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COMMENTS ABOUT LAX EXPANSION Harry Bennison, 6422 W, 87th PL, L.A. 90045- (310) 641-2464	1. AIR QUALITY	2. NOISE	Will increase due to more flights, trucks and cars.	3. HOUSING	Values will drop, very few of the people working at LAX live in the immediate surrounding areas.	4. VISUAL AESTHETICS	Visually, LAX will be nice to look at.	5. TRAFFIC/CIRCULATION	Traffic congestion is bad enough now, with LAX expansion it will be gridlock.	6. EMPLOYMENT	This will not affect the immediate surrounding areas if current hiring practices continue, current workers come in from other areas.	7. WATER OUALITY:	Little or no impact	8. BIOTIC RESOURSES	9. LAND USE	Most vacant areas will become parking/storage areas - more noise and lower air quality due to trucks , cars, forklifts etc.	10. ENERGY CONSERVATION	No impact	11. SAFETY RISK OF UPSET	More air and surface traffic will increase risk of accidents	
	(Prepared by the Los Angeles Department of Airports, June 11, 1997, page 10), LAX planners project an increase of air passengers from 58 million in 1996 to 98 million in 2015. How are these additional 40 million passengers going to set to and from the simon? And use	going to add 40 million people to the Providence Freeway (405)? Those numbers do not even include the increased traffic as a result of the planned expansion of air carron from 1 o	million tons to 4.2 million tons.	According to the CEQA Notice of Preparation, the Department of Airports claims that "LAX's	emoency will continue to degrade as demand grows." (June 11, 1997 report at page 12). There need not be a degradation of service if LAX handles only those demands at its optimal capacity and sends the rest to other surrounding airport facilities.	As the population increases, there is always an increased demand in aimort facilities	However, the solution is <u>not</u> to have LAX accommodate this demand. LAX cannot grow any further. The collition is to rease other simulations other simulations and solution is to rease other simulations.	Air Ford Base, Particular of the material port and an port and an port and an and an an an an an an an an an an Air Ford Base, Pathadale, Ontario) are better able to handle the increased demand for airport facilities for both passengers and commercial carro		very truly yours,	Sonia Burylone									2	

Harr Benilson, 6121 W. 210. EL. A. 9065-6101.641-2464 Page 2 Page 2 Page 2 I.a. LGHTXSHADOW EFFECT What does this mean? I.a. LGHTXSHADOW EFFECT What does this mean? I.a. DEBLC/SERVICEX/UTLIFEX Expect to grow to suit LAX only. I.a. Expect this to increase but by lower income families, private homes will be replaced with apartments -higher income families, private homes will be replaced with apartments -higher income families move elsewhere due to noise and air pollution. I.a. CULTURAL RESOURCES No impact. I.b. GEOLOGIC/L/LGRADING LSSUES What does this mean?	Algo 21, 1991 RECEIVED July 22, 1991 RECEIVED July 22, 1991 Rent Avenue Homeowners Association, of Momingside Park in the city of July 22, 1991 July 22, 1991 RETIT: ON TO CEASE AND DESIST THE LAX 2015 EXPANSION PROJECT Dear Sir. Pert Sir. Part Sir. We are the Fourth Avenue Homeowners Association, of Momingside Park in the city of light pattern of LAX Air Traffic, buth arriving and departing. Our community has been following the proposed plan to expand LAX, with great interest because impost on the quilty of life in our community. Algo 20, 1000 Specifically, we are: Opposed to the increased airplane traffic and NOISE over our homes. Specifically, we are: Opposed to the increased airplane traffic and NOISE over our homes. Opposed to the increased airplane traffic and NOISE over our homes. Opposed to the INERATION of our homes caused by low-dying airplanes. Opposed to the INERATION of our homes caused by low-dying airplanes. Opposed to the INERATION of our homes caused by low-dying airplanes. Opposed to the INERA TRAFTON of our homes. Opposed to the INERATION of our homes caused by low-dying airplanes. Opposed to the INERA AND DESING (Liquid Parciander matter) spaying our homes. Opposed to the INERATION of our homes caused by low-dying airplanes. Opposed to the INERA AND DESING (Liquid Parciander matter) spaying our homes. Opposed to the INERA
	Therefore, let it be known that we the undersigned homeowners and residents of the FOURTH AVENUE HOMEOWNERS ASSOCIATION do hereby oppose, and object to the proposed LAX 2015 Expansion Plan in all of the 4/5 design concepts submitted for public review and comment, and urge the Constensus Planning Committee, et., al., to terminate the current expansion project and direct any new expansion to another location.

PETITION TO CEASE AND DESIST THE LAX 2015 EXPANSION PROJECT

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SIGNATURE LIST

HOMEOWNER/RESIDENT	ADDRESS	PHONE NUMBER
Serior and Darnell Wade	9612 4 HI AUC	213 755-7355
Matti Suy Jamson	9 60Ko 4th M	213 755-3383
San Parts	9427 4th ane.	213 755-8116
Helen Major	9610-4 ave -	
mismigfle	GG2 & Hoth ave	2/3-754-8679
The man the seal	Pla30 - 4th ane	213)779-0904 213)756-0725
John of Marth	9205 4th m	- K131756-0728
Callenor Leuns	9710 4th ano	(213)779-0142
Saulito Darts	9716 4th ave	063/756-2824
Tar and mas flduidge M. Henry fr.	97a0 4th Que	(213)754-7953
Nabell.	9724 4th Ave	213 418 0408
They mad Rubus Section	9800-4th Ane	23-777-7786
LINTA Brandon Brown	9804 4TH AVE	(213)797-1508
Ebe could be	9810 Ath AVE	213-755-5023
And colles	· · · · · · · · · · · · · · · · · · ·	61
Rugithe G. CARSON	9809 4Th an	756 0696
ttoesten	9809 ATO ANT	756-0696
Servicion L. Wyster	9816 YTH AVE	717-7374
Debouh Hom	9820 you for	779 0990
Roybeth Bacing	9821 4th AUZ.	794-38-73
Hillerto Harcia	9821 4th ave	754-3573
Marma Z. Mc Luire	9817- 4.th. ane.	7770998
Bornic Blade	9513 5th Ane	755-5597
Mary Bulgues	9865 4th Gue	754-7716
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PETITION TO CEASE AND DESIST THE LAX 2015 EXPANSION PROJECT

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mag ma thomas Woods.	9617 4th une	213 756 0662
Mr.+ Mrs Raymond farrington	9623 4th Are	213-7554063
Mr. Moria In Dellert	96314th Ane	213-418-0482
mi mus Robert Mc Quene	9701 4 th am	213-754-8418
mr. # my. mety Potter	97 17 40 Ane	2,13-756-1153
adual Preston Mauharen	9711 4th ave	213-779-9510
Percy and Mattie Evans	9801 5. 4th Aue.	213777-0528
HARRY BULKLEY		
Somol Alma	9721 Ath AVR.	(23)755-958
Distant Shinson	4677 ofth Ave	R13)779-6035
WALFOR \$5 JUDITIT BROWN	9410 ATH AVE	213) 754-2293
Aldene 1 Shigh	9,500 - 4Th AUE	213)757-0044
The iem Q. deliver	9501 W. 4 th ADE	(213) 7556049
Most mis Cifford Brown	9507-4th ave.	213) 755-8818
M + Mrs William Stichen	9511 412 am	(213) 755-0925
Mr; Mrs Thursd Owig	9522 yr Au	213 777-2162
EM, I Mrs. Denge N Dotan	9517 H++ AVa	(213) -77-0567
RS Famor Carolin Tama	9521 4th Are	213-757-2956
Mr. + Mrs Roderick Games	9526 4th AVE	213-779-1899
Mrs. Chile 1/R - North	9533-475 AVE	2137548807
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PETITION TO CEASE AND DESIST THE LAX 2015 EXPANSION PROJECT

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HOMEOWMERRESIDENT	ADDRESS A	PHONE NUMBER
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Clermont Aiples	9321-4th ane.	(213)777-8336
Libley	9321- (ENUE	213-1778-336
Angelepart A Hendelson h	93334AVE	7544450
Karen D. Holmes	9407 4th QUE	213-756-5882
arthe the	9407 4th Ave	Some As About
posit walk	9400 4Th AUR	
An & stalt	9400 st Aul	213777-2771
Latte & Salken	9470 4# AVR	213 777-277
Walted Brown	9410 4th Are	213-754-2293
Borbarn Mitchell	9420 4 - ane.	213 757-143/1
James Motchell	275 W. 1015T JT_	213-756-1471
Some entitle	9420 4- ani.	213 757-1431
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Qudith & Brown	9410 Litte Ave	213-754-2293
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Maucela Cursantes	9306 4th A.VU	R13)777-6076
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PETITION TO CEASE AND DESIST THE LAX 2015 EXPANSION PROJECT

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Cynthie MyChen	9301 4th AUX.	(213) 754-8486
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BEXEN PRESS Tel (760) 929-0609 P.O. Box 1865 Carlsbad, CA 92018-1865

REMARKS PREPARED FOR THE FEDERAL INTERAGENCY COMMITTEE ON AVIATION NOISE (FICAN) PUBLIC FORUM

OCTOBER 4, 1996

PREPARED BY

BEXEN PRESS

BEXEN PRESS is a San Diego County publisher tracking government policy impacting real estate. Among our interests are airport land use, public finance and debt, the Endangered Species Act, water policy, transit, and incomebased housing.

For a number of years, we have followed the negative impacts of aircraft noise; in particular, at Santa Monica; Burbank; Long Beach; Los Angeles International; Sea-Tac; John Wayne; National and Dulles; Lindbergh Field; and our local general aviation airport, Palomar. Currently we are participating in deliberations on the Base Realignment and Closure Commission's (BRAC's)

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BEXEN PRESS FICAN Public Forum 1996

Page - 2

relocating helicopter and jet squadrons to Miramar and Camp Pendleton resulting from the closure of El Toro Marine Corps Air Station.

We are pleased to attend your conference. Attached are our remarks for your consideration.

BEXEN PRESS FICAN Public Forum 1996 - 3	BEXEN PRESS FICAN Public Forum 1996 - 4
The fact that FICAN exists, the number of agencies	Making matters worse in the United States is the lack
participating, the extent of the research underway,	of any high-speed rail or other ground transportation. Our
demonstrates the seriousness of aviation noise pollution.	airports are cluttered with short-haul flights because there
	are no alternatives.
Countless people are affected by it. Even more will	
be in the future because of increased traffic and constantly	People are terrified of airport expansion. Look at
changing flight paths.	what is happening in Orange County. South County
	communities are trying to scuttle any plans for a commercial
People affected by noise have no government advocate.	airport at El Toro. In San Diego County, helicopter
	squadrons are being sent to Miramar Naval Air Station.
For the last 25 years, developers, business,	Suddenly areas which have never experienced aviation noise
manufacturering, consumers, and motorists have paid a heavy	will be subjected to it, including the county's beaches.
price to clean up and maintain the environment.	
	The result? Siting a new airfield has become almost
Aviation, frankly, has had a free ride.	impossible, further crowding the existing airports and
	airspace.
The noise problem is world-wide. Recently, for	
example, 5000 people demonstrated in Paris; 3000 filed suit	Communities follow the policy of "divide and conquer".
against a U.S. base outside Tokyo. Even if every noisy	Northern Orange County wants to send its noisy air traffic
commercial plane were phased out tomorrow, the problem would	to El Toro; El Toro neighbors want to send it to March Air
not be solved.	Force Base in Riverside County; interests in San Diego want
	to develop Miramar as a civilian airport, but Miramar
What about the noise from general aviation? Why are	neighbors want no commercial traffic and so it goes.
military flights exempt from federal noise standards?	
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BEXEN PRESS FICAN Public Forum 1996 Page - 5	BEXEN PRESS FICAN Public Forum 1996 Page - 6
In spite of all the environmental reports we have read, all the meetings we have attended, it is obvious to us that mitigation for aviation noise will not work.	A surcharge would be applied to every airline ticket, every flight, whatever its type, every item of cargo. This money would create a revolving fund to pay regular royalties
Noise contour maps are nothing more than lines in the	to those impacted by aircraft noise.
sky with little relevance for single event noise and many other factors, weather being an important one.	This approach recognizes the necessity of air transportation, the problems it causes, the losses incurred,
There are not even real or fixed boundaries around	and the adjustments that are needed.
airports defining areas that need mitigation. What is close to an airport? Two miles, five, ten, more?	Compensation would provide a real incentive to reduce
	ossible level. Right now, except
Even if there was a noise monitor in every yard within	required phase-out of some planes, what real incentives are
five miles of an airport, it wouldn't reduce noise one	there?
decibel.	Why not, you may ask, compensate affected parties with
It is our understanding that airframe modification has	a one-time payment? The answer is obvious: who would pay
finite limits. If there is a new helicopter which doesn't	this tremendous lump sum? Only the federal government
cause vibration, we believe the Marine Corps and residents	an
around Miramar would like to hear about this right away.	benefit directly from aviation should bear the cost. Would a surcharge discourage aviation? How could it, when there
Please consider the following suggestions:	is no alternative.
1. <u>Compensation</u>	2. <u>Noise Caps</u>
Since you can't mitigate, compensate.	

BEXEN PRESS FICAN Public Forum 1996 - 8	after opportunity slip away, and now the city is out of	options.		Just why can't huge military bases such as Miramar also	carry some long-range international flights, with only the	latest technology and with strict controls on their number	and operation? The military, through fees, could boost	their shrinking budgets. We have found no legal statutes	barring such combined use.		5. Curfew	The FAA should make it perfectly clear that aviation	curfews are here to stay. Increased airfield capacity, as	we suggest, will offer aviation more operational options.		In conclusion, may we point out that the FAA has issued	strict noise guidelines for national parks "to restore	tranguility" 1 , and absolutely has the capability and	obligation to do the same for people.			Contact: Karla B. Mulry, President (619)929-0609		Associated Press." "Tour airlines try to shoot down new Grand Canyon flight limits". <u>San Diego Union-Tribune</u> . September 17, 1996.	
BEXEN PRESS FICAN Public Forum 1996 - 7	These are essential for every urban and suburban	airport. To go beyond this cap, the airport would need to	change its aircraft mix to favor only state-of-the-art	planes or have its flights assessed substantially increased	royalty fees.		3. General Aviation Study		There is a need for a detailed evaluation of just how	much general aviation contributes to noise, and what is	proposed to minimize this.	4. Expand the Number of Airfields		We are appalled that the base closure process has	resulted in closing airfields. We need more airfields to	relieve congestion, reduce the concentrated noise at many	airports, and reduce the need for airport expansion.		We have been told that planners see no need for an	airport north of Seattle. This is exactly the time to site	an airport, not when the tracts are already built.		Time is of the essence. San Diego has been trying to	develop a new airport for 40 years, letting opportunity	

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nd Family		<u></u>
Ъ,	740 3 th Street	fanhattan Beach, CA 90260

July 30, 1997

John L. Graham, Chief of Airport Planning Department of Airports Lax Master Plan One World Way, Suite 218 Los Angeles, Ca 90045

Dear Mr. Graham:

As concerned residents of the South Bay, We are writing to express our outrage over the proposed expansion of the LAX airport. We are aware that the proponents argue that the expansion is needed to accommodate the increased demand, but the results of such a venture on the surrounding communities must be considered. We have no doubt that the adverse effects on these communities would be numerous and very damaging.

First , traffic along Sepulveda and Aviation would increase. This would lead to increased noise and accidents. Noise has already increased from the unjust lowering of the flight ceiling for departing LAX airplanes. The FAA should not be allowed to permit such changes when there are obvious risks and annoyances to the people these planes fly over. The flight ceiling was low as it was and now it is simply ridiculous. LAX should abide by the same rules as the Orange County Airport. They are not allowed to let the airplanes fly anywhere near the surrounding homes. International industries cannot be allowed to forget the impact its activities have on the people who live around them.

The lower flying only heightens the problems an expansion would bring. Pollution is a perfect example. More planes, more construction, more cars and lower flying are all going to add to the already polluted Los Angeles area. The excuse should no be that LA is polluted as it is, so why does it matter. No!! Every politician, every company, and every resident should be working to reduce the hazardous smog and air quality of Los Angeles, so that we can start to live without fear of daily air poisoning. Expanding LAX is the wrong choice if Los Angeles is ever going to clean.

Another adverse effect of the proposed expansion would be decreased property value of the areas immediately outside the airport. Communities like Westchester, El Segundo and Hawthorne will find their property value reduced as there is more noise, and influx of unskilled low income families. As residents of Manhattan Beach we have found a profound respect and concern for the people of these communities in the last few weeks since the FAA changes. They have been putting up with the obscene noise and traffic of the airport for years and adding any more wood to the fire would be cruel and unusual punishment. Los Angeles afready has too many problems caused by too many people to accommodate the LAX's desire to be internationally competitive.

The only solution we see to this problem is zero growth for the LAX airport. We do not need more people, more traffic, more noise, more pollution, and certainly no more crime. We must work on cleaning up these communities instead of adding to the already chaotic problems they are facing. We are sure LAX will be able to work with the massive space it already possesses. What LAX really should do is downsize and give the cargo planes to another airport.

We write this letter, entreating you to think about the people around the airport and the harm it will do them if this expansion goes through. Think of the traffic people will be sitting through. Think of the noise people will have contend with as they try to unwind in their homes after a long day at work. Think about more shootings as communities loose monetary value. Think about zero growth for LAX.

Sincerely,

The Booras Family

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Page 2	5. LAX must install enough Fixed Base Operator Facilities to accommodate corporate and commuter jet aircraft and helicopters during and after the development period.		 As surface congestion escalates operators of corporate and commuter aircraft will also seek convenient alternatives to LAX such as Santa Monica Airport to avoid surface delays. 	8. Many thousand of residents live adjacent to and within a two mile radius of Santa Monica Airport and are exposed to environmental contaminants and noise pollution on a daily basis. We believe that both of these issues will increase because various types of aircraft will find it too difficult to do business at LAX and they will seek out other airports such as Santa Monica Airport. It is because of this that we want the FAA to look at the noise levels and the environmental contaminants that all communities surrounding Santa Monica Airport are exposed to now and to determine what these levels would be during and after the LAX Master Plan is completed.	9. We are requesting that the FAA evaluate the quantity of air pollution that is emitted by aircraft and where it is emitted into the atmosphere. Since a large part of aircraft emissions are released into the atmosphere at high altitudes where the effects of pollutants can be different and more severe than pollutants released at ground level.	Mr. Kessler, please analyze the tighter air standard benefits that would be implemented by LAX to comply with the Environmental Protection Agency new standards regarding air quality criteria and national ambient air standard for ozone and: particulate matter. <i>Please let me know when I can expect to hear from you with my concerns for quality of life, safety, and health</i> .	Sincerety, Sincer	Stanley Borvinick Irene Borvinick	cc: John L. Graham, Chief of Airport Planning	
STANLEY AND IRENE BOTVINICK 2822 Butler Ave. Los Angeles, CA 90064	July 28, 1997	David B. Kessler, Environmental Protection Specialist Planner DFFT_CTTTTTTTTTTTTTTTTTTTTTTTTTTTTTTTTTT	-	Have you ever witnessed a "C" series transport aircraft landing at Santa Monica airport, wheels collapsing after hitting Santa Monica Airport sign on Centinela Ave. and sliding down the run way. Well I did when I worked at Douglas Aircraft and all hell broke loss as this monstrous aircraft slid down the runway with people running every which way watching the aircraft leaking fuel with potential fire and explosion. Did it ever happen again? No, because these types of aircraft were no longer allowed to land at Santa Monica.	Now I understand that LAX is assuming a "go to hell" attitude and wants to redirect non commercial jets to Santa Monica airport. Perhaps the real issue that your department should really address is let's move LAX to areas that have the room for their growth into the 21 st century like Palmdale - Lancaster where runways exist for both commercial and noncommercial jets with much room for an ever growing LAX expansion.	However, since LAX wants to invade my neighborhood with pollutants, noise levels, and no safety concerns for me, schools in this area, or the population around the Santa Monica Airport, your ENVIRONMENTAL IMPACT STATEMENT /ENVIRONMENTAL IMPACT REPORT MUST ADDRESS THE FOLLOWING CONCERNS WITH ANSWERS FOR ME, MY COMMUNITY, AND ALL CITIZENS AND TAXPAYERS:	 Traffic Concerns on local streets and on the various Freeways (405, 10, and the 105). We are requesting that our community have representation on the LAX Scoping 	Committee. 3. Noise concerns (Monitoring, Sound Proofing) affects on our schools.	4. If Fixed Base Operator Facilities that service non-Commercial jet traffic such as small business and large executive jets are deleted in the LAX Master Plan an accelerated increase in corporate and commuter aircraft activity (including additional jet aircraft) will create devastating additional noise and pollution problems on other smaller airports such as Santa Monica and Hawthorne.	

Mr. and Mrs. George Servetas and Family 1857 6 th Street Manhattan Beach, CA 90266	The only solution we see to this problem is zero growth for the LAX airport. We do not need more people, more raffic, more noise, more pollution, and certainly no more crime. We may work on cleaning up these communities instead of adding to the already to the entry of the entry
July 30, 1997	chaotic products they are lacting. We are out CLAAA will be ably they will be ably and give the cargo space it already possesses. What LAX really should do is downsize and give the cargo planes to another airport. We write this lefter entreating you to think about the neonle around the airport
John L. Graham, Chief of Airport Planning Department of Airports Lax Master Plan	and the harm it will do them if this expansion goes through. Think of the traffic people will be sitting through. Think of the noise people will have contend with as they try to unwind in their homes after a long day at work. Think about more shootings as
One World Way, Suite 218 Los Angeles, Ca 90045	Sincerely,
Dear Mr. Graham:	Leave Sunt. J. D. R. L. D. N. L.
As concerned residents of the South Bay, We are writing to express our outrage over the proposed expansion of the LAX airport. We are aware that the proponents argue that the expansion is needed to accommodate the increased demand, but the results of such a venture on the surrounding communities must be considered. We have no doubt that the adverse effects on these communities would be numerous and very damaging. First, traffic along Sepulveda and Aviation would increase. This would lead to increased noise and accidents. Noise has already increased from the unjust lowering of the flight ceiling for departing LAX airplanes. The FAA should not be allowed to permit such chances when there are obvious risks and annovances to the people these planes fly	
over. The flight ceiling was low as it was and now it is simply ridiculous. LAX should abide by the same rules as the Orange County Airport. They are not allowed to let the	

a profound respect and concern for the people of these communities in the last few weeks Segundo and Hawthorne will find their property value reduced as there is more noise, and influx of unskilled low income families. As residents of Manhattan Beach we have found since the FAA changes. They have been putting up with the obscene noise and traffic of punishment. Los Angeles already has too many problems caused by too many people to Another adverse effect of the proposed expansion would be decreased property the airport for years and adding any more wood to the fire would be cruel and unusual value of the areas immediately outside the airport. Communities like Westchester, El accommodate the LAX's desire to be internationally competitive. is the wrong choice if Los Angeles is ever going to clean.

going to add to the already polluted Los Angeles area. The excuse should not be that LA

is polluted as it is, so why does it matter. No!! Every politician, every company, and

is a perfect example. More planes, more construction, more cars and lower flying are all

Angeles, so that we can start to live without fear of daily air poisoning. Expanding LAX

every resident should be working to reduce the hazardous smog and air quality of Los

The lower flying only heightens the problems an expansion would bring. Pollution

airplanes fly anywhere near the surrounding homes. International industries cannot be

allowed to forget the impact its activities have on the people who live around them.

4949-524 - 06 t 6/02/20 1776 Bryn Mewer Ave. Sunta Momen, L. 90405 ERIN NORRS

I am desery concurred by the small minority of investors in Seath Munice airport who with to increase incoming and and yoing encoupt at the South Munice Rigraph. I am amplety equared to the has lasters themes created hatthe seems to me unreasonable in legist of the traffic of its content level especially in light of albuing more and more jet leadings. Eleve Norreis secondary after the off above my house flim increase will greatly reduce and regionaly imput my quarty of life. I weisting that her prices, all life. Some propose, thank I have mere personally esed its sources, but any Numbing noise created by ancient by jet ful as well as the mind. presse in externs or incoming on H. John R

continued we and purther development of fet and belicopter that is sente more I am writing this letter to protect the Arright. I have lived at the corner of Butter Are 74-05+1 John L. Draham, Chief of August Planning Dear dir:

the operation grow from a gruet single properties driven private hotty type activity to an increasingly norey, polluting cind Brook haven for 31 years and have seen With Today Concerns for improved environmenter and pollection standerdes it is inconceivable that bit an craft with no amog control equipment are and dangerour commercial venture

pert from residental home when people up an run ways only a few hundred allowed to be tunned and warmed are known and raising children on a twenty fair, have boers.

J. M. Savitum D.V.M. Thank you for this consideration. Smeerely 2684 Buttlen Aux

1 A N. 0.1 90064

uly 28, 1997

One World Way, Suite 218 Los Angeles, CA 90045 Chief of Airport Planning Department of Airports LAX Master Plan ohn L. Graham

Dear Mr. Graham:

Airport. All four of the proposed plans would significantly reduce the quality of life for growing list of people opposing any and all expansion of the Los Angeles International My family resides in the City of Hawthorne and would like to add our voice to the citizens in the South Bay area The noise and air pollution caused by the proposed expansion would have an unknown affect on the health of all of our families, with the elderly and children being the most at risk. Los Angeles International Airport has simply run out of room in the South Bay and should start looking at alternatives such as El Toro, Pomona or Palmdale for its expansion needs

Angeles International Airport to acquire the Hawthorne Airport, is particularly disturbing on the citizens of the Hollypark housing tract will be devastating to their health, peace of Hawthorne into a bustling metropolitan commuter center. The noise and traffic impact mind and to property values. In addition, Plan Four will have a devastating affect on all here is already too much noise, traffic and air pollution-we do not need to add more! While we are opposed to all the proposed expansion, Plan Four, which calls for the Los homes in its flight path; which includes much of the City of Hawthome (including the Hollyglen area where my family lives) and parts of El Segundo and Manhattan Beach. to us. It turns a quiet airport next to one of the nicest residential areas in the City of

We urge you to choose Plan Five: NO EXPANSION AT LAX!

Sincerely,

CA. 70250 City, State and 11 414 Mass. Planter of Auna Signature Address

Phone Number Algultures CA 700

begratere : Thole & Server Signature . Clinton of Spurls

For this batch, 19 expirs of those luffars were recoved from cuffurent Residents.

CA 90266 200 à dec 9 20002 Dear mu. Eren 28,1997 9 5 er. Left. لم م Lore d 240 t' 5 d l b 9 22 q

Albert and Yolanda Marmolejo 6540 West 84th Street Los Angeles, California 90045

July 30, 1997

Dear Mr. John Graham,

In 1979, we bought our home in Westchester. We felt the community would be a great place to raise a family. Since 1979, we have remodeled our home and have 2 wonderful children. In 1989, we bought an apartment building in Westchester located at 5843 95th Street. We felt at that time that it would be a great investment. The building is close to the airport and the hotels. We invested a lot of time, money and energy in this building. Unfortunately, the economy dropped, the hotels let many of their employees go, as a result we have had many vacancies. Never the less, we still maintain our building. Even though the economy is beginning to improve, we are very careful to whom we rent the units so that the building continues to be a safe one. We are in contact and cooperate with the office of Councilwoman Ruth Galanter and the police department to improve the area surrounding our units.

With the news of the LAX MASTER PLAN PROJECT, we are delighted to hear that there would be a possibility of having our apartment building acquired by LAX. This letter is being written to you to let you know we would very much like to have our building acquired t by LAX. We know with the expansion of the alrport, there will be more noise, traffic and pollution. We would also ask that in your planning you take into consideration all of us who plan to remain in Westchester and that you do your very best to reduce as much as possible any environmental problems that may arise with the planning of enlarging the alrport.

allert Mule manuly Sincerely,

Albert and Yolanda Marmolejo

1997 David Voorhies 2610 Barry Ave. Los Angeles, CA 90064	John Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way #218 Los Angeles, CA 90045	Re: EIS/EIR Dir sir:	I am writing to strongly request that the following topics be given full consideration in the cations made to planning documents:	od (Sania Moni- The study of expansion strategies for LAX must include an analysis of potential "dispersal" effects of planned actions, regardless of whether such effects are explicitly part of any strategy, or simply indirect consequences.	overflow. Specifically, we are concerned with the potential of increased air traffic at surrounding small ausiest airport in airports, and the environmental and safety issues for residents and schools that this may entail. In seek more conservated and effects on property values are also relevant. If a dispersal strategy is to be considered it should weigh the effects of decentralization for major carries to major airports. by aircraft pollu- vs. small craft dispersal to local airports.	ed on piss poor We consider the situation in our neighborhood, adjacent to Santa Monica Airport, already intolerable, and contrary to policies effect when we moved here 20 years ago.	Another topic that is relevant to the study, is consideration of enabling some power at the local level to control selected air policies. Specific examples might include: regulation of minimum helicopter and airplane height and noise levels; possible prohibition of aircraft "shows" (of which we have had our share here) over high density urban areas; limitation of pleasure and/or tour type sights over urban areas; possible regulation of very low-flying, ad banner-towing, stress-inducing aircraft over highly populated areasan environmental and health-affecting outrage).	Respectfully, 2 MJ	Christon Voorhies David Voorhies Gail vanderBie
July 30,	Department of Airports, LAX master plan One World Way, Suite 218 Los Angeles, CA. 90045		Attn: John L. Graham I would like you to inform us about the following changes made to LAX including the modifications made to the Event Rase Onerators Earclitties These constants handle noncommercial let traffic for the airport and	my concern is that should their activities be curtailed or removed outright, my neighborhood (Sania Moni- ca) will suffer. Please consider the following questions during the scoping process: Increase in Traffic for the west side (Westchester north to Santa Monica).	 Noise concents due to the possible increase in Jer trainc. If LAX reaches maximum capacity will Santa Monica Airport be forced to handle the overflow. If LAX reaches maximum capacity will Santa Monica Airport be forced to handle the overflow. Since the Metro rail conveniently ends at a water theme park and not at the fourth busiest airport in the world, what is going to happen to the surface streets. Will commuter aircraft seek more conveniently ends are adverted and and a the fourth busiest airport in the world, what is going to happen to the surface streets. Will commuter aircraft seek more convenient alternatives to avoid the surface delays. How will the surrounding community in and around Santa Monica Airport be affect by aircraft pollution especially since Jet aircraft pollutants can reach higher into the atmosphere. Will LAX be properly redestande as to minimize the negative effects to the community as a whole 	or will it end up like the Metro rail and subway. Good ideas and intentions wasted on piss poor planning.	We would appreciate a response to our justified concerns. Please mail information to the address listed below. The Woods Family 2223 Navy Street Santa Monica, CA. 90405	Thank you Mark Woods	-WW

725 36th Street ♥ Manhatran Beach, CA 90266 ♥ Phone: (310) 545-7462 ♥ Fax: (310) 545-1751 purpose of this letter is to request that you make certain flight patterns over our California. It has become extremely apparent that flight patterns for LAX are increasing loud airplane noise, and have seen jets directly overhead. The being diverted over our neighborhood. My husband and I have noticed My husband and I are homeowners in Manhattan Beach, RONALD SCHENDEL felly Schendel & Association KELLY SCHENDEL Your written response is appreciated. Very truly yours, July 31, 1997 KURE Manhattan Beach City Manager Manhattan Beach City Council One World Way, Suite 218 neighborhood are stopped Chief of Airport Planning Los Angeles, CA 90045 Department of Airports Dear Mr. Graham: LAX Master Plan John J. Graham ö As a California taxpayer and resident of Westchester, I am concerned about the proposed LAX Master Plan Projects. Currently, noise dust from airplanes already pollute our cars and windowpanes; we're conversation, and even prayer during Mass. I am concerned that the that it will get better. At present, I am very concerned that pollution concerned about safety. We all know that the pressure of deadlines and safety issues are not a high priority for the planning committee. Thank you for your attention. I look forward to reading your reply. polution, and safety, explaining how each would be affected by the proposed expansions will further disrupt these activities. Dirt and unsure how it affects our lungs, but the proposed expansion of the airport, with resulting increase of air traffic, makes me concerned same must apply to traffic in the air. In particular, the increase in projects. Before making LAX any bigger, we all must be convinced combined with the frustration of heavy traffic increases danger to drivers and passengers on our roads and highways. Certainly, the Please respond to the above concerns regarding noise polution, air Los Angeles, CA 90045 Master Plan proposals, before implementing any of the expansion air traffic cannot but increase stress from missed deadlines and Theresa Marie Decker about health risks related to airport pollution. Finally, I am 6707 W 87th Place polution from the airplanes interferes with study, work, Mr Jack Graham, Chief of Airport Planning increase anxiety from the heavy traffic. Los Angeles Department of Airports World Way, Room 218 LAX Master Plan Project Los Angeles, CA 90045 7461 ap 1942 Dear Mr. Graham: House h Sincerely,

Some of us, however, paid significantly more for our homes, expressly to avoid that noise and pollution and the health hazards they would represent to our families. We have paid for quiet neighborhoods, and are opposed to any expansion of the Los Angeles International Airport as During the 25 years that I have lived in the South Bay area, I have been less than sympathetic to noise-and-pollution complaints from young families who have knowingly moved into homes underneath the existing LAX flight path. They knew about the problems and bought the homes In Hollyglen, we are particularly concerned with Plan Four which calls for LAX to acquire the Hawthorne Airport. There is more than enough noise from the light aircraft which fly out of that airport as it is today. Any increase in traffic or expansion of types of aircraft would significantly reduce the quality of life for residents of Hawthorne, El Segundo and Manhattan My family, my neighbors and I urge you to select Plan Five, i.e, NO EXPANSION OF LAX! Margaret (Maggie) L. Mills 13322 Hansworth Avenue Hawthorne, California 90250 a threat to our peace of mind, health and property values. anyway. It came with the territory. One World Way, Suite 218 Los Angeles, CA 90045 largafet (Maggie) K. Mills Chief of Airport Planning Department of Airports Dear Mr. Graham: LAX Master Plan John L. Graham cc: file July 30, 1997 incerel Beach. the Luglewoon, CA 90301 2 4859 WEST 97th St. 14X thread here alas Jupque RALPH & MURIEL PREY Interven A 4 IL - and we can with regard to the LAX Master Ran affancion of July 31, 1997 hund the and ten the ever iereas, an ho ded bas hing needer my an mean b go su record ABCBLO Juppon being the ade current active running (24 \$ 25) we une ma tre ier of dai 22 Pood partic 24 Fur give docerner auport, as property owners rade LANN AME increase the one with to Pose offerta & spand or more and itur ai Dur prince reader instra LAX MASTER PLAN OFFICE ancone Los Au Geles, CA 90045 increasing as the number of Raden with twokeeway Room 218 the we no to Ben mr. Graham Ĵ 9 A and base deteriorsted, as has the soit accumulated J current MR. JOHN GRAHAM end an your public course fill halks seals with 4 on the dowing The Lercon ze jet f mont , Sullar K in 1710 an Die reknow to the local

July 30, 1997

John L. Graham Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045

Dear Mr. Graham,

My fiance and I have recently bought a home in the Sunset Park nemorphond, a few blocks west of the Santa Monica Airport. We are very concerned that the LAX Master Plan may severely effect our neighborhood welfare and property values. When we purchased our home a few months ago, we were well aware of the small <u>airplane</u> traffic from the Santa Monica airport. It has come to our attention that there is a possibility that more small <u>jet</u> traffic may be diverted to the Santa Monica airport.

We are vehemently opposed to this. As it stands now, the few jets that fly out of the Santa Monica Airport border on deafening. I can't even stand in my yard and speak with someone only a few feet away when one of those jets flies over. We would be very happy if <u>all</u> jet traffic was banned from the Santa Monica Airport. This would eliminate excess noise pollution and environmental pollution. These aren't our only concerns. We have invested a large amount of money in our new home and we are very concerned that the value of our home will deteriorate if more jet traffic is allowed at the Shuta Monica Airport.

We bought a home in this nerborhood to start a long, happy, and fruitful future together. Please, realize that your decisions effect a lot of families, children, and our local community spirit.

We strongly urge you to keep jet traffic where it belongs: At LAX,

Sincerely,

Cashan.

Cathy Larson

Roger Allen

なる

1722 Bryn Mawr Àve, SAnta Monica, CA 90405-5914

Paul F. McCaul Attorney at Law 1334 Park View Avenue Suite 100 Manhattan Beach, California 90266 (310) 546-8100 Fax (310) 546-8101

July 31, 1997

John L. Graham Chief of Airport Planning Department of Airports LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045

Dear Mr. Graham:

My wife and I are homeowners in Manhattan Beach, California. It appears that flight patterns for LAX are being diverted over our neighborhood. My wife and I have noticed loud airplane sounds and have seen jets overhead. The purpose of this letter is to ask you to make certain not to allow flight patterns over our neighborhood.

Your written response will be appreciated.

Verv truly yours,

PAUL F. McCAUL

PFM/ksa

cc: Manhattan Village Estate Homes Association Board of Directors

INTERNATIONAL BUSINESS CENTER	July 29, 1997	John L. Graham Chief Of Airport Planning	Lax Master Plan One World Way, Suite 218	Los Angeles, Ca. 90045 Dear Mr. Graham:	I picked your name up from the LA Times while reading about the proposed LAX expansion. I am one of the managing general partners and involved in the day to day leasing and operation of two separate multi	terant industrial facilities know as the International Business Center and Hindry Business Park. The facilities are located at 419-423 Hindry Ave. and 420-460 Hindry Ave The facilities total approximately 90,000 square feet , are heavy in office usage and the 35 businesses are primarily tied to the LAX operation in that they are customs brokers or freight forwards.	As you will note our location is directly under the landing path for the north runways for LAX. Currently the runways are approximately 1 mile to the West. In reviewing the proposed expansion plan the runways	will be extended to within 1/4 mile of the facilities. My concern revolves around the increase in noise by moving the runway closer. Currently the 35 business within the two parks do not have a problem with the noise, however moving the runways closer and therefore lowering the altitude which the planes pass directly over the facilities will negatively effect the ability of the business to communicate over the phones and within the offices.	I would like to see some discussion about the effect of noise on the business in the glide path. Possible starting a noise insulation early in the LAX expansion program so that the current business will remain or as a last resort I believe LAX should nurchase additional properties which will be negatively affected by	the expansion. Looking forward to your comments and I will continue to follow the LAX Master Plan proceedings.	Sincerely,	Kenneth G. Haydis Remethof. Haydis International Business Center		P.O. BOX 3273 • MANHATTAN BEACH, CALIFORNIA 90266 • (310) 645-6077 • FAX: (310) 645-0522
2734 Ceilhunt Ave Los Angeles, CA 90064 July 30, 1997	John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218	Los Angeles, CA 90045	Dear Mr. Graham:	It has come to my attention that you are presently in the process of creating an Environmental Impact Statement/Environmental Impact Report with respect to LAX, which may have consequences to the neighborhoods surrounding the Santa Monica Airport. I live in North Westdale,	near to, or on, the flight path to Santa Monica Airport and it is in connection with this undertaking that I am directing this correspondence to your attention.	During this "Scoping Process" please document my objection to any proposal which would negatively affect the quality of life in this neighborhood. This a community, not a loose aggregation of independent people. Residents of this community have invested more than just	money in nontes and schools, they have invested themserves in making uns a good place to five and raise a family.	Decisions now being formulated with respect to development at LAX do not exist in a vacuum. They have far reaching consequences. The LAX Master plan must, first and foremost, take into consideration the impact to the community surrounding the Santa Monica Airport. Noise and air pollution must be addressed. Increased traffic, including small and large executive jets and heliconters. hrines further devastation communities already realing them.		 A community representative needs to be a part of the LAX Scoping Committee. Fixed Base Operator Facilities must be included in the LAX Master Plan. Surface congestion and air side capacity cannot simply be alleviated by diverting traffic to 	 Santa Monica or other small aurports. Environmental contaminants must be evaluated and controlled. All EPA standards must be addressed and implemented. 	Thank you for your consideration and please advise as to when I may expect a response to the above listed concerns.	Very truly yours. De All Rex L. Altman	

Playa del Rey, CA 90293 7333 Vista del Mar Lane **Rebecca White Ennis**

July 30, 1997

Department of Airports, LAX Master Plan One World Way, Suite 218 Chief of Airport Planning Los Angeles, CA 90045 John Graham

Dear Sir:

The DC 9's, 737, 727 that are still running the loud engines that should have been stopped twenty 82 to 92 decibels that is what I contend with in my home, each and every time a jet takes off. years ago are still crackling and they do hit the 92 decibel level reading.

I live in a sound proof home, except we do occasionally like to open a window, enjoy the ocean breeze, or go out and enjoy the ocean views in one of our patios. The airport has prevented us from enjoying our lifestyle that we worked so hard to acquire. Back in 1976 when I moved in the problem with noise was minimal compared to what it is today. your concept three (3) putting a runway right out near our homes and at the ocean. I think it is a Now with the thought of expanding the airport including putting the runways further north and fair time that you do the right thing.

the only residences that are effected by the noise are the ones at the exit sides of your runways in Expand the airport, buy the property needed. You don't need to buy all of Westchester, because the "V" pattern, which I have seen graphs and charts on from the airport authority on noise.

Telecce Not The Sincerely,

Rebecca White Ennis

Graham Mr. John L. Gra July 31, 1997 Page 2 a runway west of Pershing Boulevard, due to the noise and safety problems created by locating a runway within one block of the beach. Such land would be more appropriately used as a golf course, a concept for which there is considerable community support.

I am further concerned about the addition of runways within the confines of LAX, which will inevitably result in a greater frequency of aircraft turning early before reaching the water. This concern was reinforced early one morning during the week of July 7, 1997, when I observed an aircraft repeatedly taking off and making an immediate right turn, with its flight path paralleling Lincoln Boulevard. Such a flight pattern would have a severe sound impact on thousands of residents who are presently minimally affected by aircraft noise.

I also have a great concern regarding the increase in flight traffic during the late evening and early morning hours. During the week of the tugboat pilot strike at the Los Angeles Harbor, there were continuous outgoing flights during these hours which were greatly disturbing both to me, my family and neighbors.

In summary, I am opposed to all four expansion plans and I am a proponent of the regional airport concept, with the development of an international airport in the Palmdale/Lancaster area.

Ramsey Very tryly yours, Lawrence R. б

LRR/vmg

0035682.01

Bowman and Brooke

ATTORNEYS AT LAW MINNEAPOLIS • PHOENIX • DETROIT • SAN JOSE • LOS ANGELES

> 19191 South Vermont Ave. Suite 1000 Torrance, CA 90502-1002 Mark V. Berry John D. Dwyer Carol S. Ravesies H. Franklin Hostetler, Telephone 310/768-3068 Fax 310/719-1019

OS ANGELES

July 31, 1997

Chief of Airport Planning Department of Airports LAX Master Plan Project 90012 1 World Way, Room 218 Los Angeles, CA 90012 John L. Graham

Dear Mr. Graham:

MINNEAPOLIS

written testimony regarding environmental information to be included in the Environmental Impact Reports for proposed This letter is submitted in response to your allowance of LAX expansion. 150 South Fitth Street Sulte 2600 Minneapolis, MN 55402-4244

Fax 612/672-3200

Telephone 612/339-8682

adjacent to my property, but in no way did I anticipate the amount of airport expansion that has taken place. The extent of expansion, with associated noise, traffic and pollution, has affected not only my enjoyment of the property, but our property value as well. I am a resident of 7517 Trask Avenue in Playa del Rey, and have lived here for the past nine years. At the time I moved in, I recognized the airport's presence in the area PHOENIX Suite 1700 Suite 1700 Phoenix Plaza 2929 North Central Ave. Phoenix, A2 85012-2761 Telephone 602/248-0899 I have reviewed the four proposals related to airport expansion. I am also aware of a fifth proposal; no airport expansion. I am in favor of this unsolicited fifth proposal, and believe that the welfare of both the residents of neighboring LAX communities, as well as Los Angeles citizens in general would benefit by not earmarking LAX expansion as the long term solution for Los Angeles. The regional airport concept would be a greater benefit to all pollution and traffic. Furthermore, it is my understanding that the palmdaleLancaster area is ready, willing and able to host the presence of an international airport at that location.

DETROIT 1800 Fisher Building 1800 Ti West Grand Blvd. Detroit, M. 48202-3099 Telephone 313/871-3000

Fax 313/871-3006

Fax 802/248-0947

It is my belief that all of the four proposed airport expansion plans are flawed for the reasons stated above, however, I have particular concern for the plan which places

SAN JOSE Suite 1150 160 W. Santa Clara Street San Jose, CA 95113-1700 Telephone 408/279-5393

Fax 408/279-5845

major problems we have to cope with daily. Traffic to move passengers and freight to and from LAX is on many occasions very heavy and slow moving. Adding to the number of flights will compound this already difficult problem. current location. As everyone in Los Angeles County knows, the number am writing to express my concern over possible expansion of LAX in its of cars and moving them on the current roads and expressways is one of

As you know real estate is expensive in Los Angeles and represents the major investment and savings for many residents including those living about the airport. To enlarge the airport will undoubtedly diminish the value of these nomes.

I am retired and spend much time gardening, enjoying my small yard and the outdoors. There is even now much air traffic and the accompanying noise from the aircraft that fly over our area, whether it be military, commercial or private. It is an objectionable and significant disturbance and distraction. We make many trips to and from the airport for a variety of reasons. We would a sparsely populated area if more airport space is needed. The quality of life be most willing to travel the necessary distance to have an airport located in for all people living in the area of LAX would deteriorate, property values decline and the area would lose much of its desirablitiy. There would be an accompanying decline in the economy in this area and the tax base.

Allen H. Holt (310) 546-2899 14 Westport, Manhattan Beach, CA. 90266

ohn Broken, Chief og hinpost (Hennig, Deres for der 20x hostor An Pryoet-224 24 Kall Will the gyponen mede an arter ? - g/forman went an now links & they ung lai Λ. litereour danger in regard to mid an Reme Collinin, on auches an The grand How may man mease in had around How much will the approved at LAK through me aident will be & & flyng in the are? How many energinal landery his april it Lat now? Thank you for offering to include written testimony regarding the appropriate scope and content of the environmental information to be included in the Draft EIS/EIR. Los Angeles, California 90045 Home (310) 216-7684 Fax (310) 216-0562 Ralph Goldheim 8707 Lilienthal Avenue John L. Graham, Chief of Airport Planning Department of Airports LAX Master Plan Project I World Way - Room 218 Los Angeles, CA 90012

July 29, 1997

Dear Mr. Graham,

As a resident of Westchester, I would like to register my strongest vote <u>against</u> the expansion of the LAX airport. All four plans negatively affects the residents surrounding the airport.

running property which is what your own people told me. Unless you want to buy up all the property around the airport, stop ruining the environment and lowering the value of our inadequate to assess the noise impact of your four expansion plans. I have the report, and know you have new software in your noise abatement monitoring office but that it is not your noise monitor placement is ridiculously insufficient to base a noise standards study I have studied all four possible expansion plans and do not think the noise mitigation standards have been handled adequately. Basing so much planning on the LAX 4Q94 (most recent) quarterly report is a good example about how your office is entirely on. I am a qualified audio engineer and am familiar with your decibel reading system. properties.

The bottom line is: the LAX noise affects the quality of life of your neighbors. If you really want to "be a good neighbor" or are truly interested in good business you will slow your expansion down and listen to us.

Ralph Goldh Sincerely,

July 28, 1997	. Graham, Chief of Airport Planning, Ld
John L. Graham	uavid Kessler, Environmental Protection Specialist Planner, FAA
Chief of Airport Planning Department of Airports	FROM: Concerned Residents of Westchester
LAX Master Plan	SUBJECT: COMMENTS ON THE LAX MASTER PLAN
One world way, outle 218 Los Angeles, CA 90045	
Dear Mr. Graham:	a. Serious re-evaluation of the LAX 2015 Expansion Plan; and b. Consideration of the major concerns listed below in the Environmental Impact Statement/ Environmental Impact Report (EIS/RTR)
My family resides in the City of $\mathcal{C}_{A\mathcal{A}D\mathcal{C}}$ and would like to add our voice to the growing list of people opposing any and all expansion of the Los Angeles International Airport. All four of the proposed plans would significantly reduce the quality of life for citizens in the South Bay area.	1. The additional surface traffic and the planned resolution in the Plan will further isolate Westchester residents, making travel to the north, south, and east even more difficult than at present. It does not make sense to bring so many people
The noise and air pollution caused by the proposed expansion would have an unknown affect on the health of all of our families; with the elderly and children being the most at risk. Los Angeles International Airport has simply run out of room in the South Bay and should start looking at alternatives such as El Toro, Pomona or Palmdale for its	from so far by car, bus, and taxi to this location with very poor access. 2. The air pollution that we now have is excessive; the increased air traffic is a serious health hazard to local residents.
expansion needs. While we are opposed to all the proposed expansion, Plan Four, which calls for the Los Angeles International Airport to acquire the Hawthorne Airport, is particularly disturbing to us. It turns a quiet airport next to one of the nicest residential areas in the City of Hawthorne into a bustling metropolitan commuter center. The noise and traffic impact on the citizens of the Hollypark housing tract will be devastating to their health, peace of	3. The increased air traffic in the narrow corridor for LAX would be extremely dangerous. Pilot organizations have reported that LAX now is among the most dangerous in the country. In the evening, we can see the lights from 8 or more airplanes on approach to LAX. The increased crowding threatens the airplane passengers, the hotels between runways, and the nearby residents.
mind and to property values. In addition, Plan Four will have a devastating affect on all homes in its flight path; which includes much of the City of Hawthome (including the Hoftygian area where my family lives) and parts of El Segundo and Manhattan Beach. There is already too much noise, traffic and air pollution—we do not need to add more!	4. Planning for 2015 is too short a time period, since it only postpones the eventual need for additional locations for regional airports. At this time, the plan should include development of regional airports at Palmdale and other, locations.
We urge you to choose Plan Five: NO EXPANSION AT LAX! Sincerely	Xhan L' Dickton
	Margie d' Andrhom
$\begin{array}{cccc} Duc U U A grow Signature \\ \hline Gail U I // // i a m S Name \\ \underline{1997 U 1397 57} \\ \hline Caneber U A gue St \\ \hline Caneber U A gue St \\ \hline Phone Number (optional) \\ \end{array}$	DEAN & MARGIE LINDSTROM 7503 W. 89TH STREET UN A JOY J997 LOS ANGELES, CA 90045
	CC: Dervid Hessler, FAA

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BHA BEVERLYWOOD HOMES ASSOCIATION 239 1/2 South Beverly Drive, Suite 200 Beverly Hills, CA 90212

39 1/2 South Bevery Linve, Suite 200 Beverly Hills, CA 90212 (310) 276-3463 FAX (310) 276-3767

July 30, 1997

Mr. Jack Graham City of Los Angeles, Dept. of Airports LAX Master Plan 1 World Way, Room 218 Los Angeles, CA 90045-5803 **RE: Notice of Preparation for the LAX Master Plan**

Dear Gentlepersons,

The Beverlywood Homes Association is comprised of 1354 homes in West Los Angeles. Beverlywood is a wholly residential community that is currently unaffected by aviation noise from IFR traffic. Our association addresses the following comments regarding the Notice of Preparation for the LAX Master Plan to both the applicant and co-applicant. The Environmental Impact Report should examine the changes that LAX expansion will have upon regional airspace efficiency and specific attention should be given to impacts upon designated reliever airports and their airspace. Specific questions to be addressed should include; will LAX expansion prevent designated reliever airports from supporting existing high-performance aircraft operations? Will LAX expansion require designated reliever airports to curtail existing high-performance operations? Will LAX expansion number any of the existing alternatives, or any alternative that may be adopted, require designated reliever airports to install and operate navigational aids which would redirect. IFR traffic over residential areas previously unaffected by IFR traffic?

The Environmental Impact Report should examine the effects the four proposed alternatives will have upon the configuration and boundaries of LAX Class B airspace and the impacts caused by changes in LAX Class B airspace. Specifically, attention should be given to the extension of LAX Class B airspace to areas north of F-10, the current northern boundary, which are primarily residential and noise-sensitive. It is this organization's position that extension of LAX Class B boundaries into unaffected areas, such as Beverlywood, will increase the level of community noise exposure resulting in a loss of value to homes so affected and a subsequent loss of property tax revenues to Los Angeles County. Therefore, the Environmental Impact Report should examine the social and financial impacts caused by the introduction of aviation noise from expanded LAX operations into areas that are unaffected by aviation noise from expanded LAX operations into areas that are unaffected by aviation noise from expanded LAX operations into areas that are unaffected by aviation noise from expanded LAX operations into areas that are unaffected by aviation noise from expanded LAX operations into areas that are unaffected by aviation noise from expanded LAX operations into areas that are unaffected by aviation noise from expanded LAX operations into areas that are unaffected by aviation noise from expanded LAX operations.

The Environmental Impact Report should examine the effects upon airspace safety, airfield safety, and community safety caused by LAX expansion. Specifically, expansion concepts one, two, and three add additional runways to the airfield, yet it is unclear how the modified airfields will be used given that these three alternatives place smaller and slower commuter aircraft operations alongside heavy jet operations. Any other effects of the expansion alternatives upon airspace efficiency and safety should also be addressed.

LAX Expansion plan concept four calls for the re-configuration of Jack Northrop Airport and a dedicated roadway installed along existing right-of-ways. This concept appears to have significant adverse impacts upon the City of Hawthorne, yet it also requires a highlevel of cooperation from Hawthrone residents and Hawthorne city government. This concept is therefore highly problematic. The EIR should address the steps that will be taken to re-work concept four if cooperation from the City of Hawthorne is unobtainable. Mass transit access to LAX is highly limited and O&D passenger traffic is primarily serviced by private passenger automobile, shuttle bus, and taxi services. The impacts upon surface streets and highways resulting from LAX expansion should be fully discussed, not only with regards to streets and highways within the immediate vicinity of LAX, but also along the major transportation routes that feed into LAX. Additionally, it is unclear how and where vehicles left by expanded O&D passenger traffic will be parked. The EIR should include a discussion of the amount of expansion that can be supported by existing parking facilities and how much parking will be required by the four proposed LAX expansion concepts. Finally, this organization is unaware of any discussion calling for a regional approach to supporting the projected increases in passenger and freight traffic. We would welcome and actively participate in any discussion about a regional solution, such as expansion and conversion of Pt. Mugu NAS in Ventura County and El Toro MCAS in Orange County, or any other proposed regional solution.

/ice-President arby Zehnder

cc: Greg Bernstein, President Traffic Committee

Board of Directors

NORTH WESTDALE NEIGHBORHOOD ASSOCIATION	Santa Monica Airport has already experienced a tremendous increase in IFR departure delays as a direct result of the severely congested air space at LAX. These delays affect
July 30, 1997	homes in WLA which are within 200 to 300 feet of the end of the runway on takeoffs. These residents are exposed to jet fumes on a daily basis and can not have their windows or doors open and can not even sit in their yards because of the noise and air pollution.
John L. Graham, Chief of Airport Planning	The residents of the North Westdale Neighborhood Association believe that the jet traffic and helicopter traffic will definitely increase at SMO, which will drastically increase the existing problems that our community is exposed to now, which are noise and air pollution.
Department of Airports LAX Master Plan Project I World way, Room 218 Los Angeles, CA 90045	It is because of this belief that we insist that the current volume of air traffic, pollution and noise that the community is exposed to now at SMO and over the course of the full build out of LAX be addressed and appropriate mitigation measures to negate negative inneach must be recommended.
REF. LAX MASTER FLAN	Fixed Base Operator Facilities
Dear Mr. Graham,	 The Los Angeles Department of Airports should include, maintain, and expand facilities for General Aviation aircraft in addition to providine for expansion of full service Fixed Based
The North Westdale Neighborhood Association is an Association that is made of approximately 550 homes which are directly in the flight path to Santa Monica Airport. There are two schools, Richland Elementary School and Daniel Webster Middle School which are also directly in the flight path.	Operator(s) in the LAX Master Pan. If that is not provided for, a full analysis must be made of the impact the exclusion of such facility enhancements would have on SMO and the surrounding general aviation airports and the surrounding communities and appropriate mitigation measures recommended
The North Westdale Neighborhood Association wishes to have the following comments included in the LAX Master Plan Draft Environmental Impact Statement/Environmental Immact Report.	The four future LAX improvement concept plans (including the "No Project" alternative) currently being considered do not include the development and enhancement of general aviation Fixed Base Operator (FBO) Facilities at LAX. If Fixed Base Operator Facilities are diminished to consider the income and contract of a construct of the operator operator operator operator operator for the operator operator operator operator operator for the operator opera
The following issues must be adequately addressed in the LAX EIS/EIR:	m the LAX Master Flatt, SMC wan experience an increase in colporate for an clari creating additional noise and pollution adversely affecting the neighbors living in West Los Anceles and Samta Monica. Corronate and business affectations funstrated by the lack for
1. Reliever Airports must be incorporated within the LAX Master Plan.	facilities at LAX will scarch out alternative airports such as Santa Monica, Hawthorne and Torrance. Santa Monica Airport currently bears an unwarranted burden of relocation of jet
 What is the IFR (instrument Flight Rules) Clearance Capacity at the Reliever Airports of Santa Monica Airport (SMO), Hawthorne Airport (HHR), Torrance Airport, and Long Beach Airport? 	traffic due to its prozinity to downlown Los Angles, Century City, and the West Side. The North Westdale Neighborhood Association requests that the Board of Airport commissioners provide strengthened and enhanced general aviation facilities that will
A full and complete analysis must be made of the impact on Visual Flight Rules (VFR) and Instrument Flight Rules (IFR) of arrivals and departures at Santa Monica	accommodate business and corporate jet aircraft and helicopter operators in all LAX Master Plan development alternatives.
Airport (SMO) as a result of the projected increase in flight operations that occur in the course of the full build out of LAX and appropriate mitigation measures to negate negative impacts must be recommended.	Regional Airport Improvements The LAX Master Plan EIR/EIS analysis must fully explore the impact of developing El Toro
The residents who live in the North Westdale area believe that any increase in air traffic at LAX will lengthen delays of IFR and VFR operations at SMO due to an increase in air space congestion. These delays will adversely atflect the residential areas to West Los	Marine Corps Air Station in Orange Country, and Point Mugu Naval Air Station in Ventura County, into fully operational air-carrier airports capable of scrving domestic and international flights. The EIR/EIS must also justify why developing these valuable airports should or should not occur and quantify the impacts accordingly.
Angeles and Sama Monica surrounding me supor by surjecting uctual to an mortane. smouth of sir and noise pollution, as aircraft await departure release.	

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	To All Concerned Parties,
The development of Point Mugu and El Toro will reduce traffic congestion on Los Angeles freeways, reduce air pollution and noise impact in and around LAX, reduce air traffic and improve air safety within the LAX airspace, and provide improved and expanded air service to	The following is a list of issues Manchester Square Property Owners feel should be addressed as part of the proposed LAX 2015 Master Plan for Los Angeles International Airport.
the people living in Ventura and Orange County. Enhanced air carrier scrvice at these airports will also diminish the need to expand LAX by developing capacity at airports within the region to accommodate the projected future growth in passenger activity.	1. The plan must identify not only noise contours but also identify projected maximum noise levels and frequency of events with comparisons to current noise levels.
The North Westdale Neighborhood Association also is requesting that noise monitors and sound proofing of homes and schools in the communities surrounding SMO must be adequately addressed in the EIS/EIR.	 The plan must include and identify methods of noise mitigation. For example, locations of berms, walls, trees and other methods to reduce the noise impact on Manchester Square should be addressed.
We are also requesting that the LAX EIS/EIR look at the impact that Richland Elementary School and Daniel Webster Middle School would be exposed to in regards to air safety, air and noise arithtions	 Any additional or relocated runways must be located away from the Manchester Square area, no locations should be any closer to our residences.
poundou. We also strongly urge that LAX look at what the impact would be on the homes surrounding SMO	 Any furture adjustments in operations should not be allowed to shift the heavier loads to the inboard runways.
in West Los Angeles and Santa Monica because SMO is a unique airport surrounded by homes and apartments on all sides some within 200 - 300 feet.	5. The plan must include transferring, to the greatest extent possible, the cargo facilities to other airrorts (Palmdale, Ontario, and Van Nuys) including the necessary connecting rail
Any expansion of LAX will negatively affect the quality of life in our community, either directly or indirectly.	services
The 405, 105 and the 10 freeways are near capacity and additional traffic will force people off the freeways and onto the surface streets, thereby severely impacting the surrounding communities.	6. The plan should require the extension of the Green Line/Blue Line light rail systems to connect the terminals with the rest of the City. The plans should indiacte methods of achieving the goal of accommodating a minimum of 50% of the increased passenger traffic prior to the
It is because of this that we request that these concerns are addressed in your EIS/EIR. We also request that various types of transportation be looked at, such as a Monorail or Green Line be built so that people arriving or departing LAX will want to use them instead of driving by car.	completion of the pulle-out. 7. The plan must clearly identify the proposed street improvements scheduled to connect the airport with the adjacent freeways. (San Diego, Century, Marina) The plan should clearly
The North Westdale Neighborhood Association also request that our community have representation on the LAX Scoping Committee	identify the scheduled improvements for the adjacent surface streets. (Lincoln, Sepulveda, Airport, Aviation, La Cienega, etc.) The plan should also include planned mitigation efforts to be use during the construction of these road improvements.
Please inform us when we may expect your response to the justified concerns of our community. Any additional data will be provided upon request.	8. The plan should include methods of measuring and recording pollution levels
James M, Sonaldon	generated by airport operations and establish acceptable limits and penalues for exceeding unse- limits.
James N. Donaldson Vice President, North Westdale Association 2666 Barry Austria	9. There should be no relocation allowed of noisy, polluting, toxic or dangerous facilities toward any residential neighborhoods. This should include fuel storage facilities.
west Los Angeles, CA 90064	10 All monstella attamative landing and taka-off annovaches should be considered
Phone 310-479-1322	including increased use of full over occan operations at all times of the day.

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11. The plan must address the issues of land use in Manchester Square. Residential use in this area that is completely surrounded by commercial, industrial, and airport facilities and is not appropriate and will only become more unacceptable with the planned expansion.

12. The planned home insulation program scheduled for Manchester Square will not be adequate compensation for the loss in quality of life, property values and general nuisance created by the airport. It is not fair or just to demand "air casements" in exchange for compensation of past increases in noise levels when those easements will be used to continue the ever expanding desires of the Department of Airports. Sound insulation may make the interior life more bearable but it does nothing to address the loss of use of the "backyard".

13. Manchester Square is in a unique location. It is already isolated from the rest of Westchester by previous expansions of the airport. There is no "open space" within the Square and there are no places for children's activities. The only stores or markets are a gas station/liqueur store and another liqueur store both of which have 1" thick bullet proof glass surrounded by apartment buildings. The Westchester Community Plan identifies all of Manchester Square as "Medium Density" housing but the Planning Department never rezoned the property. We are probably lucky they didn't but it has lead to a very dysfunctional

14. The Master Plan should be a truly long term plan developed to include all of the areas around the airport with a maximum capacity build-out identified for the limited space available to the airport. The airport should be required to implement all aspects of the approved plan, not just the portions it finds useful. In the 1970's the airport said there would be no further expansion or land acquisitions and promised soundproofing for the effected neighbors. It is just 1980 called for connections to mass transit, a people mover on Century Blvd. and Sepulveda Neither of these projects have been completed to Imperial Highway with access to the terminals. Very long. Why will it be any different this time?

5332 Sincerely,

July 30, 1997

John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045 David B. Kessler, Environmental Protection Specialist Planner U.S. Department of Transportation Federal Aviation Administration - AWP-611.2 P.O. Box 92007, World Way Postal Center Los Angeles, CA 90009-2007

Re: LAX Expansion/Santa Monica Airport

Dear Mr. Graham and Mr. Kessler:

As a homeowner and a member of the West L.A/Santa Monica community, I have a keen interest in the issues surrounding the LAX expansion and its affect on Santa Monica Airport.

I own a home on 13133 Dewey Street which is the residential street backed up to the south side of Santa Monica airport. When I purchased my home I was not ignorant to the fact that I was buying next to the airport, obviously. It was, however, a local airport that did not seem to produce an excessive or disturbing amount of noise and pollution at the time. However, due to the changes in the kind of traffic and increase in numbers since then, the noise and pollution levels have significantly increased. Subsequently, it has negatively impacted our neighborhood's property value, health, safety and quality of life. In regard to the LAX expansion, there are persistent rumors that there will not be businesses at LAX after the expansion that can provide services for noncommercial jets, and, thus, this jet traffic will somehow be diverted to other airports such as Santa Monica Airport. There are also rumors that 737s such as Southwest Airlines flies would be allowed to land into Santa Monica Airport. And recently there was a DC-9 that landed at Santa Monica Airport. Add together the increase of jet traffic as of late along with the above potential increases and you form a pattern that is of frightening proportion to the neighborhoods and schools surrounding Santa Monica Airport. It is imperative, therefore, that our community have representation on the LAX Scoping Committee. The FAA should respond in their Scoping Process to the affects of noise, traffic, and environmental contaminants to our Westside community, be sure LAX install enough Fixed Base Operator Facilities to accommodate non-commercial jet aircraft and

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LAX EXPANSION/SANTA MONICA AIRPORT July 30, 1997 Page Two helicopters during and after the development period; discuss the tremendous adverse impact to airports such as Santa Monica Airport when they are sought out as convenient alternatives to LAX when surface congestion escalates and delays increase as LAX reaches maximum existing air side capacity. I have invested a lot into my home and community and want to feel safe and be proud of where I live and work. I am, therefore, very grateful for any help you may contribute and am also eager to know when to expect your response to these concerns that affect us all. Thank you for your time.

Sincerely,

molectur

Andrea M. Maitra 13133 Dewey Street Los Angeles, CA 90066

July 30, 1997

John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045 Subject: Public comment for the LAX 2015 expansion EIS/EIR record

Dear Mr. Graham:

I really don't see how you can expand LAX without having negative impacts on local residents. There will be more noise, at more frequent intervals, and closer to people's residential areas. We attended the public hearing at the Proud Bird, and heard nothing but negative comments from residents. The bottom line was, local residents do not want LAX expanded. I understand that public transportation improvements are done for the benefit of the people whole. Unfortunately, the city as a whole may benefit at the expense of the people who have to live next to the public transportation, and I don't think that is something you can mitigate away. Even if you soundproof the houses, the yard and rest of the property would be unusable due to the noise. Most people don't buy a home in California to stay inside all the time. No matter how you look at it, the quality of life is compromised for local residents.

between El Segundo and Rosecrans. The MTA installed the elevated tracks for the Green sounded well and good, until the trains were up and running. The reality of the situation until midnight (not to mention the sweep train that makes the rounds starting at 4.00 am) prepared prior to the construction, which basically said the impact on the local residents was not at all what was represented in the environmental impact report. The trains were Line right next to the corner of our neighborhood. An environmental impact report was running 20 miles an hour faster than specified in the EIR, which meant the noise levels environmental impact study. In addition, the entire southern portion of the tract has to you can watch the trains go by from the backyard. The quality of life for the residents minutes. Some of the homes are located maybe 30 yards from the tracks, so close that should be minimal, stated what speed the trains would be allowed to travel at, and the I live in the Hollyglen tract of Hawthorne, located between Aviation and the 405, and noise levels must be below the ambient noise levels allowed by city ordinance. It all were higher (violating the ambient noise level ceiling), and the trains go by every 10 listen to the high pitched whine of the train's wheels every 10 minutes, from 6:00 am Unfortunately, the project is built and running and causing a noise nuisance for local residents, so now all residents can do is battle the MTA to try to get them to fix the closest to the tracks has been impacted in ways that were not even addressed by the Do you think the agency lived up to its CEQA responsibilities when performing the environmental impact study???? We, the local affected residents, do not think so. problem they created and failed to mitigate as part of the EIR.

In 1976, I built a home on 7333 Vista del Mar Lane, the home was great I had no air conditioning and I enjoyed the ocean view and I was annoyed by the few planes that were taking off, that were Within a few years the noise had increased and the traffic had increased to the point that I ended one of the loud jets take off, speaking on the phone or hearing the television without turning up good nights sleep and also to be able to watch television and talk on the phone. Actually when proofing technologies available. Unfortunately, if I try to lay out on my sun deck or utilize my up putting air conditioning in the home so that I could keep the windows shut, so I could get a still the loud 737, 727, DC9's and the 707 jets. Fortunately, they were being phased out at the I appreciate the need to expand LAX, but I think you thinking is very short term. Thinking of This is appropriate and will be even more annoying when you increase the traffic coming out of anytime a jet takes off, especially the older ones I can get readings as high as 91 - 92 decibels. In 1989, I built a new home next door, completely sound proofed it with all the latest sound Where I live is at the end of Redlands on Vista del Mar Lane, I have a decibel reader and at only 2015. What's going to happen after that? As you saw how fast the last expansion was pool is impossible. Even with a head set, you can't drown out the loud jets taking off. time and I was able to live with the few disturbances of the planes. Playa del Rey, CA 90293 7333 Vista del Mar Lane G. Thomas Ennis Department of Airports, LAX Master Plan utilized to its maximum capacity. One World Way, Suite 218 Chief of Airport Planning the volume is impossible. Los Angeles, CA 90045 John Graham July 30, 1997 Dear Sirs: In addition, I personally am highly opposed to LAX Master Plan Option #4, which would their effort into expanding LAX in the middle of an existing city, where there really is no well away from existing civilization. Why is the LAX airport commission not putting more effort into annexing Palmdale airport or utilizing one of the closed military bases?? options utilizing Palmdale or former military base airports, and leave LAX as it currently under the arrival and departure paths. We like Hawthorne municipal airport the way it is numbers of airplanes landing on runways closer to residential areas <u>NOT</u> cause decrease I understand public agencies desire to create public transportation projects for the "good (Rosecrans and Aviation) on two more sides, the Green Line on one corner, but to have planes flying overhead on a regular basis would just be too much to handle. The impact their airport, they went way out in the "boondocks" and built a huge, brand new airport, exists. These airports are big enough, they already exist, and they would not create the room to expand without impacting surrounding areas. When Denver needed to expand instrument departure from Hawthorne causes planes to fly right over my neighborhood. unfortunate enough to be located next to the site of these projects. I do not believe any Please adopt the "No Project Alternative", leave LAX and Hawthorne airports the way mitigate that away. I think it's a shame the LAX Master Plan planners are putting all kinds of negative impacts the proposed expansion of LAX would cause. It just makes which is a nice residential area, as well as residents in other parts of Hawthorne living Green Line trains have negative impacts on local residential areas, how can increased as a general aviation airport, and we oppose any change to that. Hawthorne is a small am afraid the same situation would result from the proposed LAX expansion. If the benefit the city as a whole, but at the expense of the existing residents and businesses degree of mitigation could "fix" the nuisance the proposed expansion of LAX would on the rest of Hawthorne would be even worse, especially for the Holly Park section, in the quality of life for residents!!! I don't believe there's anything you can do to cause. LAX planners would be guilty of neglect if they did not consider expansion they currently exist, and utilize Palmdale or other outlying airports (former military of the city as a whole" Unfortunately, the reality of these projects is that they may city, but we take pride in that it is our city, and we don't want LAX coming in and annex Hawthorne airport for cargo uses. The reason for my opposition is that the Not only does my neighborhood have the 405 freeway on one side, busy streets pases) for your expanding needs. Do the right thing for LAX's neighbors. degrading our city for the benefit of the City of Los Angeles. Fhank you. Sincerely, senselli

Cindy Parsons 5428 W. 140th Street Hawthorne, CA 90250

there. Especially, if you move and add the runways further North. Which you are planning on

doing.

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At a recent public meeting in Redondo Beach, the current executive director of LAX, Jack Driscoll, made it clear that airports presently have no authority over the operation of aircraft either on the ground or in the air, such authority being an apparently jealously-guarded province of the FAA. In my experience, the FAA is unwilling and/or unable to address the possible to regulate operations because there are no consequences possible to regulate of such as the early turns that have when rules are violated (such as the early turns that have plagued El Segundo for years), then it is certainly futile to come up with an essentially unenforceable Environmental Impact problems caused by aviation industry operations, except for extreme safety issues when scores of lives may be imminently threatened. This means, in effect, that the public has no protection from the adverse impacts that an airport (and aviation It would seem, therefore, that the first order of business in the of an enforcement mechanism that the airport can use to of an enforcement mechanism that the airport can use to discipline pilots who violate rules and negatively impact our communities with their noise and air pollution. In the absence of such a mechanism, LAX should absolutely not be permitted to 3417 Hermosa Avenue Hermosa Beach, CA 90254 July 29, 1997 in general) has on surrounding communities. If it is not Report covering routes and other operational issues. RE: Scoping Process for Possible LAX Expansion Chief of Airport Planning Department of Airports LAX Master Plan One World Way, Suite 218 Los Angeles, Calif. 90045 Dear Mr. Graham: John L. Graham now. Several other lots on the block are going to be developed and it is a lot easier to buy vacant land verses buying homes that are built on the land. We all know that property values are down those condominiums will be a lot more expensive after they are built than while they are all land people the proper amount of money for them and add a profit for their inconvenience of moving If you are going to expand the airport and the only way you can expand the property is to buy it. Other parts of Westchester are not affective by this, because I was in homes up off of 80th street for a hotel overlooking the ocean, which could be built on airport property if you bought it now. To acquire the property you can do what you did with the previous property get it rezoned and plan on commercial and industrial uses which will be much more profitable and overall a very I'm sure the Hyatt or the Marriot would love to have the ocean front property of Playa del Rey right now, so it would be a wise move now to lock in the values of the homes now, to pay the and the airplanes noise was insignificant. For some reason, as the planes take off out of that across the street from me is vacant but is scheduled to be made into condominiums. To buy One solution is to buy our properties now. In fact if you look at the long range the property ocean and ricochet back in the noise is atrocious. G. Thomas Ennis good investment. Sincerely yours, them.

expand. If the airport is allowed to expand, I hope that the public concerns regarding increased noise pollution, and traffic would be taken seriously, and measures implemented that would truly deal with these problems. The levels of noise and missions are already unacceptable to many of us. A western egress would surely inundate beach communities to the north and south with traffic. Little local surface streets such as Highland Avenue in Manhtan Baach function now as primary access routes, and cannot be expected to accommodate any significant increase in traffic. In addition, the proposed expansion of cargo facilities should be scaled way back or shelved. We should be thinking nationally, not locally, when it comes to international trade. Let Seattle, Denver, San Francisco and

Our other interested cities share the burdens and the benefits of increased cargo operations if that's what they'd like to do. Ou freeways are already overburdened, and truck traffic only increases congestion, road damage, air pollution, and accidents. don't need more. We Lastly, the scope of your investigation should include a thorough evaluation of helicopter operations, and the effect any expansion would have on those operations, as well as their impact on surrounding communities. The current situation is preposterous. The FAA has refused to establish even a minimal minimum altitude matters worse, helicopters are currently allowed to cross the LAX airspace along the beach under the air traffic at 150' or less-helicopters, a move that would at least allow them to ground worst of the cowboys buzzing our communities. Then, to make đ Then, to make over swimmers, sunbathers, surfers, and bicyclists, and within few hundred feet of homes (sometimes less!). And it's so much fun, many pilots continue at that altitude for miles in both directions, and often claim, if called about it, that the LAX cowboys buzzing our communities. tower ordered them to do it. over for the

should visits to our beaches every year, depending on the weather. Countless others use the coastal bike path. The beach is one of Our beaches are a precious recreational resource for the entire Los Angeles basin. An official from LA County Department of Beaches told me a few years ago that there are 60-90 million the very few places people can go to escape urban ugliness and hubbub. Low-flying helicopters are an unnecessary and unsafe intrusion that should have been eliminated long ago. When crossing LAX, helicopter traffic should be required to fly over the fixed-wing traffic, and a minimum altitude of 1500'AGL shou be established for the surrounding communities to protect the beaches and to alleviate some of the noise pollution caused by the concentration of aviation activity in this area. Under NO the concentration of aviation activity in this area. Under circumstances should an expansion of heliport facilities be allowed at LAX. Enough is enough.

1661'62 MmC

have been working on helicopter problems in my area for over a scade now, and I would be happy to volunteer my time to any н may lead to a long-overdue positive improvement. reached at the above address. that decade effort can be

Very truly yours,

Wanenester Square- Los Angeles, 90045

Janet Hamilton Janet Hamilton

Federal Aviation Administration -- AWP-611.2 P.O. Box 92007, World Way Postal Center Environmental Protection Specialist Planner 90009-2007 S. Department of Transportation Los Angeles, California David B. Kessler 5 :22

isolate us even further. due to past airport expansion. All current plans 1. Our small community is an isolated island printanty

with a 73 year old severe asthmatic in the house. eliminate 2 of out 5 accesses, in not private with the set of out 5 accesses, in not private with each travel times. This will leave only those roads connecting off Aviation which will have increased traffic and disruption both from the Arbor Vitae change and from increased usage of the rail line (of Metro Rail. I would also suspect emergency response time will be effected. A concern to us the provide and the arbor suspect area to us the provide and the arbor suspect area for us the provide and the arbor suspect area for us the provide and the arbor suspect area for us the provide and the arbor suspect area for us the provide and the arbor suspect area for us the provide and the arbor suspect area for us the provide and the arbor suspect area for us the provide and the arbor suspect area for us the provide and the arbor suspect area for us the arbor suspect area for us the provide and the arbor suspect area for the arbor suspect area for us the provide and the arbor suspect area for the arbor suspect area for us the arbor suspect area for the arbor suspect a Arbor Vitae into a major airport access (a freeway offramp with at least 6 lanes) will effectively eliminate 2 of our 5 accesses, if not physically, then 2. Our community has only 5 access roads. 00imuT

homes on hot days when the windows are open. call for "parked" planes directly opposite Aviation from us. Increased noisy softwity two sides of us. The best sound proving in the world will not give us back our backyards or even peace in our own here a sets on take when the windows are open will dramatically increase noise levels. Plans 2 & 3 Plans 1 through 3 call for "parked" planes directly opposite Century Blvd from us. Ground crews regularly use ear protectors, therefore 1 have to believe that planes taxi-ing to and from these areas will dream from the series and protection in the second will dream the second protection in the second second protection in the second protection in the second second second protection in the second secon

plan 2 to within 3 to 4 blocks from our community; increasing noise, pollution and safety risks. 4. Plans 2 & 3 call for moving runways closer to us,

proposed plans make our community unlivable. and risk; decreased community access... all of the CONCLUSION: Increased isolation, noise, pollution

<u>un</u>-fair market yalue B) our homes be purchased for replacement not the airport already owns the needed land and where the community would love to have it or All airport expansion be moved to Palmdale where We therefore respectfully request that either:

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7 H G G 75 #86 MY285 54006 Owr house 7 **DN** SETES TUNOIT NIEKN AIRPORT Ŧ ΞÐ Chief of Airport Manning

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TO: John L. Graham, Chief of Airport Flanning, LAX David Kessler, Environmental Protection Specialist Planner, FAA FROM: Concerned Residents of Westchester SUBJECT: COMMENTS ON THE LAX MASTER PLAN The undersigned residents of Westchester urge; a. Serious re-evaluation of the LAX 2015 Expansion Plan; and b. Consideration of the major concerns listed below in the Environmental Impact Statement/ Environmental Impact Report (EIS/EIR).	The additional surface traffic and the planned resolution in the Plan will further isolate Westchester residents, making travel to the north, south, and east even more difficult than at present. It does not make sense to bring so many people from so far by car, bus, and taxi to this location with very poor access.	The air pollution that we now have is excessive; the increased air traffic is a serious health hazard to local residents.	The increased air traffic in the narrow corridor for LAX would be extremely dangerous. Pilot organizations have reported that LAX now is among the most dangerous in the country. In the evening, we can see the lights from 8 or more airplanes on approach to LAX. The increased crowding threatens the airplane passengers, the hotels between runways, and the nearby residents.	Planning for 2015 is too short a time period, since it only postpones the eventual need for additional locations for regional airports. At this time, the plan should include development of regional airports at Palmdale and other locations. MalleR NOFFMAN COS ANGELES CA 90045-1142 Modth MM	Some to Mil
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		July 30, 1997	Mr. Jack Graham Los Angeles Department of Airports	LAX Master Flan 1 World Way, Room 218 Los Angeles, CA 90045-5803	Re: Comments on NOP for LAX Master Plan from Bexen Press	Bexen Press is an independent publishing company analyzing government policy and real estate. Our interests include public finance and debt, the Endangered Species Act, water policy sirrort and use. transit, and income-based housing.	We attended your scoping session on July 12, 1997, and must we attended your scoping session of these sessions seem state that the number and location of this size. At that	weetury inacetury and submitted to you our input to meeting we gave testimony and submitted to you our input to the Federal Interagency Committee on Aviation Noise forum, Seattle, October 1996.	Our NOP comments follow:	 It is apparent to us that the LAX Master Plan EIR is being fast-tracked for political and economic reasons. 	 Why is the FAA a Lead Agency in conjunction with Los Angeles, the applicant? The <u>primary</u> mission of the FAA is "Safe Skies" and the orderly control of airspace and all the operations which pertain to these functions. 	3. The Master Plan is projected to 2015. It needs to be extended to 2025-2030.	4. Previously, Palmdale was designated as LA's future international airport. The site offered the space and opportunity for the LA basin's needs in the next century. Palmdale is not even considered in this EIR, except being listed as a "commuter airport".	5. Currently, LAX barely functions. Access streets are jammed, often impassable. Noise and air pollution are out- of-control. The airport is cluttered with general aviation, cargo, and commuter flights. Many of the latter are very short-haul. We need to know where these commuter passengers originate and why they are using LAX at all.	BEXEN PRESS PO Box 1865, Carlsbad, CA 92018 (760)929-0609
COMMENTS ON THE LAX EXPANSION PLAN The following residents of Westchester urge consideration of the	K Master Plan.	NAME ADDRESS DATE Jeef Courses 1813 Vender Cost A 92045 7-39-97	Mary m Latter 7819 Henered and 7-29-97 Delen Heatle 785 Heneredge 49045 4/24/97	Hore of Inde 235/10. 83Rd 54. 1/29/97	John Clark 8127 4122 Law 70045 712715)	Jating Olemote 3330 librais Du. 900 45 7/29/97 OF Lang Clark 8127 Westlawing 70045 7-30-97	8254 900	Rennal Stere 7344 WOSK 70045 "	Longine Bonhayer 7722 Weeklown har have 45	trank herrano 911 N LONG ST Ing Queod	Schurgtterin dale 35 2 Varterod Care AA 90045 Schurgtterin dale 35 2 Varte of Dr. M. A. 20240	Church & Mene 8331 Ray May All 90046 Church & Mana 2627 21, 76287 5. a. 90043	4 7835 Hencler AVV 2 X535 Hencler AVV 2	Send before July 31, 1997 to: Send before July 31, 1997 to: John L. Graham, Chief of Airport Planning, Dept. of Airports, LAX Master Plan, One World Way, Suite 218, Los Angeles, CA 90045	David Kessler, Environmental Frotection Specialist Planner, Federal Aviation Administration - AWP-611, P.O. Box 92007, World Way Postal Center, Los Angeles, CA 90009

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 Bexen Press - 3	luggage, be ticketed, and then proceed by shuttle/bus/rail.	Finally realize that out-of-city airports is what a lot of the world is building. Otherwise, Los Angeles will fall even further behind in developing really modern 21st century airport facilities.	sincerely, Kullanduluy karla B. Mulry	President BEXEN PRESS P.O. Box 1865 Carlsbad, CA 92018-1865	(760)929-0609						אדעדע טטדכג טו איי ואגג רביונאיל רא מיחוא לזגחומים-חגחם
Bexen Press - 2	6. What percentage of LAX flights are general aviation, and why are these flights using an international airport?	7. A new Master Plan needs to identify highest priority traffic. If you plan to build short runways, aren't you really just continuing the same traffic mix you have today? For example, on page 26 of the NOP it is specifically stated that commuter aircraft impede larger aircraft operations.	8. Proposals to build access roads to existing freeways will only add more traffic congestion to existing congestion. Without a high-speed public transportation system linking LAX to the rest of the city (currently, there is not even that kind of connection from downtown Los Angeles), future traffic planning is meaningless.	9. What will be the effect of new aircraft technology on this Master Plan, for instance, 600-seat airliners? How would this type of aircraft use the new gate configurations?	10. All of your alternatives except the no-project alternative indicate increasing cargo capacity significantly. Cargo operations don't need the type of infrastructure that passengers do; cargo needs a separate airport. This seems critical, especially when you project such a huge increase in passenger traffic.	11. How would existing airspace accommodate the traffic you forecast? Operations would have to literally fan out over a huge area around LiX, making noise contours impossible to plot accurately. Bexen Press has asked before "What is close to an airport?" No public official or study has ever answered our question.	12. Bexen Press does not support any of the alternatives cited. Instead, we propose the following:	Develop Palmdale into the state-of-the-art international airport it was intended to be.	Run high-speed rail to Palmdale. When a traveler has an international flight of eight hours or more, it is not unreasonable to expect travel to the airport to exceed an hour.	Upgrade and streamline LAX operations within its current boundaries by curtailing general aviation, cargo, and commuter flights. Develop air travel terminals in downtown Los Angeles, the Westwood area, and the San Fernando Valley; these would serve LAX and Palmdale. Passengers could park their cars, check	BEXEN PRESS PO Box 1865, Carlsbad, CA 92018 (760)929-0609

· · ·	El Segundo Employers Association Response to DOA LAX Master Plan Notice of Preparation [Revised]	Planning/Goals: DOA's planning appears to center on maximizing LAX's share of the anticipated domestic and international passenger and cargo air activity. These are regional issues, and should be addressed in a regional context. The proper focus of the analysis should be on how the benefits and burden of accommodating growth in air travel can be equitably distributed to the <i>system</i> of airports in the SCAG region.	Alternatives: To date, it would appear that the alternatives examined by the DOA are four variations on one theme – expansion of LAX. Although the DOA regularly cites <i>regional</i> needs and <i>regional</i> growth, there has not been a corresponding focus on <i>regional</i> solutions to finding the most cost-effective method of meeting passenger and cargo needs over the next twenty years.	Funding: Funding for whichever alternative is pursued, including agreed to mitigation measures, should come from identified, airport-generated sources of funding (e.g., PFCs), not from regional sources of funds for which cities and localities generally compete. The EIR/EIS should also specify a fully-funded, comprehensive ground access plan which is approved by appropriate agencies (e.g., Caltrans, MTA) and which is found by SCAG to be consistent with the Regional Transportation Plan and in conformance	with the Federally-approved Air Quality Management Plan for the South Coast Air Basin.	Comprehensive Subregional Transportation Planning: Mitigation measures identified in the EIR/EIS should include a comprehensive program to reduce surface congestion and the upgrading of the regional roadway grid in the South Bay cities. This should include an appropriate connection between the proposed LAX People Mover and the existing Metro Green Line, via an alignment and technology which is found to best meet regional, subregional, and airport-related mobility and access objectives.	Traffic Mitigation: Development of mitigation measures must begin with the recognition that travel patterns in the area are a complex mix of both airport and non-airport related trips and that solutions which give non-airport trips secondary or derivative priority are not acceptable. In addition, any mitigation measures which are ultimately agreed to must be: accompanied by explicit and realistic funding and implementation plans and	schedules; funded from airport-generated revenues; and should not be funded from regional transportation funds, such as the MTA Call-for-Projects, or through other subventions or earmarks of Federal, state or local transportation funds. Baseline for Mitfostion Measures: Mitiostion measures should be developed with research	to the approved, not actual, level of operations, i.e., to a baseline of 40 million annual passengers (MAP), not the current level of nearly 60 MAP. Were the DOA to be allowed to "grandfather in" the current level, it would in effect be exempt from mitigating the impacts of nearly 20 million annual passengers.	
	ControlEL SEGUNDOP.0. Box 547ControlEMPLOYERSFL: (310) 815-2106AssociationFAX: (310) 815-2109	July 31, 1997 Mr. Jack Graham Los Aneeles Department of Airports	LAX Master Plan 1 World Way, Room 218 Los Angeles, CA 90045-5803 RE: LAX Master Plan Draft EIR/EIS Notice of Preparation Dear Mr. Graham:	The El Segundo Employers Association has reviewed the "Notice of Preparation for the LAX Master Plan." Our specific comments may be found in the attachment to this letter. Our adopted Board policy with respect to this issue is as follows: "With respect to job creation and other economic benefits that are anticipated to	result from an expansion of the Los Angeles International Airport (LAX), the ESEA supports this activity. However, in light of concerns about traffic, environmental, and other impacts which may result from expansion, ESEA supports LAX expansion only	if the design concept which is selected achieves the expansion in a responsible, acceptable manner which mitigates traffic and other impacts. Development of mitigation measures must begin with the recognition that travel patterns in the area are a complex mix of both airport and non-airport related trips and that solutions which give non-airport trips secondary or derivative priority are not acceptable. In addition, any mitigation measures which are ultimately agreed to must be: accommanied by explicit and realistic funding and immedmentation plans and schedules;	funded from airport-generated revenues; and should not be funded from regional transportation funds, such as the MTA Call-for-Projects, or through other subventions or earmarks of Federal, state or local transportation funds." Please contact me should you have any questions or wish to discuss any of our comments.	Sincergly	Donald H. Camph Executive Director F:ALDARONALDCLI-105ESEADHCUAXNOPLETR.WPD	THE GREEN LIGHT FOR COMMUTERS

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fully mitigated. The plan for LAX expansion should not be exempt from the CMP, and the City of Los Angeles' CMP credit balance should be drawn down as necessary in Congestion Management Plan: under the MTA's Congestion Management Plan, a city may be required to expend its CMP "credits" to compensate for traffic impacts that are not connection with any expansion of LAX.

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July 31, 1997

One World Way #218 Los Angeles, CA 90045 John Graham

Dear Mr. Graham,

I am a resident of Manhattan Beach and have lived here for 15 years. In the past I have been reminded of my proximity to the Airport by occassional noise. Mowever, during the past eight months I have been disturbed by a severe increase in airplane noise. When I look directly overhead at almost any time of day, I can see and hear planes constantly. I am not sure if this change has happened suddenly "overnight" or if the number of airplanes flying over my head has slowly been increasing and I've only now over my head has slowly been increasing and I've only now over my height paths or elevations this year, I have been a change in flight paths or elevations this year, I have been angered to find that the FAA has indeed lowered the celling height of flances flying over my home by 2,500 feet. This news concerns me for two reasons. First why was the pring directly affected (namely the city of Manhattan Beach)? Secondly why have I and wy neighborts been lied to by Airport officials and through the Airport's NOISE HOTLING? meetings, and through the Airport's NOISE HOTLING? If the proposed Airport's NOISE HOTLING? Monunity at Commerce meetings. Community soon what kind of air will he be forced to by Airport officials at through the Airport's NOISE HOTLING? Monunity at Commerce meetings. Community soon what kind of air will he be forced to breath when more and would gis why and their exhaust times over our heads? Is it true that airplanes is on. What kind of air will he be forced to breath when more and more airplanes dump their exhaust times over our heads? Is it true that airplanes is three that airplanes dump their will he be ach, when more and proves airplanes dump their exhaust times over our heads? Is it true that airplanes is on the airplanes airplanes dump their exhaust times over our heads? Is it true that airplanes is on the airplanes airplanes airplanes and soon. What kind of air will he or the head, when more airplanes airplanes and and the peach when more airplanes airplanes and and the arip

- from the ocean and sand. The Los Angeles Basin is already very polluted. What will an increase in jet fuel do to our oceans? Automobile Traffic and Pollution A proposed 40 million person increase in air traffic will also
- result in a tremendous increase in the number of cars and trucks driving to and from the airport. This will add to already polluted air and overtaxed freeways and roads (namely the 405 and Sepulveda). An increase in cargo through LAX will also add to the pollution and traffic. 3)

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Noise Pollution - This expansion will effectively ruin the lovely community that I live in. I hear 4

have some very serious excerns about They shake the houses things with . Kora yers over my as hear Remer plane to be planes to be sood ft. 40; and Ender increase in f. Lan t, and 2 lanes , app. 10 miles last pattern over my house word to LAK size and treppic. B will actively fight 62 Dowered is now about Mr. Fred Ludington 820 Frestone Pa. South Gate, CA 00280-2612 1/2/1 coupe of years, while lit is now a as it was back when the 707-737-Des. Now - it is very ordering for a, . up, and willer 2. please whom me is the preast of app, 5000. on a glide pita- (reey low power) ser much i y object to any hore I prec phoe erom auchay Gung noor were wing the stal mainer. sleave send me the plan to contarge LAX. alt lance to be a level & perver when ander The nous has microssed 1 an Zh ve reporting low 2000 on 3000 y 1. Turof & stringle ne nouse u lar and The flyd d l call for lean dur: COX, regh low" alla (ealt Horal 1 configuration is too small to handle the increasing load of international passengers and cargo. But I feel that the correct long term solution is too consider an alternate site for an additional international terminal - namely Palmdale. The citizens of Los Angeles County already live elbow to elbow. Please don't add to the problem. Be a part of the solution. Playa Del Rey use to be a lovely beachside community. Now, because of the airport, it is almost unbearable to live there. Don't turn Manhattan Beach into another Playa Del Rey. airplanes all day AND night long. Sometimes it sounds as though an airplane is going to land on my house at night. If my family is not going to be able to sleep at night due to the noise, what is this going to do to our health? Property Values - If people have to stop to carry on a conversation every time an airplane flies overhead, property values will plummet. sympathetic to the fact that LAX in it's current 400 6th Street Manhattan Beach, CA 90266 (310) 546-7561 hidrey Respectfully, AUDREY JUDSOI am 5 н

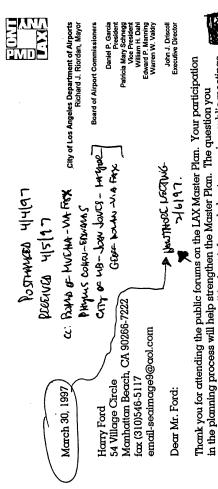
I was shocked to read that the FAA had lowered the flight ceiling out of LAX. You don't need to be a sound engineer to understand that this will increase noise levels. While walking to Manhattan Beach you can David Doyle, Assistant to the Manhattan Beach City Manager for the City Council and files - via fax enforcement by LAX, the FAA, and other agencies have been ineffective in protecting the residents from negative environmental impacts. The problem with these studies is that the rules that you are evaluating are not Please provide me a free copy of the final EIS/EIR so I can verify that my questions have been Environmental Protection Specialist, AWP-611.2 Planning Section, Airports Division, FAA, Western-Pacific Region I have attached a list of more specific questions, issues, and comments that I think need to be addressed as part of the LAX EIS/EIR. These were previously provided to the City Council of the City of Manhattan The noise and nuisance from LAX, and Hawthorne Airport, and other aircraft have been increasing, and surely are a public nuisance at night, and often during the day. The current rules and regulations and their sufficient to protect the residents from negative environmental impacts. Look at how cities like El Segundo, Westchester, and Inglewood have been negatively impacted with the current rules. The surrounding Land uses section of the Notice of Preparation does not even include Manhattan Beach, even though hundreds of thousands of flights are currently flying over the City at low levels creating negative environmental impacts and potential safety problems, and the proposed expansion of LAX to the South and east, and the proposed Board of the Manhattan Village Estate Homes Association, 44 Fairway Drive, Manhattan Beach, CA already hear the negative impact. Is it legal for the FAA to do this without a CEQA, and EIS/EIR review ?LOC MI expansion of Hawthorne Airport would surely have major negative environmental impacts. P. O. Box 92007, World Way Postal Center naion of U. S. Representative Jane Harman, 1217 El Prado Ave. Torrance, CA 90501 Los Angeles, California 90009-2007 Written commente, questions, and suggesums, lur yre, re-Englohmental Impact Report EliS (on the Proposed Exes Anthan, as requested by July 31, 1937 David B. Kessler, AICP addressed. If you have any questions, please feel free to call without attachments which had previously been provided. Sincerely, Harry A. Ford, Jr. NUM, JON Sunday, July 27, 1997 - Via first class mail 54 Village Cirole Manhattan Beach, California 90266-7222 Seaimage9@aol.com Beach for a meeting on this subject. Dear Mr. Graham and Mr. Kessler: Los Angeles, California 90012 Phone & Fax: 310-546-5117 World Way - Room 218 Chief of Airport Planning LAX Master Plan Project Attachments: 17 pages Harry A. Ford, Jr. John L Graham, and e-mail: :;; C) Come to. Wat Je anos lashion, and place and me the information about the flight path over my house, and also a physe number to regard low hat and leese queres this letter in a maxing, in . Ples-sound 3. Blease the get think that sound produces house is any kind of an answer. I so Thed du dington chad windows are driver open. I's

Mayor and City Council, and City Staff re: 97/0715.2, July 13, 1997, Page 2	<u>Specific Written comments for the EIS/EIR to the City Council of Manhattan Beach for the above</u> <u>7/15/97 Agenda Item; and for record via U. S. Mail to John L. Graham, Chief of Airport Planning, and</u> David B. Kessler. AICP. Federal Aviation Administration. hv the July 31. 1997 deadline.	1. I had attended the February 6, 1997 LAX Public Forum in Hawthome and submitted written questions, only some of which were answered in the attached letter from John J. Driscoll dated March 30, 1997 (3 pages). I would request that all these questions be specifically addressed in the LAX EIS/EIR. (3, 20, 20, 20, 20, 20, 20, 20, 20, 20, 20	2. At the February 6, 1997 LAX public form in Hawthorne I thought John Driscoll said that LAX would not proceed with the Concept #4 to expand Hawthorne Airport usage if the residents and City did not want that Plan (refer to tape of meeting ?)? At that meeting a Hawthorne City official asked for a show of hands as to how many of the estimated 300 people at the meeting wanted this proposal, and only one of two showed support. In addition attached is a fax dated April 29, 1997 (six pages) which includes a copy of the February 24, 1997 City of Hawthorne resolution # 6382 which opposes the Plan #4. Why is LAX and the Hawthorne Angeles continuing to spend money on this concept if the City of Hawthorne and residents of the Hawthorne	and South Bay cities don't want it ?Why doesn't the City of Manhattan Beach pass a similar resolution at this time ? 3. Attached is a two page fax to the City of Manhattan Beach which was sent to the City in 1996, and again in 1997. This includes a page from the Manhattan Beach 1988 General Plan. Based on this schedule published to the Active Science of the Scienc	Vue Cuty of Los Angeles, it would appear that use Jets and noisy arphanes taking off norm Hawnorne Airport would <u>currently</u> exceed the noise levels in the Manhattan Beach General Plan, and Noise Ordinance. Will the LAX EIR address whether the existing and future operations out of LAX and Hawthorne airport are in compliance, or are in violation, of the Manhattan Beach General Plan and Noise Ordinance ? Will they addresses the single event violations like the lear and other jets, or will they rely on the 65db CNEL noise levels that says the noise only goes to Mariposa in El Segundo ? Why isn't the City of Manhattan Beach currently enforcing the noise ordinance relating to aircraft that exceed the local noise Ordinance ? Will the City of Manhattan Beach revise it's Noise Ordinance and General Plan to minimize the impact of aircraft	operations on the residents, and <u>proactively enforce</u> the Noise Ordinance and Municipal Code ? 4. Attached is a two page letter and one page attachment dated March 11, 1997 from Stephen Yee, Airport Manager, in response to my complaint that I was awakened by the noise from LAX at 5:00 a.m. on Sunday morning through my double paned glass windows in Manhattan Beach. This is a regular occurrence. Will	the draft EIR address LAX's current noise monitoring to the east and south of the current noise monitoring points (ES4 which is several blocks north of Mariposa and several blocks <u>west</u> of Sepulveda) due to the proposed expansion of the runways to the east and south ? Will the EIS/EIR address single event noise disturbances which awake local residents? Will the EIS/EIR address expanding the home noise reduction installation program to areas as far away as Manhattan Beach that are affected by LAX and Hawthome airport noise?	5. Will LAX install permanent noise and air quality monitoring stations in Manhattan Beach, at their expense, at say the top of Sand Dune Park, and the top of the 1400 Rosecrans building east of the Manhattan Village Mall on Manhattan Village Drive to monitor the long term noise and air quality impacts in Manhattan Beach? Will this measure the single event noise level occurrences as well as the CNEL? Will this monitor the cumulative effect of noise from LAX and other highly noisy and highly polluting industrial and commercial noise and air quality sources, including but not limited to Chevron Refinery, Air Products, etc. in El Segundo, and the Manhattan Village Mall in Manhattan Beach.	 Will LAX pay for the increased expansion, and maintenance, of existing roadways such as Sepulveda, Aviation, Rosecrans, Highland, Vista del Mar due the expansion of traffic directly and indirectly related to the expansion of LAX?
Harry A. Ford, Jr. 64 Village Grads	or village Currie Manhattan Beach, California 90266-7222 Phone & Fax: 310-546-5117 e-mail: Seaimage9@aol.com	Sunday, July 13, 1997 - Hand Deliver to City Hall on 7/13/97 (cash payments box drop off with a SASE for return of a City Clerk date stamped page by Liza Tamura & for distribution to City Council and staff.) Mayor Jones, and City Council Members Cumningham, Lilligren, Napolitano, and Wilson, and	David Doyle, Assistant to the City Manager, and Lizz Tamura, City Clerk (written comments for City files on this Agenda item) City of Manhattan Beach 1400 Highland Avenue Manhattan Beach, California 90266-4795 Dear Mayor, City Council Members, and City Staff:	Re. 97/0715.2 Written comments guestions and suggestions to the record. Adopting Resolution 5343 Expressing Manhattan Beach City Council's Concerns to Be Addressed in the Environmental Impact Report for the Proposed Expansion of Los Angeles World Airport at the July 15, 1997 City Council meeting.	I originally got involved in this issue over a year ago as part of the revisions in the Noise Ordinance. It is extremely disappointing that the City has apparently spent so little time, effort and money on this high priority project, while spending millions on such lower priority projects as the AVP, Metlox, Cultural Arts center, etc. The expansion of Hawthorne Airport into a commuter airport has the potential to reduce property values in Manhattan Beach by millions of dollars and significantly lower the quality of life. The proposal(s) to add to and extend the south nuways to the east could also have significant effects on the commutiv.	I have anazted a list of more spectrac questions that I think need to be addressed as part of the LAX EIS/EIR. I would encourage you to include these in your materials as based on the work done on the Draft EIR, the results of the LAX EIR without specific input from the City will be worthless in addressing the specific problems related to Manhattan Beach. In fact I could not even find any reference to Manhattan Beach in the draft EIR, and the City's 1988 General Plan is even more clueless (does not even mention Hawthorne Airport)?	Based on my research to date the existing rules under which the EIS/EIR is evaluated by LAX and the FAA are inadequate to protect the residents of Manhattan Beach. That is why the noise, pollution, and other negative environmental impacts have increased dramatically over the last several years. I would strongly urge the City to prepare an RFP, based on one from a successful City which was able to minimize the negative airport expansion impacts to their residents, to hire an experienced and successful attorney and airport expansion consultant, with a successful ract record, and excess to the FAA and Concress in Washington to motect the		cc: Board of the Manhattan Village Estate Homes Association, 44 Fairway Drive, Manhattan Beach Beach Reporter and Easy Reader papers

Mayor and City Council, and City Staff re: 97/0715.2, July 13, 1997,

Page 3

- at the Beach, b) make the commercial planes that fly banners along the beach fly one mile West of the Piers Will the FAA, better known as the TOMBSTONE agency, and LAX change their rules as follows to reduce LAX south to Long Beach unless they are at an altitude of 5,000 feet without specific instructions from residential neighborhoods of Manhattan Beach, Hermosa Beach, Redondo Beach, etc., g) will the plans understandable to the average resident and will that show the noise and flight frequency levels at night (on weckends and holidays) as well as during the day, l) will the Hawthorne or LAX Air Controllers monitor the suddenly turn to the north or south, n) will the plan require an update of the Air traffic control equipment at LAX and Hawthorne, before, any increases in flights can occur and determine the maximum number of from: a) make helicopters and other aircraft fly one mile west of the pier to minimize noise and air pollution and coast line, c) make it an automatic \$1,000 fine for any commercial aircraft to make a short turn south out of LAX, and for any helicopters or commercial aircraft to fly less than 1 mile west of the Coastline from flight controllers that are issued for safety purposes only (note it is a several hundred dollar fine to drive in the car pool lane or litter the freeway or park in a handicap spot), d) make helicopters that are going to or from LAX fly in and out over the San Diego Freeway to avoid residential neighborhoods, e) make minimize the amount of aircraft and helicopter noise near residential areas from 10:00 p.m. to 7:00 a.m. on corridor in El Segundo and the Pacific Ocean, I) will there be a review of the residential noise installation industrial noise and air quality polluters like Chevron , Air Products, etc., k) Will the proposed flight frequency of flights by hour out of Hawthorne for each aircraft that will be permitted to operate there all the way out to the Pacific Ocean and will that information be summarized in a format that is easily flights all the way out until they are over the Pacific Ocean in order to prevent the short take off problem that pilot that break the rules, and will the FAA have rules for disciplinary action against any pilots or airlines side on each side of the airport, especially in case of a landing abortion which would require the aircraft to flights that can be handled before the equipment becomes a safety hazard, o) will the Plan review the safety the noise and safety issues associated with excessive noise and air quality problems in Manhattan Beach helicopters fly as high as possible to avoid noise to residential neighborhoods, f) Make aircraft leaving LAX, Torrance, and Hawthorne airports climb as quickly as possible to avoid noise to residential neighborhoods, and make aircraft leaving Hawthorne airport turn south before the San Diego Freeway to avoid noise in the weekdays, and from 10:00 p.m. to 9:00 a.m. on Saturdays, Sundays and City Holidays and ensure that they do not exceed the single event noise levels in local noise ordinances, h) will the plans minimize the number of aircraft flying from Hawthorne Airport and LAX over residential areas and schools in Manhattan, Hermosa, and Redondo Beach and instead fly over commercial areas like Chevron and the commercial will there be a review of the cumulative noise impacts from LAX and Hawthorne and the other large patterns out of Hawthorne airport (including the instrument patterns) show the height and noise levels and exist at LAX, and will the FAA have mandatory fines of \$1,000 for each occurrence for each company and that continually break the rules, m) Will a review be done as to the safety of having three runways side by considerations of flying over residential neighborhoods and schools versus flying over commercial areas, p) will the guidelines for acceptable noise levels be changed to restrict the number of single event noise program to determine if it can be expanded outside the current 65 db CNEL level to a more realistic area, i) problems at night and in the early morning on weekends and holidays, q) etc. 4
- Will LAX compensate the homeowners in Manhattan Beach, Hermosa Beach, and Redondo Beach, and
 other cities for the loss in property values, and deterioration in the quality of life, from the expansion of
 LAX (similar as to what happened in El Segundo, Inglewood, etc. under the current EIR rules)?
- 9. I would request that all the above written questions, comments, and suggestions be specifically addressed in the LAX expansion EIS/EIR, including the compliance with all Federal, State and local laws. I would also request that you immediately drop expansion Plan #4, and Plans #2 & 3 for new and expanded (to the east) south runways, as it is unlikely that the proposed impacts can be sufficiently mitigated to not cause a significant increase in negative environmental impacts above the current levels.



- In the planting process with the planting or any submitted is typed below. You will be kept informed about upcoming public meetings.
 Q: What are the existing and proposed noise mitigation measures for the southern runways that produce noise levels from 11:00pm to 6:00cm that can be heard through double paned glass windows in Manhattan Beach east of Sepulveda
 - runways that produce noise levels from 11:00pm to 6:00cm that cam be heard through double pared glass windows in Mamhattan Beach east of Sepulveda and south of Rosecrans (on a hill)? What money is available from LAX to provide noise mitigation to our homes? Has LAX monitored the noise levels south of Rosecrans in Mamhattan Beach? Traffic along Sepulveda is terrible! Need to connect Metro Green line to LAX so parsengers cam go Downtown and other areas. Concept 2 would only aggravate the short take-off noise to the south as plame cut off early south to save the gas money? LAX did not enforce short take-offs over El Segundo before, why should we expect you in the future? Why not <u>strict fines</u>, that are <u>enforced</u> for plames that do not fly the required distances over the ocean? How cam having 3 runways on the south be <u>safer</u> than having two runways? <u>GO TO Pelmdalell</u> What is the airport doing to eliminate <u>noisy</u> plames from LAX? I was shocked to hear you were planning for two years? How did you show appropriate noise levels south of LAX? Need to advertise and add meetings in Mamhattan Beach - noise does not stop at RosecramsIII

<u>Noise</u>. Details on noise abatement policies, monitoring programs, ground access improvements, and other mitigations will be available in the Draft Environmental Impact Statement, which is scheduled to be released next year. Recently, the Department of arports assumed full responsibility for the soundproofing program, which was under the management of the City's Bureau of Engineering. As a result of this change we expect to see the program running very soon. If you have additional questions in the future, please feel free to contact Samson Mengistu, who is managing the Department's residential noise insulation program, at (310) 417-2888. D O Ray 92216 Las Anneles California 90009-2216 . (310) 646-5252 . EAX (310) 646-0523

Over 85% of the aircraft at LAX are Stage 3, which are quieter than those used in the past. By 2001, the federal government will prohibit the noisier Stage 2 aircraft at all U.S. airports. To report specific problems at any time, please call (310)64-NOISE.

Noise levels are measured by remote monitors placed throughout the communities surrounding the airport. Forecasts for future noise are prepared using the FAA's Integrated Noise Model, a sophisticated computer methodology for documenting airport noise impacts.

<u>Take-offs</u>. The constraints of the current airport layout often require departures on the southermost runway. When commuter lights depart on this runway, they sometimes fail to wait until the coastline to make their turn, as all departure procedures require. Enforcement of departure procedures is under the jurisdiction of the Federal Aviation Administration. The shift of commuter departure operations away from El Segundo should further reduce early turns. The southermost runway in Concept Number 2 is an arrival runway, not a departure runway, and unrelated to any "take-off" noise.

<u>Sepulveda Traffic</u>. The Department of Airports is working with Caltrans and other local transportation agencies to improve the 1-105/Sepulveda interchange. Some short-term improvements, such as lame restriping and new signage, have already been made; others will be coming soon. In addition, the Master Plan is examining the interchange more fully and will propose solutions to the congestion in the area. <u>Green Line</u>. All four concepts show the opportunity for the Green Line to connect to the proposed automated people mover system if the rail line is extended northward.

<u>Pedimdade</u>. The first phase of the LAX Master Plan included extensive study of the demand for travel into LAX and all other regional airports, including those just in the proposal stages. The results of this Phase One research demonstrate that all regional airports will have to grow to accommodate the 150 million amnual passengers expected to want to fily into or out of the area by 2015. Of this number, 98 million passengers will want to use LAX each year because it is located nearest the center of the region's population and employment. Note, however, that none of the concepts allows LAX to reach 98 MAP. While other airports will grow, our studies indicate that LAX will continue to be the main gateway for air transportation, especially for international travel.

Currently, only 14% of the region's passengers live within 90 minutes of Palmdale, a distance that is too great to satisfy consumer demands for convenient proximily to airports. Nonetheless, Palmdale/Antelope Valley/Santa Clarita are population asystem. Euture growth in Palmdale/Antelope Valley/Santa Clarita are population and employment will ultimately create a greater demand for more air service at Palmdade. Given the Southern California Association of Governments' current forecasts of population and employment growth in this area of the Los Angeles region, a market for commercial air service could develop post-2015.

Approximately 50% of cargo is shipped in the "belly" of passenger aircraft, so airlines are very reluctant to split their freight and passenger operations. Often cited is the fact that the distance between Palmdale and the giant Los Angeles market makes it very inefficient to use Palmdale for cargo operations. Eighty percent of the cargo shipped to LAX is consumed in the Los Angeles market. If these flights were diverted to Palmdale, the freight would then need to be trucked back to Los Angeles, creating more traffic congestion and air quality impacts.

<u>Sadety.</u> The FAA has very strict safety procedures and must approve any modernization plan that is put forward. Safety issues, as well as all other issues associated with all runway configurations, will be analyzed in detail during the environmental review process. <u>Meeting notices</u>. Meeting notices were placed in newspapers throughout the South Bay, and we will continue to do the same in the future.

Q. In April of 1996 the FAA was apparently using a jet (737?) to verify flight paths out of Hawthorne Airport. For several days we were subjected to incredibly noisy plames that exceed the Manhattan Beach noise ordinance levels? Won't the noisy helicopters that fly over Manhattan Beach have to fly lower to get to LAX and under the plames? Won't the plames that fly over Manhattan Beach have to fly lower to get to LAX and under the plames? Won't the planes that fly over Manhattan Beach have to fly lower to get to LAX and under the plames? Won't the planes that fly over Manhattan Beach have to fly lower to get to Hawhorne airport fly over the commercial areas of El Segundo (parallel to the LAX runwcys) and out over the commercial areas of El Segundo (parallel to the LAX runwcys) and out over the commercial areas of they dan't have the noisy take-offs over Hawhorne, Manhattan Beach, etc. Can't LAXFAA have the noisy take-offs oner Hawhorne airport the planes the that very noisy fly along Manhattan Beach fly one mile east of the pler to mitigate the excessive noise levels at the public beach?

The precise approach and departure patterns for all runways in the Master Plan concepts, including helicopter traffic, will be developed by the Federal Aviation Administration and should be available in the Draft Environmental Impact Statement, which is scheduled to be released next year.

Sincerely,

John J. Driscoll Executive Director

JJD:SG:

March 11, 1997 Recht 14, 1997 Rechter H. Forn - 3/14/97	
STTUL NO CITY OF LOS Angeles De Richa NAWTHJOVE? Board of AI	
AX TO BOARD OF HUEHA - 545-7459 We Present TS THE CITY DOWC AVYOTHUC? AT THE ELECTION FOUNT EVANATION TS THE CITY DOWC AVYOTHUC? AT THE ELECTION FOUNT	
lyr 2012 cs:	
Dear Mr. Ford: 545-5134 Thank you for contacting LAX's noise hotline on March at 5:30 a.m. concerning excessive aircraft noise. We regret that airport operations disturbed your morning.	
The Department of Airports and the Federal Aviation Administration (FAA) work closely together to develop take-off and landing procedures which have the least amount of impact on nearby	

and Hawthome. For safety reasons, the only exceptions to these procedures occur when the overcast at the airport is 400 feet or less above the ground, or the wind direction is from the west at 10 knots Over-Ocean Operations, conducted between the hours of midnight and 6:30 a.m., direct all arriving and departing aircraft over the ocean and away from the residential areas of Inglewood, Westchester or greater. If the wind direction is from the west at 10 knots or greater, the normal Westerly Operations will remain in effect.

residential areas. Departing aircraft, which make the most noise, are usually assigned to the runways closest to the passenger terminals and away from the surrounding communities. Landing aircraft are

normally directed to use the outer-most runways, which are adjacent to residential neighborhoods.

Included is a map which depicts the flight patterns used at LAX.

When the wind direction is from the east at 10 knots or greater, LAX conducts Easterly Operations. During these conditions, all aircraft departures and arrivals are directed toward the east. In aviation, aircraft are required to arrive and depart into the wind for reasons of safety and aircraft performance characteristics. Local weather and atmospheric conditions can have an effect on the amount of aircraft noise that reaches the adjacent communities. Ambient air temperatures, wind speed and direction, and low cloud conditions can sometimes amplify sounds associated with aircraft operations at LAX. P.O. Box 92216, Los Angeles, California 90009-2216 · (310) 646-5252 · FAX (310) 646-0523

Responses to your inquiries submitted during the Hawthorne presentation of the LAX Master Plan may be obtained by contacting Susan Gilmore at (310) 646-7690. In addition, the LAX Master Plan hotline is 1-888-529-2015. We appreciate your report, and please be assured that the Department of Airports is continuing in its efforts to reduce aircraft noise in the surrounding residential areas. An airport representative is available at 646-6473 to register any reports you may have concerning aircarft noise.

Sincerely

Airport Manage Stephen

SY:MC

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(3) SENI) ME

Harry A. Ford, Jr. 54 Village Circle Manhattan Beach, California 90266-7222 Phone & Fax: (310-546-5117) E-mail: Sealmage9@aol.com Gary Gonser & Board of MVEHA From:	wore: (310-546-1737) Date: April 29, 1997; 10:58 AM wore: (310-546-1737) Date: April 29, 1997; 10:58 AM r: Update on LAX expansion, and updated documentation received to date (pass on to other Board). I.Urgent E for Review Prease Rooment Prease Reopte I.Urgent E for Review Prease Comment Prease Reopte Following is an update on the LAX expansion plans. I talked to the LAX residential noise insulation office (417-2888) and found out that there based on the noise contours at a 65 decibel Revei there are people who live 8 blocks from LAX that are having trouble getting in the insulation program. Attached is a LAX noise map dated 4922 which shows the noise contours under the current 24 hour computer model. As you can see from the map the 65 decibel noise level does not even reach Mariposa arean end former can see from the map the 65 decibel noise Produce and 3 Seouvived and 3 Shocks north of Maribosa. Chances areadom the doeset morethe model and 3 Shocks north of Maribosa. Ch	slim to none that anyone in Manhattan Beach would be eligible for noise insulation under the current guidelines. There is apparently no noise monitoring out of Hawthome airport. Per the Hawthome airport tower (675-1010); 1) flights on instruments out of Hawthome fly at 210 degrees which is right over Manhattan Beach, 2) There is a radar tower at TRW after which the flights are switched to another flight controller, 3) there is probably not any minimum height that the planes (jets) can fly but there are some restrictions over densely populated areas (refer to charch), (4) there are no flight restrictions other than those on the charts for visual takeoff's and you have probably seen the flights all over Manhattan Beach at low levels, (5) there are not apparent minimum heights for helicopters, and (6) for more information need to contact the FAA LA Flight Standards division. Noise from Hawthorne Airport ? ? ? Increasing I 4/29/97 called LAX Master Plan office (213-625-2400) and asked for information as to Hawthorne Airport concept #4 how many flights per day (year), how many passengers per day (year), and what is flight pattern over Manhattan Beach, and how much noise (levels) and pollution will be generated by what any flights per day will be between 10:00 p.m. and 7:00 a.m. ? (note: questions not answered by John Discooll from Hawthorne LAX meeting of 2/697 but kept deferring to EIR due in 1998 to answer questions.]	indicated questions were for Manhattan Beach Chamber of commerce meeting tomorrow. Contacted City of Hawthorne, Public Relations (970-7905) who indicated that Hawthorne had passed a resolution against the LAX expansion plan in it's current form. Attached is a fax copy of the resolution I received from the Hawthorne City Clerk (970-7921). Where is City of Manhattan Beach for the last two years 7.7 AWOL! Tachments - 1) LAX 4th Q 1992 Noise contours and monitoring chart, and 2) Resolution from the City of tachments - 11 LAX 4th Q 1992 Noise contours and monitoring chart, and 2) Resolution from the City of tachments - 11 LAX 4th Q 1992 Noise contours and monitoring chart, and 2) Resolution from the City of tachments - 11 LAX 4th Q 1992 Noise contours and monitoring that, and 2) Resolution from the City of tachments - 11 LAX 4th Q 1992 Noise contours and monitoring that, and 2) Resolution from the City of tachments - 11 LAX 4th Q 1992 Noise contours and monitoring that, and 2) Resolution from the City of tachments - 11 LAX 4th Q 1992 Noise contours and monitoring that, and 2) Resolution from the City of tachments - 11 LAX 4th Q 1997 re: LAX expansion concept #4.
LAX Flight Patterns For reasons of air safety, all aircraft are required to take off and aircraft are required to take off and in air navigation, runway direction is given in degrees magnetic (to the nearest ten degrees) with the last numeral deleted. The two Runways 240 and the two Runways 250 are, therefore, shown as 24 Left and Right (westerly take off and landing direction). The reciprocal of Runways 24L and 24R are 7L and 7R (easterly takeoff and landing direction).	Westerly Operations Ruways 24L, 24R and 25L, 25R Westerly Winds (normal) All take offs and landings are westerly. The two "Inner" runways take offs and the two "outer" runways are used for landings (for noise mitiga- tion purposes).	Easterly Operations Runways 6L, 6R and 7L, 7R Easterly Winds All take offs and landings are easterly The two "inner" runways take offs. and the two "outer" runways take offs. and take offs. and t	(midnight—6:30am) Rurways 6.R and 25.R Urrew Operations. Weather permitting Usually, all landings and take offs are on the "inner" runways. During curfew hours, all airreaft traffic is kept over the ocean and away from the local communities for noise mitigation purposes.

Law Office of RICHARD D. JONES CALIFORNIA STATE BANK BUILDING 390 NORTH BREA BOULEVARD. SUTE A • BREA. CALIFORNIA 92821 TELEPHONE (714) 529-9402 • (310) 697-1751 • FAX (714) 529-0538

> RICHARD D. JONES KIMBERLY HALL BARLOW HAROLD W. POTTER MARLANFE MILLIGAN DAVID H. K. HUFF THOMAS P. DUARTE THOMAS P. DUARTE

August 1, 1997

John Graham Los Angeles Department of Airports LAX Master Plan 1 World Way, Room 218 Los Angeles, CA 90045-5803 Re: LAX Master Plan/EIS/EIR

Dear Mr. Graham:

Please be advised that I am the City Attorney for the City of Whittier.

On behalf of the City of Whittier, we have certain concerns with respect to the potential expansion of the Los Angeles International Airport and it is our understanding that you are in the process of accepting comments with respect to the EIS/EIR. We would ask that our concerns be incorporated within the draft EIR with respect to potential consequences of that expansion and potentially mitigating those consequences.

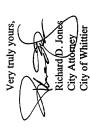
The issues that the City of Whittier and the City Council are concerned with include the following:

- Potential increase of noise as a result of the increased air traffic over the City of Whittier as a result of the expansion of the airport.
- Reduced flying heights and changes in the flight patterns over the City of Whittie: which place airplanes in a closer proximity to the citizens to the City of Whittier.
- Whether the proposed expansion addresses long-term solutions or is simply a short-term approach to a long-term problem.

John Graham August 1, 1997 Page 2 As an explanation of the concerns of the citizens of the City of Whittier, there appears to be an increased amount of traffic at this time which is louder and closer to the residents of the City of Whittier, which also seems to incorporate changes in the flight pattern. With the increased traffic the citizens of the City of Whittier are concerned that there will be additional changes in the flight patterns and increased traffic which will generate not only more flights which means generally more noise, but also would create flights which are closer in proximity to the citizens of Whittier.

In addition, the expansion of the airport appears to address some certain short-term needs relative to L.A. Airport and air traffic in the near future. However, the solution appears to exclusively emphasize LAX and its immediate surrounding properties. The City of Whittier would like the potential exploration of other alternative sites such as Palmdale or other areas which would move air traffic further away from the citizens of Whittier, thus reducing the noise and the potential impact to them with respect to such long-term air traffic increases.

We would ask you to consider this in the preparation of your environmental analysis.



RDJ/sgp

cc: Thomas Mauk, City Manager

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John L. Graham, Chief of Airport Planning Department of Airports LAX Master Plan Project 1 World Way - Room <u>218</u> Los Angeles, CA 90012

Dear Mr. Graham:

Have you considered the additional demands on the local recreational infrastructure that LAX expansion will create? One has only to drive the Manchester Lincoln corridor to see an increasing number of hotel guects shouldering golf bags and walking toward Westchester Golf Course. Hotel shuttle buses picking up and delivering golfers is also becoming more prevalert. Residents, locally and regionally, must now compete with tourists for starting times at Westchester Golf Course.

For over a decade there has been significant and vocal support in Westchester, Playa del Rey and adjacent communities for a regulation golf course. Such a concept became politically unpopular a decade ago, but times have changed. Local support for the development of a regulation golf course within the boundaries of the airport-owned Northside properties is intensifying. As LAX officials contemplate the unmitigatable impacts of airport expansion, I urge you to consider creating a recreational land use for the Westchester / Playa del Rey communities who are so adversely affected by your presence.

11000, CH 70302 ad St hoto Sincerely, Deri

Christine Kaweugh 2748 S. Westaate Avenue	
Los Angeles, CA 30064 Home Phane (310)/73-3648 Email deavoug@salstatela.edu	
July 29, 1997	
John L. Graham, Chief of Airport Planning Department of Airports, Lax Master Plan One World Way, Suite 218 Los Angeles, CA 90045	
Dear Mr. Graham,	
I am writing this letter to you to express my and my family's concerns regarding the impact that the traffic at Santa Monica Ariport has allowed. We have lived in the same home for over 23 years, directly under the flight path, two blocks East of the airport. We have writnessed an enormous amount of large jet aircraft flying into the Santa Monica Ariport for some time. For the past couple of years we have writnessed an increase in large aircraft flying wory low, directly overhead, staking the house and wondows. It used to be exciting when the President of the United States used to land in this large helicopter. Now it is just a musance to constantly hear, smell, and experience the unlimited amount of traffic corning in to the airport. <u>Twice</u> . I have personally experienced a Good Year biling flying over, our house. I can not even begin to tell you how frightening that was.	
The noise and traffic are not our only concerns. Our health and safety are also at stake. I suffer from asthma. The daily fumes that I inhale have sickened me not only physically but emotionally. These fumes have seemed to become stronger and stronger. Emotionally, I am extremely disappointed that our community has no true say in the operation of the airport. With the way things are going now, who's to say that even larger jets will not be coming in. The future of this community, it seems, lies in the pootext of the business holders in this area who are taking advantage of this future of this community, it seems, lies in the pootext of the business holders in this area who are taking advantage of this find not be coming in. The find not be events of allowing larger aircraft will holy bring this neighborhood. The future events of allowing larger aircraft will holy bring this neighborhood and its worth down. The economic gains to be made if more traffic is diverted here from LAX will begin to lose ground as more residents move out and as real estate prices plummet.	
I am writing to you to request the following: that the FAA evaluate the quantity of air pollution that is emitted by the aircraft into the atmosphere, that LAX must install enough Fixed Base Operator Facilities to accommodate corporate and commuter jet aircraft, that this community will be able to be heard.	
Thank you for your time and efforts. I would appreciate it if you could please inform me as to when I can expect a response regarding these concerns.	
Sincerely,	
Christian Rawmife	
Christine Kawough	
· ·	

7/31/97

Mr. John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045

Dear Mr. Graham:

Thank you for this opportunity to submit written comment during the scoping process for the LAX Master Plan EIS/EIR. The following items are additional to those expressed in my 7/30/97 correspondence and are also issues which must be addressed in the LAX Master Plan EIS/EIR:

Impacts of Expanded LAX Operations on Schools

Impacts, and proposed mitigation measures, of expanded LAX operations on schools must address potential impacts on both public and private schools in all affected cities and unincorporated areas. These impacts must also be addressed for schools in areas affected by increases in General Aviation traffic and Commercial Commuter traffic if LAX expansion does not include adequate facilities and resources to meet increased demand for General Aviation and Commuter services.

 Impacts of increases in vibration, noise and/or air pollution on the health of school children and school staff.

Impacts of increases in vibration, noise and/or air pollution on learning and behavior.

Impacts on school safety - including increased potential for aircraft crashes and increased potential for injury and/or damage due to falling debris.

4. Increased maintenance needs and costs.

Impacts on Communities

Established, functioning neighborhoods and communities are a precious commodity in Los Angeles. Some, such as the West Los Angeles neighborhood that I am an active member of, still exist. The EIS/EIR must address social and economic impacts of expanded airport operations and any proposed mitigation measures on neighborhoods and communities.

Thank you for this opportunity to comment.

Sincerely,

Ner S

Stacy Brown 2727 Butler Avenue Los Angeles, CA 90064

LAX Program Management Team Attn.: Susan Gilmore	Dale R. Wendel
July 30, 1997 Ph.310-546-7690, Fax 310-546-1891. E Mail: SGILMORE@AIRPORTS CI LA CA US)	5510 W. 141 St., Hawdorne, CA 90250-4412
One World Way PO BOX 92216	August 3, 1997
Los Angeles, CA 90009-2216	.Iohn I. Graham Chiaf of Birnort Dlanning
VIA FACSIMILE, US MAIL and ELECTRONIC MAIL	Department of Airports One World Way, Suite 218
Susan,	
This letter is to serve as further comments regarding the LAX master plan. It is my belief, that the master plan objective of safety cannot be meet without a major restructuring of airspace and landing patterns.	Dear Mr. Graham:
This restructuring should eliminate a major portion or all of the regular inbound LAX traffic over the city of Whittier and surrounding communities. The FAA has verbally stated that the junction over Whittier is	We strongly oppose any attempt to route LAX commuter traffic into and
the most congested in the country. The FAA has alluded that too many aircraft inbound to LAX already exist in this corridor and routes will have to be evaluated before the master plan is apporved. When the slightest weather event occurs in the Southern California, the stretched traffic patterns become immediately apparent as the load cannot be handled efficiently. I recommend that the cities that have born the burden of The City of Los Ameeles's profit center. LAX, for over 40 versible be eminated from the	out of Hawthorne Airport. Our residence of over 39 years in the Holly Glen section of Hawthorne would be adversely affected by the increased noise and pollution resulting from this diversion. In addition to the noise and pollution, there is the increased danger from the daily passage of these poorly requlated carriers over our
flight path. Every effort should be to restructure flight paths over the city of Los Angeles including decent naths over the city's valley areas.	home.
It is important to state the environmental impact report (EIR) for the project has a major flaw. Although the EIR meets the minimum standard of law, it does not address noise outside of the immediate area of	A second factor to consider is the undesirable increase in surface traffic required to move commuters between Hawthorne and LAX. This area already has a traffic density that is the greatest in the
LAX. Noise levels over the city of Whittier and surrounding areas often exceed 65 decibels and are in many instances far greater than communities directly East and within three miles of the airport grounds.	basin.
This is do to the greater speed of the aircraft, flaps down and low altitude. I understand that the FAA will look at noise as a significant criteria for the EIR and all proposed airspace plans. The existing noise levels over Whitter are unacceptable. Legislation is pending that would make the City of Los Angeles like for degradation in quality of life and property values from the airports operation. This significant risks should be seriously addressed as the damases may fan outworks operation. This significant	We implore you to consider a solution that does not destroy our quality of life in Hawthorne and one that will not result in costly law suits.
improvements.	Sincerely,
I would recommend that that the commission look at constructing a facility off the coast of the Los Angeles Harbor or other location which would greatly diminish safety and environmental risks. A similar	Jame worden Na R Wendel
project was recently completed in Japan with the construction of a two mile bridge and state of the art international airport off the cost. The city of Denver constructed a completely new facility for what I	Jo Anna Wendel Dale R. Wendel
ocurve is a resert costs train the partned expansion at LAA. The position of LAA. Is poorty placed and this should be recognized. The fact that the City of Los Angeles has no citizens close to the airport but place the adverse effect on others will eventually place a large burden on the city. There is a move afoot in the United States to increase the quality of life nod degrade it, I do not believe the public or law makers	
will support cities like Los Angeles which benefit from placing hardships on other communities. I believe the costs to do so will eventually be paid.	
I look forward to reviewing recommendations and solutions to the issues. I can be reached at 562-696- 1330.	
Sincerely, Lingthele	
Williafn A. Karambetas cc: City of Whittiet, Congressman Torres,	

LENNOX COORDINATING COUNCIL 10927 Grevillea Lennox, CA 90304 August 1, 1997	 Mr. John Graham Chief of Airport Planning Department of Airport Planning Department of Airport Planning LaX Master Plan Project One World Way, Room 218 Los Angeles, CA 90012 To Whom It May Concern: To Whom It May Concern: Please consider this letter from the Lennox Coordinating Council to you to be a statement of great concern in respect to the proposed airport expansion that is currently under discussion. The Lennox Coordinating Council is a group of concerned citizens in the Lennox community businessmen, homeowners, and representatives of community contractions, whose sole puppes is to improve the quality of state information contractive contractive of the propose of a contractive contractive of the propose of a contractive cont	There is no issue that has come forward through the years that affects our community more than the issue of aircraft overflight. For an extended period of time, this has been the major issue that has affected our community in a negative way. The proposed expansion of the airport, and specifically, Concept 2 and Concept 3 which are currently under discussion, would again increase the negative impact of aircraft overflight noise and its environmental impact upon our community. The community has had to deal with the issue of ever increasing numbers of flights. We know that efforts have been made through the years for quieting jet engine noise. The ratio of the positive steps in technology in engines certainly has not balanced the increased number of flight has accommentive. The community has not balanced the increased number of flight has accome over the community. Air pollution and chemical pollution continue to be a part of the life of every single individual who lives in the community.	The proposed expansion, especially Concepts 2 and 3, would only increase the noise and chemical pollution that would rain down upon our community. We understand the economic interests in airport expansion; however, that certainly would be at the expense of the thousands of people who live in this community, and that issue certainly needs to be considered as the concept is discussed and decisions are being made. Recently there has been a small effort to begin a sound attenuation for a few homes in Lennox. This sound attenuation project is an acknowledgment that even the current situation with airrest overflight does very negatively affect our people living in our community. We wish to stress that only a very few homes. The proposed expansion would greatly increase noise and chemical pollution over our community and would bring the necessity of this kind of sound attenuation to a even a higher level.	Respectfully, T. Uerduyee Maria Verduzco President Ma C Supervisor Yvonne Braithwaite-Burke
THE ARECOMMENT BURK DI FIC THE MODULT WITH AND AND AND THE AND		, I- ,		Hawthorne, cargo to Ontario. I believe that the LAX 2015 plan should examine growth across the region without massive expense to LAX. I believe that the region can met or exceed its objectives with minimal expense. John Houta Manitoba Street
TO I ME. EN MANNARTONFFICE BOARD OFFICE LAX AURFORT CONTINUES ICANTONO	REAR SIR: THIS LETTER WEITER SUGGEDTE USAND SOME COST SAUNASS COLAMON SOME COST BUT IT IS WISHTUR THINKING. THERE WOULD BE TOO	MANT FOR REOPLE INVOLVED SURL INFE THE GUVT. REEPS THE 17,000 ACEES UP IN ANTELOPE VALLEY.	PAR THE YEAR 2050 IT WILL BE NETTER FULL MOUL ARPERT EXPANSION. Expect BY THEN I WILL BE FULLING UP PAISIES. THANKS FOR READING UP PAISIES.	NECEIVENCE (121-7049) NUL 31 100 (121-7049) Executive Directors

KAISER MCEUEN

August 7, 1997

Mr. John Grayham Chief, Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045

Dear Mr. Grayham:

On behalf of my client, Imperial Bank, I wish to convey support of a Los Angeles International Airport expansion. Please add my name to the Department of Airports LAX MasterPlan mailing list so that I might keep Imperial Bank up-to-date on all pertinent information and developments. Also, if a Department of Airports Task Force is established, I am interested in being kept abreast of opportunities for participation.

Thank you for your time and consideration in this matter.

Sincerely,

UNUN (UBBR

Ann Abajian Director, Public Relations

1631 Pontius Avenue Los Angeles, Ca 90025 310°479°8999 Fax 310°479°8006

July 28, 1997

John L. Graham Chief of Airport Planning Department of Airports LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045

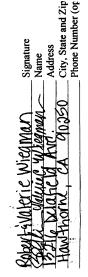
Dear Mr. Graham:

My family resides in the City of Hawthorne and would like to add our voice to the growing list of people opposing any and all expansion of the Los Angeles International Airport. All four of the proposed plans would significantly reduce the quality of life for citizens in the South Bay area. The noise and air pollution caused by the proposed expansion would have an unknown affect on the health of all of our families; with the elderly and children being the most at risk. Los Angeles International Airport has simply run out of room in the South Bay and should start looking at alternatives such as El Toro, Pomona or Palmdale for its expansion needs.

While we are opposed to all the proposed expansion, Plan Four, which calls for the Los Angeles International Airport to acquire the Hawthorne Airport, is particularly disturbing to us. It turns a quiet airport next to one of the nicest residential areas in the City of Hawthorne into a bustling metropolitan commuter center. The noise and traffic impact on the citizens of the Hollypark housing tract will be devastating and their health, peace of mind and to property values. In addition, Plan Four will have a devastating affect on all homes in its flight path, which includes much of the City of Hawthorne (including the Hollygien area where m family lives) and parts of El Segundo and Manhattan Beach. There is already too much noise, traffic and air pollution—we do not need to add more!

We urge you to choose Plan Five: NO EXPANSION AT LAX!

Sincerely,



copies of this Additional 37 letter were received

Also of concern is the fact that according to the "Master Plan Objectives" section of the Notice of Preparation's ("NOP"), the proposed expansion is designed to meet local needs through the year 2015. How do project benefits outweigh project impacts, on the environment and surrounding communities, if less than 15 years anticipated growth is actually accommodated? What demands will be made to	accommodate growth beyond 2015? Finally, the NOP "No-Project Alternative" makes the statement that "Passenger demand at LAX will continue to growresulting inincreased aircraft flight delays, passenger terminal crowding and vehicle ground access system congestion." There are no facts given or comprehensive studies cited upon which the NOP has based this	assumption. Indeed, it is an enormous leap to make such dire predictions based simply on the growth of the region's population. In fact, alternate airports (or increased activity at other existing airports serving the region) may siphon demand from LAX substantially and many other factors may impact the ultimate demand and quality of service. Absent thorough, thoughtful studies and projections, we believe this provocative, unsupported statement in the NOP reflects a pre-disposition by the Department of Airports to unfairly influence the outcome of the EIR/EIS process.	 COMPLIANCE WITH ENVIRONMENTAL REGULATION The history of LAX's environmental compliance, including its supervision of tenants through leasing and other administrative processes, may be seen as a forecast of its ability to protect the environment under any expansion plan. The EIR/EIS must therefore include a description of how LAX currently is regulated by and complies with: Attending the environment under any expansion plan. The EIR/EIS must therefore include a description of how LAX currently is regulated by and Complies with: Mater quality regulation 	 Stormwater Pollution Prevention Plan (SWPPP) Waste Disposal Naste Disposal Solid waste disposal Recycling practices of tenants Hazardous waste (used oil, solvents, etc. from aircraft maintenance) Tenant Compliance with environmental regulation What does the Airport do to ensure compliance? Cleanup programs 	 Leaking fuel tanks, pipes, soil remediation LAXFUEL LAXFUEL Status of cleanup of contaminated sites. A description of the rate of polluted groundwater extracted. A description of the remainder of the fuel system at the airport A description of the remainder of the fuel system at the airport A description of the remainder of the fuel system at the airport A description of the remainder of the fuel system at the airport A description of the remainder of the fuel system at the airport A description of the remainder of the fuel system at the airport A description of the remainder of the fuel system at the airport 	N
July 30, 1997	John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan Project 1 World Way Room 218 Los Angeles, CA 90012	Dear Mr. Graham, The Santa Monica BayKeeper and the Natural Resources Defense Council are concerned by the expansion plans of the Los Angeles International Airport ("LAX"). While the Environmental Impact Report/Environmental Impact Statement ("EIR/EIS") itself must serve to identify and comprehensively review environmental impacts, we believe that even at this preliminary stage, a number of issues may be identified that must be part of the analysis:	 OVERVIEW OF THE AIRPORT We believe that a thorough description of LAX management and finances must be included in the EIR/EIS, since virtually all environmental impacts, and any alternatives to the project, are weighed against cost, technical feasibility, and municipal jurisdiction or laws. A full disclosure of the items listed below is essential to the decision-making process underlying the EIR/EIS process. Therefore, the overview section should include, at a minimum: 	 Brief History of Past Airport Development/Expansion Map/Physical Description Current Management/Ownership Structure Board of Directors/Commissioners Appointment/election format, term length, qualifications, etc. Current Operating Income/Expense Statement Known Environmental Impacts of 50 Years of Airport Operations 	 EXPANSION PLANS/ALTERNATIVES The EIR/EIS must consider alternatives which would utilize the other actual or potential aviation facilities in the region to meet the projected demand for air services. Presently, the alternatives tentatively slated for analysis largely ignore the possibility of meeting the project's goals outside the footprint of LAX and outside the immediate area. For example, the potential of the Palmdale Airport must be included in this calculation. 	· · · · · · · · · · · · · · · · · · ·

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4. AIR POLLUTION IMPACTS

operations, but stationary facilities at the airport and mobile sources on the ground in the region with the worst air quality in the nation and among the worst air quality in mitigation strategies to be identified. Not only does LAX generate air pollution through There is no question that the project will cause significant impacts to air quality North America. This issue deserves detailed analysis and highlights the need for air

of a non-LAX air terminal to address projected air transportation needs would diminish One of the many related issues that deserve study is the manner in which use both the concentration of impacts and the socio-economic and racial distribution of caused by increased vehicular congestion) associated with various alternatives is pollution receivers. Further, careful study of secondary air impacts (for example, also contribute significant pollutant loads. necessary.

With respect to this issue, and others, it will be extremely important that the EIR/EIS authors not only carefully document impacts but propose meaningful and creative mitigation measures.

GROUND TRANSPORTATION IMPACTS പ്

including means to mitigate such impacts, such as public transportation alternatives, is The dramatic projected increase in passengers using LAX, or another local air surrounding area, leading to additional air emissions and increased trip time, among stretches of highway in the nation. We believe that a thorough analysis of this issue, transportation facility, will cause significant surface transportation impacts in the other impacts. Route 405 near the airport is already one of the most congested required

part of the airport master plan project is appropriate. Indeed, the current expansion of In this regard, consideration of the extension of the Green Line light rail line to the airport and new, dedicated natural gas-powered (or other "clean") bus service as San Francisco International Airport includes construction of a dedicated link between the airport's terminals and the BART rapid transit line to alleviate the sort of impacts described above

6. WATER POLLUTION IMPACTS

should study the manner in which the project will cause stormwater runoff to sensitive Given the NOP's conclusion that stormwater runoff could increase, the EIR/EIS areas, including the Santa Monica Bay, and should document measures to eliminate these impacts by installing new treatment devices and retrofitting existing facilities in similar fashion.

7. ENDANGERED SPECIES IMPACTS

We are extremely concerned about impacts to species which are threatened or

endangered, or may become so, especially in connection with the alternative which would extend west into El Segundo Dunes.

8. ENVIRONMENTAL JUSTICE

The EIR/EIS must by law (see, e.g., Title VI of the Civil Rights Act of 1986 and disproportionately impact minority communities. In this respect, it seems clear that pollution to areas east of the extended runway centerlines of the airport, in largely proposed expansion, including, for example, the way in which alternatives may enhanced air service to LAX would have the impact of increasing noise and air federal executive order) consider the environmental justice components of the minority south and southwest Los Angeles.

9. MANDATORY FINDINGS OF SIGNIFICANCE The questions posed in Findings 22(a) & (d) should be answered "yes," given the analysis contained in the NOP.

10. GROUNDWATER IMPACTS

<u>s</u> An additional concern is the statement in the NOP (2.1 - 1k) that "LAX may be situated over an aquifer." This statement is misleading and ignores the fact that LAX most assuredly situated over several aquifers, at least one of which is contaminated with jet fuel from the LAXFUEL facility and is currently the subject of a Cleanup and Abatement Order.

By this letter, please notify the undersigned, as interested parties, of any future hearings, actions or public meetings regarding this EIR/EIS and any future LAX expansion plans. Thank you.

Sincerely,

1272 MININARY

Marina del Rey, CA 90295 Captain Terry Tamminen, PO Box 10096 310-305-9645 BayKeeper

Natural Resources Defense Council 6310 San Vicente Blvd. #250 Dund Bl David S. Beckman, Esq.

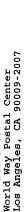
Los Angeles, CA 90048 213-934-6900

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Mr. David B. Kessler, AICP Environmental Protection Specialist AMP-611.2, Planning Section, Airports Division Federal Aviation Administration Western-Pacific Region P.O. Box 92007



Environmental Impact Statement Re:

Los Angeles International Airport (LAX) Master Plan

Dear Mr. Kessler:

The proposed future development of the Los Angeles International Airport (LAX) as described in the California Environmental Quality Act (CEA) Notice of Preparation (NOP) as prepared by the Los Angeles Department of Airports regarding the "Notice of Preparation of a Draft Environmental Impact Report" dated June 11, 1997 outlines five plans; Concept 1,2,3,4 and the "No Action Alternative". The NOP "Initial Study and Checklist" reports on twenty-two areas of concern and the conclusion is simple. Concepts 1,2,3 and 4 will adversely effect the City of Los Angeles and more specifically all of the immediate arround the airport. The "No Action Alternative" will degrade the City of Los Angeles and the immediate area of LAX the least and therefore is recommended. At the Public Scoping Meeting held on Saturday, July 12, 1997 from 2 p.m. - 7 p.m. at the Proud Bird Restaurant I tried to summarize in the three minutes allowed my concerns as follows:

1. The expansion (Concept 1,2,3 and 4) will destroy the quality of life in the City of Los Angeles and make life unbearable as we know it on the West side of Los Angeles.

impacted noise, health aesthetics and recreation will be negatively impac disproportionately to the benefit received from the expansion. water, plants, animals, real estate, public services, utilities, human recreation will be negatively i air, transportation, Land,

The FAA needs to know that the negative results of expansion under Concept 1,2,3 and 4 far out way the benefits that may occur щ.

4. The City of Los Angeles, the State of California and the Federal agencies with oversight have not been able to address the current problems that exist ... traffic, air, water, noise, aesthetics and health. (See item #2). The governmental agencies need to solve these problems before there is talk of expansion. Expansion of LAX as proposed will compound the situation to the point of near collapse of this city. How will the city handle the additional 40

million people and all that cargo?

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within the mature developed areas of their boundaries. All of the other large metropolitan city has expanded their airports large metropolitan cities that have needed to expand their airport capacity have located new airports outside of their current boundaries, for example ... London and Denver. оN

6. The NOP indicates that the El Segundo Blue Butterfly is on the Federal endangered list. If the LAX is expanded the preserve area will become uninhabitable for the butterfly and the butterfly will be one step closer extinction. Please expanded the airport capacity in areas of California that are begging for growth ... like Palmdale or at one of the retiring air bases ... like El Toro which are in need of a new purpose.

I urge the FAA to seek expansion of airport capacity outside of the City of Los Angeles. As one of the people who will bear the burden from all the detrimental effects of the expansion of LAX for 2015 I ask that you not destroy the quality of my life and my future in Los Angeles.

Yours Truly,

Charles R younglow Charles RV Younglove

7713 Boeing Avenue Los Angeles, CA 90045

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MR. & MRS. NORMAN ALBERT 8330 COLEGIO DRIVE LOS ANGELES, CALIFORNIA 90045

July 30, 1997

Mr. David B. Kessler AICP, Environmental Protection Specialist AWP-611.2 Plauning Section, Airports Division Federal Aviation Administration Westem-Pacific Region P.O. Box 92007 Worldway Postal Center Los Angeles, California 90009-2007 Re: Comments to Proposed Los Angeles International Airport Expansion

Dear Mr. Kessler:

We own a home in Westchester/Playa Del Rey, just west of Lincoln Boulevard and just north of Manchester. We both also both work in this area. I am a lawyer located in Corporate Pointe in Culver City and my husband is an engineer working on Jefferson Boulevard near the planned Playa Vista development.

We and our neighbors are extremely concerned that Alternatives 1-4 would adversely affect the quality of life in our community to a great degree. In particular, we are concerned that the proposed airport expansion would dramatically increase the amount of air pollution, noise, traffic and congestion in the area. We have a small child as do many of our neighbors and the increased noise and air pollution will make it very difficult for those children and their parents to enjoy being outdoors in their own yards and in the neighborhood parks and recreational areas. As a former teacher, I know that the increased noise will adversely affect the learning process in neighborhood schools. The EIS does not propose any acceptable solution to these problems.

In addition, traffic and conjestion in the area is already expected to increase to the breaking point from the Playa Vista development and the airport expansion will further compound this problem. While we recognize that the market for air travel in the Los Angeles area will be increasing, we strongly oppose Alternatives 1-4. If the expansion is necessary, it should be made in outlying

JUL 3 1 1997 AIRPORTS DIVISIO

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Mr. David B. Kessler July 30, 1997 Page 2 and relatively unpopulated areas like Palmdale and El Toro where it would not so severely impact on the quality of so many people's lives.

Very truly yours Carol B. Alber Canlt

Muitid Study and cluyber fait, a new more criterie is to be developed with reference to the more criterie, with the advancy increased and of the worth side puncy the new more sampling about hegein now by alling two monitoring amile ground be becald in the anc Los Angeles, Ca. 90045-3434 Robert GRANER, RESIDENT 7630 Nr. 9155 St. Tailway on the north side, sweed hilly areas were re-tailway on the north side, sweed hilly areas were re-moved which opened sets clear areas affecting homes about prec The movie contour him were catallisted in 1992 and a movie level model applied. no scampling and take mostle aile of the support between the west and of the runnys (where that are three monitoring weets) and one weat of tencolor Block, Daning the Scalledment of the Unid Kersler, Commental Protection Specialist Comments Eclinal Anietton Administration - AWP-611 AND - 4 100-611 P.O. Box 92007 Would Way Costal Conter, Los Reyels, Co. 9009 Man Mn. Kersler: murrays on the north and south seden of the acifust an the search and what will the trifle portions the of pelicie the numerys will be trifle portions the air table in conjunction with the the rand on simultanoous helich the traffic satisment in the the numerous of supper one balance link, impacting the Paya fel Per, There has been perchication as to how the two book the airport along 91t that , do recognized in the arbort Acting the Maria her July 30, 1997 dun m. Kerler:

2. You want to move the runways . The runways are three to one and half feet thick. They are very long, 1. You have put new terminals and cargo facilities where the maintenance hangers used to be. With more and boy what a job to move. This is not very bright considering the cost and interruption time on traffic. 3. Adding a TAXIWAY between two active nunways is not a very safe thing to do especially when the 4. Your plan calls for a new short runway on the north side but does not show the flight pattern for it . aircraft visiting our airport more maintenance will be required but WHERE ????? Safety is my first concern and noise is second. Doesn't look good to me. ITEMS OF CONCERN Playa Del Rey, CA 90293 Douglas Retiree, FAA Retiree, Ex Pilot, Consultant new heavy jets will have longer wing spans. 8219 Calabar Ave. John S. Ehret

David Kessler Environmental Protection Specialist Planner U.S. Department of Transportation, FAA AWP-611.2 P.O. Box 92007 World Way Postal Center LA., CA 90009-2007

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July 19. REOEIVED

Dear Mr. Kessler:

This letter is in regards to the planned expansion of LAX. I recently moved to Manhattan Beach from the Westside. Despite my love for the community and the close proximity to the beach, my daily commute to work (UCLA) is a nightmarel After trying all the alternatives including vanpool and carpool, each one for a year, I am back, due to work schedule, driving 405 Freeway.

I most definitely thought, the City planners and our Mayor, well aware of the problem, would soon tackle this major hurddle that's chocking our city. However, to my dismay, there is no alternative planned by them, and for us commuters, no respite from the frustration, anger, rage, and eventual submission to the dreaded daily routine of driving 10 miles per hour, inhaling exhaust fumes from all the other cars on the San Diego Freeway. And then comes the bombshell! LAX expansion! Truly you are joking! Expanding LAX in which direction, North, South, East, or West? All three sides of course except for the West, are surrounded by communities where people like myself have put down roots and shelled their investments. There in no room left to expand; a major airport that sustains a city, needs to be built <u>outside</u> the city, miles away, like other "civilized" city planners have done. LAX needs to be built <u>outside</u> the city, miles away, like other "civilized" city planners have done. AN needs to be moved out of Los Angeles and not expanded! We do not need the money for this city. Enough is collected in taxes and there is enough to go around if spend judiciously. Expand the airports in Ontario, Palmdale, overwhelming us as it is.

Just one last question, Mr. Graham: By the way, where do you live? I'm certain you and your family do not reside in Weschester, South Bay, or in the vicinity of the proposed expansion plans!

Sincerely,

Lucy Artinian-Hoersch Manhattan Beach

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cc: Jane Harman, U.S. Representative Debra Bowen, State Assembly Representative

there is a vacant parcel that condominiums are planned. The property will be a lot more expand your expensive after the condominiums are built. Start acquiring the land so that you can expand your you need property. Not to acquire the property knowing that you are going to expand the airport and move them closer. Buy the property now, you want expand the airport, to expand anything is wrong. Right now you can buy the property at a reasonable price, across the street from me Up to 92 decibels when airplanes are taking off at my home and you want to add more traffic AUG - 4 · CIRPOSTS 7331 Vista del Mar Lane Playa del Rey, CA 90293 G. Thomas Ennis airport, if that is what you are destined to do. Environmental Protection Specialist Planner Federal Aviation Administration-AWP-611 Los Angeles, CA 90009 G. Thomas Ennis P.O. Box 92007 Sincerely yours, David Kessler July 30, 1997 Dear Sir: AUG - 1 Rebecca White Ennis 7331 Vista del Mar Lane Playa del Rey, CA 90293

> Rebecca White Ennis Helberer 1

Sincerely,

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Los Angeles, CA 90009

P.O. Box 92007

Environmental Protection Specialist Planner Federal Aviation Administration-AWP-611

David Kessler

July 30, 1997

Dear Sirs:

Vista del Mar Boulevard means all the homes north of that should be bought at the present time. Buy the land you need. All expansions require added property. Planning on moving runways further to the north, in fact, even one going out over Pershing Drive taking off at the ocean at All of the properties are cheaper now than they will be and there are still a lot of vacant properties and homes that have not been remodeled. Especially the area north of the new proposed runway at the beach.

property if you bought it now. Other parts of Westchester are not affective by this, because I was in homes up off of 80th street and the airplanes noise was insignificant. For some reason, as the The good side of this is I'm sure the Hyatt or the Marriot would love to have the ocean front property of Playa del Rey for a hotel overlooking the ocean, which could be built on airport planes take off out of that ocean and ricochet back in the noise is atrocious.

1,01 0 5 NGC **NEVEIVED** In the current situation, aircraft using the north runways are usually on or near the After perusing the Notice of Preparation of a Draft Environmental Impact Report either on approach for landing, or already airborne on take-off when directly south of my the entire Emerson Manor neighborhood which includes churches and schools as well as Manor school would be rendered ineffective. This, of course, would be the situation for for a proposed LAX expansion, I became concerned about the future noise level at my expansion proposals, it appears that aircraft using the future north runways would be house. Either way, the existing noise barriers along 88th Street and south of Emerson Have noise level predictions been calculated for this problem? If so, is the ground at the east end of the runways, which is directly south of my house. In the Thomas F. Brands June 25, 1997 Thank You Los Angeles, CA, 90045-3729 6739 West 87th Place Thomas F. Brands AWP-611.2, Planning Section, Airports Division Environmental Protection Specialist Federal Aviation Administration Western Pacific Region hundreds of residences. information available? Please reply. David B Kessler RECEIVED JUN 3 0 :--residence. AICP Formingental Carlettion Specifica Channes 777, 22, 1797 but I an seg upart about the groin Westhatty in 1950. He is dream by turbus as I duilt an time Sit in Commits and its long time readents , plus Sincelly Laws Bas I have the ٤ Federal Unition administration the have lead, pullines and hay Westeren truthe in this manue I he have you will consider and A WP-611, P.O. Ent 92007 Would Way Pratel cinter prest plan to sport LAX. R 4 23 201 . Wd 166/ Q Ken hingeld, CA 90009 lader erred actuals will be af where he withcardle Dear Dr. Leader, David Geoden ous 4 Angeles, CA 90045 AIRPORTS DIVISION Ma. Laura E. **JU** 3 0 1997 RECENT

Our health is being imported and our puelity of life on a Junday afternon and evening is mil. We comit sit outside bacouc . 2019 di<u>o 197</u> which happens to be right with the lending path The muse is deargoning, the pollotion is ternile. DAVID KESSLET Environmental Protection Specialist U.S. Dept. of Tronsportation EAA L.A. CA me that more and more jets are londing at with dirt. Executly bad are the jets that 30,661 ĩ Our Cars, and Inside our house, are covered emit temple noise and shake the very of the unioning planes. Plane evaluate, there was important concerns Foundation of our home It seems to I would like to comment about. The Jonte RECEIVED We have lived in our house for 46 years 9000 Very Truly Yours 2700 Looka marice Arport, 1FI may. Lidney 4 Santa Manca arport. Dear III, AIRPORTS DIVISION AWP-610 RECEIVED July 30, 1997 JUL 3 1 1997 SCHOOL AND MY HOME. AN ACCIDENT IS WAITING TO HAPPEN THE THIRD TIME! CONCERNS. THAT WOULD MAKE ME FEEL THAT THE GOVERNMENT AGENCY, THE E.A.A. IS, INDEED, LOOKING OUT FOR MY COMMUNITY OVER THE PROFIT SEEKERS PROTECTIVE OF THE AIR POLLUCTION, THE NOISE, LARGE JETS FLYING LOWER PROFITS OF BUSINESSES HAVING PRIORITY OVER THE POSSIBILITY OF DEATH CAN'T BELIEVE THE F.A.A. WHICH IS AN AGENCY OF MY GOV'T CAN'T BE MORE EXPECT AND LOOK FORWARD TO HEARING FROM YOU REGARDING ALL OF THE ABOVE MATTERS. I WOULD DEEPLY APPRECIATE AN EARLY RESPONSE TO MY SCHOOL, FOR 46 YEARS. I HAVE SEEN 2 PLANES GO DOWN BLOCKS FROM THE AND LOWER PLUS MORE AND MORE OF THEM AND OTHER PLANES. ALSO, THE CAN WE PLEASE, PLEASE HAVE OUR COMMUNITY REPRESENTED ONTHE LAX HAVE LIVED IN MY HOME, ACROSS THE STREET FROM THE RICHLAND AVE DAVID B. KESSLER, EWVOIRMMENTAL PROTECTION SPECIALIST TO INNOCENT CHILDREN AND ADULTS IN THE COMMUNITY. 222 FEDERAL AVIATION ADMINISTRATION AWP 611.2 WILLYNE BOWER WORLD WAY POSTAL CENTER, LOS ANGELES, CA GRATEFULLY U.S. DEPARTMENT OF TRANSPORTATION ł , DESPERATELY, SEEK YOUR HELP. SCOPING COMMITTEE.? AT THE AIRPORT B0X 92007 DEAR SIR:

AMOUN decer 101 "0" AUG - 5 1997 OVN M (JB) 71 1011019 201 JUC R E C H R E C H R C H R ğ olli VC DUC LN/000 E CORVER WW QUA Mer 1ery 1940 -nous 0133 the ever LE L KUO 10 I am still enjoying my home in the Century Heights area. However, it would be so much nicer if there was less noise to hear from the airplanes. windows of the homes to ensure soundproofing against the noise of the airplanes. dismayed that so far, I see no progress in this area. I have listened as our newly about to be started again. I have, as yet, seen nor heard of any improvements of purchase was the statement made concerning the upgrading of the windows and admired as I surveyed the area. The beautiful homes, the clean streets and, the elected Mayor stated the program for upgrading the windows of our homes was seems that the planes are coming in lower than normal as they reach this area. am one of the newer members of the community called " Century Heights ". neighborhood however, I have experienced the following which I will address: Not only do they seem to be flying lower but, there also seems to be more air agreement had been reached with the Department of Airports to upgrade the * Increased noise from the airplanes landing at L.A. International. At times it received this information as an additional incentive to purchase. I am a bit doors of the homes in the Inglewood area. I was informed by my agent that have been living here since September, 1996. There were several things I traffic seemed to be well in line with what I desired. Since moving into the One of things that made this particular area popular to me, causing me to **NUG - 5 1997** One World Way, Suite 218, Los Angeles, CA. 90045 Mr. John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan ł traffic on a consistent basis. Min. Michael Henderson Inglewood, CA. 90303 this type being made. 10230 S. 7th Ave. July 29, 1997

AIRPORTS DIVISION AMP-F10 JUL 2 4 1997 This is a very simple issue if you care about the people of the City of Hawthorne. Lets review a few of the so called improvements to our city. Hawthorne Mall: We were told that it would be a boost to our city. The only thing that it boosted was the Realtors and Builders pockets. It has done nothing for the citizens of this community. It brought crime and a dangerous place to go. Apartments: We were told how building apartments was going to be a good thing for our city. It would bring revenue, get rid of older homes, etc. What did we get? More crime, higher costs to service the area due to crime, etc. What did we get? More crime, higher costs to service the area due to crime, out or had no choice because we could not leave have hoped and tried to make it a better place as it once was. A nice city to raise your family and have pride in. Now we have one more threat to this city airport expansion bringing in more dust, soot, as well as noise pollution that comes from more planes, more trucks, and everything that agrees with any commercial area. All of the ingredients that can lower home values and living this city needs. I feel this is just one more nail in the coeffin to make our city a less desirable place to live. It also seems to me that one again the Realtors and Builders will benefit, not the citizens of Hawthorne. If this expansion goes through, the impact will be negative and you will see the area implode. As you can tell, I am not for this expansion and hope that you will see that cities and communities need more than commercial areas to survive. They need clean air and streets, less noise and congestion to make a place home. In addition, with planes flying over our homes at lower heights, we are at risk such as the TWA Flight 800. Can you imagine the devastation had TWA Flight 800 been over homes. This is what your planning will bring us. If you are planning for the year 2015, I do not understand why you are not planning to go where the population growth is going to be, not here in an already overpopulated area. I also do not understand why you are not planning to expand Palmdale, El Toro, or closed military bases where it would be less costly to build an airport. Hawthorne citizens do not need the LAX expansion, we don't need the added noise, pollution, and congestion on our street. Nor do we need more planes flying over our homes. Ref: LAX Expansion cc: Yvonne Brathwaite Burke, Supervisor 2nd Dist., L. A. Co. Environmental Protection Specialist Planner U.S. Department of Transportation ł Catul abund 4593 West 141st Street 90250 Sincerely concerned, Dear Mr. Kessler: Patrick Abamonte David B. Kessler (310) 644-3885 Hawthorne, CA July 22, 1997 RECEIVED ž AIRPORTS DIVISION AMP-610 JUN 2 6 1997 Hundreds of incoming RECEIVED AIRPORTS DIVISION AWP - 611 JUN 2 6 107 June 20, 1997

Federal Aviation Administration P. O. Box 82007 Worldway Postal Center Los Angeles, Ca. 90009

Re: LAX expansion

Gentlemen:

The proposals submitted for expansion of the facility are unacceptable for the following reasons:

SAFETY CONCERNS:

The air control systems are inadequate. Hundreds of incoming flights are ordered to fly around because there is no space too land. Such flights are directed over RESIDENTIAL areas, not directly to the coast line, before turning. The Hyperion plant is a disaster just waiting to happen. Methane gas pipes are located fifty feet above ground, and two dozen digesters are filled with potentially exlosive material. After midnight all incoming and outgoing planes share the small window at the coastline, necessitating a continual intrusion into the airspace above the residents of El Segundo. The proposals offer no solution.

NOISE

Insulation of homes and schools in surrounding areas are mentioned but no guarantees are offered. It appears that anyone accepting the offer would be subjecting themselves and generations to come, to living in bunkers. The proposals all include statements that there will be an INCREASE in noise. The proposals offer no solution.

HEALTH

The polutants deposited by the airplane fuel is not addressed in any of your proposals. The human beings, school yards, cars and homes are presently covered with the residue. The rate of cancer deaths for those living adjacent to the airport are known to be higher than the norm. The proposals offer no solution.

ALTERNATIVE SITES MUST BE EXAMINED. THE HUMAN FACTOR SHOULD HAVE TOP PRIORITY. AT LEAST, WE SHOULD BE GIVEN CONSIDERATION EQUAL TO THAT GIVEN THE KANGAROO RAT.

Jarochy

Dorothy Kent / / 909 Dune St. El Segundo, Ca. 90245 cc: Senator Feinstein

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nternautional Altryport Alrea	LAX Area Advisory Committee Response to NUL/NUF
divisorry Committee	Information on individual noise footprints for each aircraft (as has been
() 646-5742 T	pinpoint impact areas. These noise footprints must be listed for all weather conditions (such as inversion layers) and rates of ascent/descent (a r nover climb-onts.)
/66T /7T ÅTNO	(c.g., Ford diam decor)
	Escape corridors for aborted landings would have to be over restourted areas. These paths must be clearly defined for all conceivable conditions. Of particular concern is allowing sufficient space for aircraft (probably 247/61, and
John L. Graham Chief of Airport Planning LAX Master Plan	the heaviest, least maneuverable) which must be warved out trom true become 25L/7R - these runways are currently the outboard runways, but become "middle" runways if the additional "commuter" runways are added. As
Los Angeles Department of Airports One World Way, Suite 218 Los Angeles, CA 90045	pressure is put on airlines and the tower for increased through-put, more aircraft will be unable to keep up with the "rammin-and-jammin" and have to use escape corridors after being waved off. Escape corridors need to be studied availated, and mitigration measures for the negative impacts
Dear Mr. Graham:	included in the EIR/EIS study.
The Los Angeles International Airport Area Advisory Committee submits the following comments on the Notice of Intent/Notice of Preparation on the Joint Environmental Impact Statement/Environmental Impact Report.	Early turns continue to be numerous, primarily by commuter aircraft, with the present airport configuration and level of traffic. The commuter airline runways being proposed for the north and south sides of the airport arrows conserts would be located very close to the Playa del Rey and
All the expansion proposals are based on achieving maximum levels of exceedingly high estimates of future capacity needs and do not factor in realistic growth in capacity at other facilities in relieving the strain on LAX.	El segundo residential areas. The probable increase in early turns, El segundo residential areas. The probable increase in early turns, whether tower or pilot initiated, would cause severe noise impacts in the communities adjacent to LAX. Early turns need to be studied, evaluated, and regulations with fees and penalties for violations need to be included in the EIR/EIS study.
An Alternative 5 must be added which fully explores extensive development on Palmdale.	Total protection for the El Segundo Dunes and Blue Butterfly areas must be Total protection for the El Segundo Dunes and Blue Butterfly areas must be
Although the Los Angeles Department of Airports may agree to certain conditions such as limiting landing/take-off patterns or restricting	preserved. Comprehensive and specific intermation of the area increased air and ground traffic would have on air pollution on that area must be included in the EIR/EIS study.
nighttime operations on new or existing runways, the FAA can completery reconfigure the airspace over the whole airport and all approach/departure areas (which is exactly what the FAA did at Dallas/Fort Worth when a seventh runway was added).	Far too many EIS/EIR exercises end with a full acknowledgement of negative environmental impacts, which are then blatantly ignored in favor of what is termed "overriding economic concerns." The economic benefits from constants of tay would mainy of to large companies often headquartered
Therefore, to enable the public to review the different concepts proposed for the LAX Master Plan, all flight path configurations need to be fully delineated and cover all runways on all the plans for both east-to-west and west-to-east operations under all possible weather conditions with the evening and nighttime impacts clearly defined.	elsewhere and to stock mains and the could reside anywhere in the elsewhere and to stock shareholders who could reside anywhere in the country or world. The negative environmental, health, and economic impacts, however, fall almost exclusively on those who live or work in the communities immediately surrounding the airport and constitute an undue burden on them. The negative environmental impacts must all be studied, evaluated, and mitigation mesures included for them in the EIR/EIS study.
For air passengers, air transport and airport employees, and people living and working near the airport or under the flight paths, safety should be of prime concern in considering LAX expansion plans. This must include protecting the health of these people and setting limits (with fees and penalties for violations) for exceeding the regulations.	The following comments address the specific items on the initial Study Checklist (only items where additional information is added or where the category - no, maybe, yes - should be changed are included):
An increase in air traffic will, inevitably, lead to more noise. LAX led the nation in the effort to convert to Stage 3 engine aircraft, and this change did reduce the noise - temporarily. With the proposed new runways, realigned existing runways, and increase in air traffic, the noise contours will again expand.	
#1 World Way, P.O. Box 92216 - Los Angeles, Callfornia 90009-2216	

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	LAX Area Advisory Committee Response to NOI/NOP	PLANT LIFE a. Change in diversity of species? [Yes] All four alternatives for expansion would affect	sensitive El Segundo Dunes area due to the large increase in air pollution due to both air and ground traffic. Physical intrusion by a runway into the dunes area is unacceptable.	b. Reduction of endangered species or plants? [Change to Yes] All of the alternatives for expansion would affect the sensitive El Segundo Dunes area due to the large	_	c. Introduction of new species? [Change to Maybe] Impact in this area would depend on what kind of landscaping/planting would be introduced, especially near the	El Segundo Dunes area. ANIMAL LIFE	a. Change in the diversity of species? [Yes] The heavy air and ground traffic and noise which would be inherent in all four expansion alternatives would also heavily and adversely affect all the animal species in the sensitive dune area.	b. Reduction of endangered species? [Change to Yes] All four expansion alternatives would heavily and adversaly affect all the endangered species in the El	<pre>seguration Dures with heavy air and noise pollution from both air and ground traffic. c. Introduction of new species or a barrier to migration? [Change to Yes] All of the expansion alternatives could severely impact the ability of species to utilize the El Segundo</pre>	Dunes as a nesting, roosting, hunting, or migration stop-over habitat area due to the increase in noise, air pollution from	air and ground traffic, and activity (especially if a ring road brings street traffic to a new Western Terminal). A beterioretion of evisting wildlife habitat?	[Change severe] Dunes	ground street NOTSE	
· • •	LAX	4.					ъ.							Ŷ	;
	Area Advisory Committee Response to NOI/NOP	. Change in topography or ground surface relief features? [Change to Yes] Several of the concepts would definitely change topography.	Destr [Chan into	seriously arrect units sensitive and noise from additional from both air and ground traffic and noise from additional overflights.	. Exposure of people or property to geologic hazards? [Change to Yes] The proximity to active faults and the potential liquefaction zone requires extensive study of this problem.	AIR	Air emissions or deterioration of amblent air quality? [Yes] In addition to carbon monoxide and nitrogen oxides, hydrocarbons and particulate matter would also be increased far over baseline levels and surpass unhealthful levels.		Alteration or any change in climate? [Change to Maybe] Changed in structures could modify prevailing on-shore wind patterns.	d. Expose sensitive receptors to severe air pollution conditions? [Change to Yes] The levels of increased air pollution from both air and ground traffic will severely adversely affect everyone working at the airport and those working and living in the surrounding communities.	WATER	•	could seriously pollute the ocean and beautes. The increased dumping of jet fuel over the ocean would also have a negative impact on the beaches and ocean.	 Reduction in the amount of water supplies? [Change to Yes] Increased activity levels would lead to increased use of public water supplies. 	k. Changes to groundwater quality? [Change to Yes] The seepage over many years of pollutants from fuel farms, etc. would cause severe impact.
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	PAN ALEA AUVISOLY COMMITCHE RESPONSE LO NOL/NOF	LAX AF	LAX Area Advisory Committee Response to NOI/NOP
	new runways and new/realigned flight paths would affect areas such as Lennox, Hawthorne, Culver City, Marina del Rey, Ladera, Del Aire, and the beach cities in addition to El Segundo, Tudieword, Westchester and Plava del Rey.	.	. Conflict with environmental plans or policies? [Change to Yes] The impact of the expansion proposals would conflict with most or all of the agencies cited.
	Single-event noise would cause severe increases in noise levels. (Studying individual noise footprints for each aircraft, as has	10. R	RISK OF UPSET
	been done at SFO, would serve to pinpoint impact areas, especially when all weather conditions, such as inversion		
	layers, and rates of ascent/descent - e.g., power climp-outs - are factored in.) unicontrost fluin holow - 2000_ff minimum elevation create a		increase the potential for explosion and release of indiatious substances, including the increased dumping of jet fuel over increase and nonulated arease
	nelicopters ilying perow a 2000-it manimum erevation, direct a noise impact now; with the expansion alternatives, this impact		Mith any increase in air traffic, the statistical chances of
	would increase. There is also a potential for impact from vertical-take-off-and-landing aircraft.		catastrophic alrcraft accident over or into the residential areas is increased, especially when runways are located as close
	Ground noise, which is aiready causing an impact in residential communities close to runways, would also increase. Modifying		to communities as proposed in all the concepts.
	the noise monitoring system to include single-event events and ground noise would help assess the new impacts.	11. P	POPULATION
	Aircraft using escape corridors would increase noise impacts	0	a. Relocation of any persons? [v_c] m_ sucid the intense controversy over previous
	new shorter "commuter" runways would require that the smaller,		condemnation procedures (in the 1960s), any property acquisition
	more maneuverable (usually commuter) aircraft using the new, short runways make fairly sharp furns. climb steeply (and		plan should have a clearly defined reimbursement procedure
	noisily), and fly over residential areas so that safety margins		those who feel they were not offered adequate compensation.
	would be maintained for the neaver, less maneuverable allocate utilizing the existing (and expanded) north or south runways.		b. Changes in population of an area?
	There would be a great potential for early turns, eitner rower or bilot initiated		[Change to Yes] Existing residential areas could be so degrac by the increased noise, traffic, and air pollution impacts th
	If a new runway is added in Hawthorne (as in concept 4), the		the homeowners would be forced to relocate, possibly losing
	noise and air pollution would affect communities more remore from the existing impacted areas. And, again, the aircraft		equity in their property.
	make sharp, steep turns to avoid straying into the f		c. Cumulative population increases?
	17		
	It a Residential Sound Insulation Frogram is to be included as a noise mitigation measure, it must have a timetable and a	12	HUISTING
	arantee that the public can have legal recourse for n		
	formance.		a. Affect existing housing? [Yes] To avoid the intense controversy over previous condemna-
a	Exposure of people to severe noise levels? [Change to Yes] The cumulative noise impact would be severe under the four expansion alternatives, especially for certain arose who sincie-event noise immark would he particularly		tion procedures (in the 1960s), any property acquisition plan should have a clearly defined reimbursement procedure including current fair market evaluation and legal recourse for those who
			reel they were not ottered anequate compensation. Internation that would result from all the transfic, moise, and air pollution that would result from all the construction monorary values. Associally,
8. LAN	LAND USE		signistion proposals would also tower property variable of the for residences and residential services.
a.	Alteration of present or planned land use of an area? • [Yes] Compatibility with the County's equivalent of a master	13. 1	RIGHT OF WAY
	plan should also be assessed.	-	b. Reduced access? [rhanne to Yes] There is a serious potential for vehicular
р.	Conflict with existing general plans/zoning? [Change to Yes] All but the no expansion alternative would conflict with existing general plans and zoning.		to use residential streets as "short cuts" to the airport.

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LAX Area	LAX Area Advisory Committee Response to NOI/NOP	LAX 1	LAX Area Advisory Committee Response to NOI/NOP
14. TRAN	TRANSPORTATION/CIRCULATION		hazards with LAX expansion would also negatively impact children.
R	Generation of additional vehicular movement? [Yes] Additional, overwhelming vehicular traffic would be generated by all the expansion alternatives into <u>all</u> the surrounding areas - most trips transporting cargo or people through the surrounding communities without adding business/customers to the local enterprises.		d. Parks? [Change to Yes] Increased flight activity and surface traffic vould severely increase the noise, traffic, and air pollution areas, impacting parks.
ບ່	Impact on existing transportation systems? [Yes] Under the four expansion alternatives, the additional vehicular traffic would swamp the already overburdened interchange of the 105 Freeway and Sepulved Blvd and produce		e. Maintenance of public facilities? [Change to Yes] Increased vehicle activity on freeways, highways, and access roads in a broad area, involving many jurisdictions, surrounding the airport would definitely lead to an increase in street, freeway, and mass transit maintenance.
	While a new peripheral within a stready at carefie on While a new peripheral roadway might relieve traffic on Sepulveda and Lincoln, it would also create problems in the communities of Playa del Rey and El Segundo, where the streets are primarily residential, not designed for heavy airport traffic usage.		f. Other governmental services? [Change to Yes] Drug enforcement services would also have to be increased under all the airport expansion plans. There would also be a demand on all surrounding communities for traffic control and ambulance(disaster services.
	Increased ground transportation for passengers, employees, and cargo to handle proposed increases in air traffic would impact	16.	ENERGY
	an extensive area - not just immediatery aujorant to the airport. Ingress/egress lanes to and from the 405 Freeway would be needed for both the north- and south-bound sides of the freeway. A comprehensive, revamped interchange, preferably with an extension into the airport itself, would be needed for the contine Freeway.		b. Significant increase in demand for energy? [Change to Yes] Increased levels of aircraft and airport- related operations would definitely result in a steep increase in the use of fuel and energy sources.
	through the Sepulveda Tunnel (despite CalTrans' contention that there is no traffit nrohlmen there!) would also be necessary.	17.	UTILITIES
	Other developments, such as Player, with and the Howard Hughes Other developments, such as Player Vista and the Howard Hughes Conter, are going through an EIR process or are already expanding and the cumulative traffic from all sources must be studied, evaluated, and mitigation measures included in the		e. Storm water drainage? [Change to Yes] Under all expansion plans, new or altered storm water drainage systems would be required.
д .	EIR/EIS study. Alterations to present circulation patterns? [Yes] The impact on surrounding communities, especially		<pre>g. Water treatment? [Change to Yes] Expanded water treatment services would be necessary under all the expansion proposals.</pre>
	residential areas, could be devastating.	18.	HUMAN HEALTH
u	Increase in traffic hazards? [Change to Yes] The increased traffic that would be caused by all the expansion alternatives would greatly increase the risk of traffic hazards.		a. Health hazards? [Change to Yes] Under all the erpansion proposals, increased air and ground traffic would definitely create severe noise, air quality, and accident hazards, causing an undue burden on people
15. PUBI	PUBLIC SERVICES		living or working at LAA OF IN the surrounting community Children are especially vulnerable to noise impacts and air conjuctor hereries whe risk for a catastrophic air disaster
ġ	Police protection? [Yes] <u>All</u> communities and jurisdictions surrounding the airport would be faced with heavy increases in demands for police, fire, and ambulance services under the four expansion alternatives.		Pollution magains. The first of falling on many residential with debris from a crash/collision falling on many residential and/or heavily populated commercial areas would be greatly increased. Ground traffic increases would subject all surrounding communities to potential accidents.
U	Schools? [Change to Yes] Recent studies are showing that noise, such as the increased air traffic would create, has a severe impact on children. The increased air pollution and risk of traffic		b. Exposure to potential health hazards? [Change to Yes] Increased aircraft and airport-related activity would definitely expose people in the surrounding areas to

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LAX Area Advisory Committee Response to NOI/NOP	accidents, and jeopardy of catastrophic aircraft collisions; all leading to an undue burden on those living or working at or near the airport.	The Los Angeles International Airport Area Advisory Committee wishes to have the following people notified of any and all public meetings, draft or final reports, or procedures taking place in the Master Plan process:	Mr. Noe Saenz	Chair Los Angeles International Airport Area Advisory Committee 5343 Dobson Way Culver City, CA 90230 310 397-3923	Ms. Danna Cope Chair, Master Plan Subcommittee Los Angeles International Airport Area Advisory Committee 7424-3/4 Airzona Ave	Westchester, CA 30043 310 641-2503 Mr. Roy Hefner Immediate Past Chair Los Angeles International Airport Area Advisory Committee	0245 W. SULI FIACE Westchester, CA 90045 210 ftd_boxe	Thank you for the opportunity to express our concerns and opinions on the proposals.	Danne love for Noc seen	Mr. Noe Saenz Chair Los Angeles International Airport Area Advisory Committee NS:DC:fgt	cc: Board of Airport Commissioners	FAA Regional Office	
LAX Area Advisory Committee Response to NOI/NOP		plans, the sce	and	b. Creation of an aesthetically offensive site? [Change to Yes] Any physical intrusion into the El Segundo Dunes are would constitute an aesthetically offensive site.	c. Destruction of desirable aesthetic feature? [Change to Yes] Any physical intrusion into the El Segundo Dunes would constitute destruction of an aesthetic site. Siting a new runway on the north side of the airport would destroy existing vegetation and trees.	d. Any negative aesthetic effect? [Change to Yes] Any physical intrusion into the El Segundo Dunes and air pollution which would result from all of the expansion proposals would cause severe negative aesthetic effects.	20. RECREATION	a. Impact on existing recreational opportunities? [Change to Yes] All expansion proposals would create air and noise pollution over many recreational areas. The increased dumping of jet fuel over the ocean would also have a negative impact on the beaches and ocean.	21. CULTURAL RESOURCES	a. Alteration of archeological site? [Change to Yes] The expansion plans would have an impact on a site, especially in the El Segundo Dunes area. There may also be potential sites in the area west of the runways and east of Pershing Drive.	22 MANDATORY FINDINGS OF SIGNIFICANCE	 Potential to degrade the environment? [Change to Yes] All expansion proposals would directly and Indirectly degrade the guality of the environment, threaten the habitat of ocean fish and mammals and wildlife and plant species on land, including rare or endangered plants and animals. 	d. Substantial adverse effects on human beings? [Change to Yes] The higher activity levels associated with all [Change to Yes] The higher activity levels associated with all the expansion proposals would lead to increased human exposure to noise, air pollutant emissions, and risk of exposure to hazardous materials and substances, increased risk of traffic

	Danna Cope's response to LAX NOI/NOP
DANNA COPE 7424-3/4 Arizona Avenue Wootoctor 01115crus a000451368	In addition, the photochemical and other reactions of all these components must be fully analyzed.
310 641-2503 300-40-1000	An increase in air traffic will, inevitably, lead to more noise, especially if the separation distance between aircraft is decreased.
July 12, 1997	LAX led the nation in the effort to convert to Stage 3 engine alrcraft, and this change did reduce the noise - temporarily. With the proposed new runways, realigned existing runways, and increase in air traffic, the noise contours will again expand.
John L. Graham Chief of Airport Planning LAX Master Plan Los Angeles Department of Airports Dome World Way, Suite 218 Los Angeles, CA 90045	Information on individual noise footprints for each aircraft (as has been done at SFO) is necessary for complete public review and would serve to pinpoint impact areas. These noise footprints must be listed for all weather conditions (such as inversion layers) and rates of ascent/descent (e.g., power climb-outs.)
Re: Notice of Intent/Notice of Preparation on the Joint Environmental Impact Statement/ Environmental Impact Report Dear Mr. Graham:	Escape corridors for aborted landings would have to be over residential areas. These paths must be clearly defined for all conceivable conditions. Of particular concern is allowing sufficient space for aircraft probably the heaviest, least maneuverable) which must be waived of the probably the heaviest.
The very costly Notice of Prenaration is woefully inadequate. At least	rrom 24K/OL and 25L/rr - these numerys are currently the additional "commuter" runways, but become "middle" runways if the additional "commuter"
The very costry worked of repartation is more in the first of the firs	runways are added. As pressure is put on airlines and the tower for increased through-put, more aircraft will be unable to keep up with the
when a yes is opviously the answery. Of particular concerning the perilously underevaluated Mandatory Findings of Significance section.	"rammin-and-jammin" and have to use escape corridors after being waived off. Escape corridors need to be studied, evaluated, and mitigation
All four expansion proposals are based on achieving maximum levels of exceedingly high estimates of future capacity needs and do not factor in realistic growth in capacity at other facilities in relieving the strain	measures for the negative impacts included in the EIR/EIS study. Early turns continue to be numerous, primarily by commuter aircraft, with the present airport configuration and level of traffic. The
An Alternative 5 must be added which fully explores extensive development on Palmdale.	commuter arring runways being proposed for the function of the Playa the airport in several concepts would be located very close to the Playa del Rey and El Segundo residential areas. The probable increase in early turns, whether tower or pilot initiated, would cause severe noise
Although the Los Angeles Department of Airports may agree to certain conditions such as limiting landing/take-off patterns or restricting protettime consisting on new or existing runways, the FAA can completely	impacts in the communities adjacent to LAX. Early turns need to be studied, evaluated, and regulations with fees and penalties for viola- tions need to be included in the EIR/EIS study.
preconfigure the alreade over the whole alrport and all approach/departure areas (which is exactly what the FAA did at Dallas/Fort Worth when a seventh runway was added).	Total protection for the El Segundo Dunes and Blue Butterfly areas must be preserved. Comprehensive and specific information on the impact the increased air and ground traffic would have on air pollution on that area and the increase in dunped iet fuel would have must be
Therefore, to enable the public to review the different concepts proposed for the LAX Master Plan, all flight path configurations need to	and and the EIR/EIS study.
be fully delineated and cover all furmays on all the plans for both east-to-west and west-to-east operations under all possible weather conditions with the evening and nighttime impacts clearly defined.	Far too many EIS/EIR exercises end with a full acknowledgement of negative environmental impacts, which are then blatantly ignored in favor of what is termed "overriding economic concerns." The economic
For air passengers, air transport and airport employees, and people living and working near the airport or under the flight paths, safety chould be of nime concern in considering IAX expansion plans. This	benefits from expansion at LAX would mainly go to large companies often headquartered elsewhere and to stock shareholders who could reside anywhere in the country or world. The negative environmental health,
with fees and penalties for violations) for exceeding the regulations.	and economic impacts, however, fall almost exclusively on those who live or work in the communities immediately surrounding the airport and constitute an undue hardship and burden on them. The negative environ-
It is imperative that all components of fuel for and emissions from jets, aircraft, support equipment, and surface vehicles be included and thoroughly evaluated, with potential health effects fully enumerated.	mental impacts must all be studied, evaluated, and equitable mitigation measures included for them in the EIR/EIS study.

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Danna Cope's response to LAX NOI/NOP	could seriously pollute the ocean and beaches. The increased dumping of jet fuel over the ocean and beaches would also have a negative impact on the beaches and ocean.	h. Reduction in the amount of water supplies? [Change to Yes] Increased activity levels would lead to increased use of public water supplies.	k. Changes to groundwater quality? remand to Yeel The seenade over many years of pollutants	se severe impact.	a. Change in diversity of species? [Yes] All four alternatives for expansion would affect the sensitive El Segundo Dunes area due to the large increase in air pollution from both air and ground traffic. Physical intrusion by a runway into the dunes area is unacceptable.	b. Reduction of endangered species or plants? [Change to Yes] All of the alternatives for expansion would affect the sensitive El Segundo Dunes area due to the large increase in air pollution due to both air and ground traffic and due to an increase in jet fuel dumping. There are several species that have been identified in this area that qualify for the Endancered Species listing.	c. Introduction of new species? c. Introduction of new species? c. Introduction of maybe] Impact would depend on what kind of [Change to Maybe] Impact would be introduced, especially near the landscaping/planting would be introduced, especially near the El Segundo Dunes. New species may be able to take hold if increased pollution degrades the habitat for native species.	e. Impacts to wetland habitat? [Change to Yes] The increase in air pollution from both air [Change to Yes] The increase in air pollution any of the and ground traffic that would be the result from any of the expansion proposals would seriously affect the Argo drainage diftent and the Bailona Wetlands as would the increase in dumning of the fuel.	5. ANIMAL LIFE		b. Reduction of endangered species? [Change to Yes] All four expansion alternatives would heavily	and adversely arrect and the envanience sported and noise Segundo Dunes and nearby Ballona Wetlands with air and noise pollution from both air and ground traffic and with pollution from increased jet fuel dumping over the land and ocean.	
Danna Cope's response to LAX NOI/NOP	The following comments address the specific items on the initial Study Checklist (only items where additional information is added or where the category - "no," "maybe," or "yes" - should be changed are included):	RTH Unstable earth conditions o	substructures? [Change to Maybe] Current studies need to be included on possible liquefaction zones during an earthquake.	Change in topography or ground surface relief features? [Change to Yes] Several of the concepts would definitely change topography.	Destruction or modification on any unique geologic features? [Change to Yes] While one alternative would physically intrude into the El Segundo Dunes, all alternatives for expansion would seriously affect this sensitive area by adding alt pollution from both air and ground traffic, noise from additional overflichts, and increases in dumped it fuel.	Exposure of people or property to geologic hazards? [Change to Yes] The proximity to active faults potential liquefaction zone requires extensive study problem.	Air emissions or deterioration of ambient air quality? [Yes] In addition to carbon monoxide and nitrogen oxides, hydrocarbons and particulate matter would also be increased far over baseline levels and surpass unhealthful levels. Photochemical and other reactions of all the components of jet		Alteration or any change in climate? [Change to Maybe] Changed in structures could modify prevailing on-shore wind patterns.	Expose sensitive receptors to severe air pollution conditions? [Change to Yes] The levels of increased air pollution from both air and ground traffic and reactions these various components would have would severely adversely affect everyone working at the airport and those working and living in the surrounding communities.	WATER	Discharge or alteration of surface water quality? [Change to Yes] Under all the expansion proposals, stormwater runoff from the airport area would contain contaminants that	
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Danna Cope's response to LAX NOI/NOP	noise and air pollution would affect communities more remote from the existing impacted areas. And, again, the aircraft would make sharp, steep turns to avoid straying into the flight paths for the larger aircraft using the north and south runways at LAX. If a Residential Sound Insulation Program is to be included as a noise mitigation measure, it must have a timetable and a guarantee that the public can have legal recourse for nonper- formance.		 LAND USE a. Alteration of present or planned land use of an area? [Yes] Compatibility with the County's equivalent of a master plan should also be assessed. 	b. Conflict with existing general plans/zoning? [Change to Yes] All but the no expansion alternative would conflict with existing general plans and zoning.	c. Conflict with environmental plans or policies? [Change to Yes] The impact of the expansion proposals would conflict with most or all of the agencies cited.	10. RISK OF UPSET	a. Risk of an explosion or release of hazardous substances? [Change to Yes] Higher levels of flight activity would severely increase the potential for explosion and release of hazardous substances, including the increased dumping of jet fuel over land, El Segundo Dunes, beaches, ocean, and populated areas. With any increase in air traffic, the statistical chances of a catastrophic aircraft accident over or into the residential areas is increased, especially when runways are located as close to communities as proposed in all the concepts.	 b. Possible interference with emergency plans? b. Fossible interference with emergency for expansion plans would require review and substantive changes in existing emergency plans. c) POPULATION 	a. Relocation of any persons? [Yes] To avoid the intense controversy that prevailed over previous condemnation procedures, any property acquisition previous condemnation procedures, any property acquisition plan should have a clearly defined reimbursement procedure including current fair market evaluation and legal recourse for those who feel they were not offered adequate compensation.
anna Cope's response to LAX NOI/NOP	c. Introduction of new species or a barrier to migration? [Change to Yes] All of the expansion alternatives could severely impact the ability of species to utilize the El Segundo Dunes and nearby Ballona Wetlands and bluffs as a nesting, roosting, hunting, or migration stop-over habitat area due to the increase in noise, air pollution from air and ground traffic, increase in noise, air pollution from air and western Terminal).	d. Deterioration of existing fish or wildlife habitat? [Change to Yes] All four of the expansion alternatives could severely impact the critical habitat area of the El Segundo Dunes due to the increase in noise, air pollution from air and ground traffic, and activity (especially if a ring road brings street traffic to a new Mestern Terminal). In	addition, the increase in jet user uning over uning the beaches, and ocean would seriously imperil Ballona Wetlands, which is the breeding ground for many of the local ocean fish. NOISE	a. Increase in existing noise levels? [Yes] With the proposed new runways, realigned existing runways, and increase in air traffic, the noise contours would	again expand. The noise from air traffic on realigned and/or new runways and new/realigned flight paths would affect areas such as Lennox, Hawthorne, Culver City, Marina del Rey, Ladera, Del Aire, and the beach cities in addition to El	segurado, ingremoda, mesicinesica ana riaya del nos. Single-event noise would cause severe increases in noise	levels. (Studying individual noise rootprints for each aircraft, as has been done at SFO, would serve to pinpoint impact areas, especially when all weather conditions, such as inversion layers, and rates of ascent/descent - e.g., power climb-outs - are factored in.) Helicopters flying below a 2000-ft minimum elevation, create a noise impact now; with the expansion alternatives, this impact would increase. There is also a potential for impact from vertical-take-off-and-landing alrcraft. Ground noise, which is already causing an impact in residential communities close to runways, would also increase. Modifying the noise monitoring system to include single-event	events and ground noise would help in assessing the new impacts and creating equitable mitigation measures. Aircraft using escape corridors would increase noise impacts over residential areas. Landing/take-off paths on the proposed new shorter "commuter" runways would require that the smaller, more maneuverable (usually commuter) aircraft using	the new, short runways make fairly sharp turns, climb steeply (and noisily), and fly over residential areas so that safety margins would be maintained for the heavier, less maneuverable aircraft utilizing the existing (and expanded) north or south runways. There would be a great potential for early turns, either Tower or pilot initiated. If a new runway is added in Hawthorne (as in concept 4), the

Danna Cope's response to LAX NOI/NOP	airport. Ingress/egress lanes to and from the 405 Freeway would be needed for both the north- and south-bound sides of the freeway. A comprehensive, revamped interchange, preferably with an extension into the airport itself, would be needed for the Century Freeway. A plan for handling the increased traffic through the Sepulveda Tunnel (despite calTrans' contention that there is no traffic problem there!) would also be necessary. Other devolopments, such as Playa Vista and the Howard Hughes Center, are going through an EIR process or are already	expanding and the cumulative traffic from all sources must be studied, evaluated, and equitable mitigation measures included in the EIR/EIS study.	d. Alterations to present circulation patterns? [Yes] The impact on surrounding communities, especially residential areas, could be devastating.		15. PUBLIC SERVICES	a. Fire protection? [Yes] All communities and jurisdictions surrounding the	faced with heavy increases in demands ambulance services under the four expans	b. Police protection? [Yes] All communities and jurisdictions surrounding the	airport would be faced with heavy increases in demands for police. fire, and ambulance services under the four expansion	alternatives. c. Schools?		also negatively impact children.	d. Parks? [Change to Yes] Increased flight activity and surface traffic would severely increase the noise, traffic, and air pollution areas, impacting parks in the surrounding communities.	e. Maintenance of public facilities? [Change to Yes] Increased vehicle activity on freeways,	broad area, involvi rport would definite	to an increase in street, freeway, and mass transit maintenance.
Danna Cope's response to LAX NOI/NOP	 b. Changes in population of an area? b. Change to Yes] Existing residential areas immediately [Change to Yes] Existing residential areas immediately adjacent to the airport could be so degraded by the increased noise, traffic, and air pollution impacts that the homeowners would be forced to relocate, possibly losing equity in their property and decreasing population in the surrounding communities. c. Cumulative population increases? 		a. Affect existing housing? [Yes] To avoid the intense controversy over previous condemnation procedures (in the 1960s), any property acquisi-	tion plan should have a clearly usined fermous semicity procedure including current fair market evaluation and legal recourse for those who feel they were not offered adequate compensation. Increased traffic, noise, and air pollution that would result from all the expansion proposals would also lower property values, especially for residences and	residential services.	13. RIGHT OF WAY	b. Reduced access? [Change to Yes] There is a serious potential for vehicular traffic to use residential streets as "short cuts" to gain access to the airbort.		14. TRANSPORTATION/CIRCULATION	 a. Generation of additional vehicular movement? [Yes] Additional, overwhelming vehicular traffic would be generated by all the expansion alternatives into all the 	or pe	c Impact on existing transportation systems? [Yes] Under the four expansion alternatives, the additional	vehicular traffic would swamp the already overburdened interchange of the 105 Freeway and Sepulveda Blvd and produce gridlock on the 405 Freeway which is already at capacity. While a new peripheral roadway might relieve traffic on	Sepurveda and Enncorn, it would also create proviews in the communities of Playa del Rey and El Segundo, where the streets are primarily residential, not designed for heavy alfort	traffic usage.	Increased ground transportation for passengers, employees, and cargo to handle proposed increases in air traffic would impact an extensive area - not just immediately adjacent to the

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Danna Cope's response to LAX NOI/NOP	c. Destruction of desirable aesthetic feature? [Change to Yes] Any physical intrusion into the El Segundo Dunes would constitute destruction of an aesthetic site. Siting a new runway on the north side of the airport would destroy existing vegetation and trees.	d. Any negative aesthetic effect? Change to Yes] Any physical intrusion into the El Segundo [Change to Yes] Any physical intrusion into the Dunes and air pollution which would result from all of the expansion proposals would cause severe negative aesthetic effects.	20. RECREATION	 Impact on existing recreational opportunities? Ichange to Yes] All expansion proposals would create air and noise pollution over many recreational areas. The increased dumping of jet fuel over the ocean would also have a negative impact on the beaches and ocean. 	w	areas. Any increase in population/growth (especially temporary, day-time increases) would increase demands for facilities	21. CULTURAL RESOURCES	a. Alteration of archeological site? [Change to Yes] The expansion plans would have an impact on a site, especially in the El Segundo Dunes area. There may also be potential sites in the area west of the runways and east of Pershing Drive.	22 MANDATORY FINDINGS OF SIGNIFICANCE	a. Potential to degrade the environment? [Change to Yes] All expansion proposals would directly and [Change to Yes] All expansion proposals would directly and indirectly degrade the quality of the environment, threaten the habitat of ocean fish and mammals and wildlife and plant species on land, including rare or endangered plants and animals.	d. Substantial adverse effects on human beings? IChance to Yesl The hidher activity levels associated with	all the expansion proposals would lead to increased human exposure to noise, air pollutant emissions, and risk of exposure to hazardous materials and substances, increased risk of traffic accidents, and jeopardy of catastrophic aircraft collisions; all jeading to an undue hardship and burden on	those living or working at or near the airport. I would appreciate being notified of any and all public meetings, draft or final reports, or procedures taking place in the Master Plan process.
Danna Cope's response to LAX NOI/NOP	f. Other governmental services? [Change to Yes] Drug enforcement services would also have to be increased under all the airport expansion plans. There would also be a demand on all surrounding communities for traffic control and ambulance/disaster services.	16. ENERGY b. Significant increase in demand for energy? [Change to Yes] Increased levels of aircraft and airport- related operations would definitely result in a steep increase in the use of fuel and anary sources.		e. Storm water drainage? e. Storm water drainage? [Change to Yes] Under all expansion plans, new or altered storm water drainage systems would be required.	<pre>g. Water treatment? [Change to Yes] Expanded water treatment services would be necessary under all the expansion proposals.</pre>	MAN	 Health hazards? [Change to Yes] Under all the expansion proposals, increased air and ground traffic would definitely create severe noise, 	air quality, and accident mazards, causing at unous marusting and burden on people living or working at LAX or in the surrounding communities. Children are especially vulnerable to noise impacts and air pollution and traffic hazards. The risk for a catastrophic air disaster with debris from a crash/collision falling on many residential and/or heavily	populated commercial areas would be greatly increased. Ground traffic increases would subject all surrounding communities to notantial accidents.	b. Exposure to potential health hazards? Exposure to potential health hazards? [Change to Yes] Increased aircraft and airport-related [Change to Yes] Increased aircraft and acrounding activity would definitely expose people in the surrounding areas to severe noise, air pollution, and accident hazards, and the potential of exposure to hazardous materials.	19. AESTHETICS	a. Obstruction of any scenic vistas? [Change to Yes] Under all four expansion plans, the scenic vistas of the dunes, beach, marina, and wetlands would be severely impacted by air pollution.	b. Creation of an aesthetically offensive site? [Change to Yes] Any physical intrusion into the El Segundo Dunes are would constitute an aesthetically offensive site.

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· ٤, ٩	The Honorable Jane Harman U.S. House of Representatives Washington, DC. 20515	Dear Representative Harman:	I am replying to your letter of July 9, regarding the LAX expansion. I am happy to see you are taking an active interest in this proposal.	Because I am a resident of El Segundo, I am extremely concerned about this proposal, and am very much AGAINST such a ludicrous idea. I would like to present the following to anyone wanting to expand the LAX airport.	 First, the air quality issue To all who are under the misconception that an LAX expansion is in the best interest of Los Angeles County , please bring your families, children and parents to El Segundo and stif for one week on the corner of Main and Imperial. BREATH DEEPLY. Do this during winter and summer. The winter Santa Ana winds bring in the strong pungent smell of diesel and the summer stillness can let the black jet exhaust fill the air. Since the deafening jet noise would preclude any conversation, the above individuals could spend their time counting the planes coming in for landing. Look to the east and you can see sometimes as many as 20 airplanes hovering beyond the airport awaiting the OK to land. Please observe the black exhaust trailing these giant airliners. 	2. Some facts:	El Segundo employees approximately 56,000 people.	LAX generates approximately 50,000 jobs in the LAX area	LAX currently supports approximately 2000 flights per day	All freeways thoughout Los Angeles, Orange. Ventura, and San Bernardino county are jammed daily with commuters trying to get into and out of the El Segundo/LAX area.	Los Angeles County has over 9 million residents. San Bernardino County has close to 2 million residents Orange County has close to 3 million residents Ventura County has approximately 1 million residents	Los Angeles supports 75% of domestic flights, 78% Air Cargo, and 100% of international flights, servicing approximately 53 million people a year.	
page 11	o express my concerns and opinions	Jame Core	Danna Cope 7424-3/4 Arizona Avenue Mestchester. CA 90045	310 641-2503 DC:fgt	cc: Board of Airport Commissioners Councilwoman Ruth Galanter David Kessler, FAA David Kessler, FAA								

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Given the above facts, would it be intelligent to expand LAX? (The answer is NO)

Do we need major airports other than LAX? (YES, This would alleviate overcrowded freeways coming into LAX.)

5. A few nagging questions

WHAT IDIOT thinks Los Angeles, with more cars than any other city, should have one giant airport, right in the middle of the already most congested area in Southern California?

WHY is anyone even discussing such a ludicrous idea?

WHY not expand Burbank, John Wayne, Ontario, Palmdale Airports. ?????

Muere tinda 1 Sincerely,

Linda Meyers, Citizen AGAINST LAX Expansion 815 Main Street #106 El Segundo, CA 90245

n s ଭ c: John Graham David Kessler 1001

July 28, 1997

John L. Graham Chief of Airport Planning Department of Airports LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045

Dear Mr. Graham:

My family resides in the City of Hawthorne and would like to add our voice to the growing list of people opposing any and all expansion of the Los Angeles International Airport. All four of the proposed plans would significantly reduce the quality of life for citizens in the South Bay area.

The noise and air pollution caused by the proposed expansion would have an unknown affect on the health of all of our families; with the elderly and children being the most at risk. Los Angeles International Airport has simply run out of room in the South Bay and should start looking at alternatives such as El Toro, Pomona or Palmdale for its expansion needs.

While we are opposed to all the proposed expansion, Plan Four, which calls for the Los Angeles International Airport to acquire the Hawthome Airport, is particularly disturbing to us. It turns a quiet airport next to one of the nicest residential areas in the City of Hawthome into a bustling metropolitan commuter center. The noise and traffic impact on the citizens of the Hollypark housing tract will be devastating to their health, peace of mind and to property values. In addition, Plan Four will have a devastating affect on all homes in its flight path; which includes much of the City of Hawthome (including the Hollyglen area where my family lives) and parts of El Segundo and Manhattan Beach. There is already too much noise, traffic and air pollution—we do not need to add morel

We urge you to choose Plan Five: NO EXPANSION AT LAX!

Sincerely,

Phone Number (opti Po250 City, State and Zip Signature Address Name

43 copies of these letters were received on 7/31/97 Arm different residen

this plan sound good to me and my family 127/97 d adults and d kids the family is four in all. I think this plan sound good to me and my fam Sincerely 1. BONIFACIO O XTE John L. Graham I had towerk. Thankyou! this of disport planning attend any of the Dear Sir: 9508 Belford Ave. # F L.A. C.A. 90045 Bonifacio Oxte and Family I have lived in manchester since 1949 when it wa lived the year 1986 to 1997 have seen the airport ex times and I believe it is luge It is time to consider enlarges Palmdale, El Ioro, John Wayne I could not Los an goles o derports not have to be the largest a ited states of not the world. because in Unite ±6/107/ 2 192 wants the a group 7/241 Manchester square. Vam meetings agrees. own a suplex which retired income. would like to live out myher So please just leave us alon a nieghbor of S.a. airpo Lilin Pettit

July 28, 1997

One World Way, Suite 218 Chief of Airport Planning Los Angeles, CA 90045 Department of Airports LAX Master Plan John L. Graham

Dear Mr. Graham:

Airport. All four of the proposed plans would significantly reduce the quality of life for growing list of people opposing any and all expansion of the Los Angeles International My family resides in the City of Hawthorne and would like to add our voice to the citizens in the South Bay area.

PLANT ?) 、 王 ミ 王 affect on the health of all of our families; with the elderly and children being the most at risk. Los Angeles International Airport has simply run out of room in the South Bay and While we are opposed to all the proposed expansion, Plan Four, which calls for the Los The noise and air pollution caused by the proposed expansion would have an unknown expansion needs. (WHAT ABUT THE RUNWAY AT THE HUCHES ELDERLY NEICHBORS MENTION HOW IT WAS USED DURING should start looking at alternatives such as El Toro, Pomona or Palmdale for its

There is already too much noise, traffic and air pollution—we do not need to add more! معالم المعالية الم PUPWAY , HAYA on the citizens of the Hollypark housing tract will be devastating to their health, peace of τ_{KE} + $\tau_{KDE} + \tau_{R}$ DONTUNAH mind and to property values. In addition, Plan Four will have a devastating affect on all $e^{-\sqrt{2}}e^{4} + r$ hund and to property varues. In available the City of Hawthorne (including the THE HUCKES homes in its flight path; which includes much of the City of Hawthorne (including the THE HUCKES) While we are opposed to all the proposed expansion, that now, must construct the second property of the Argoles International Airport to acquire the Hawthome Airport, is particularly distributing $V_1 = V_2 = V_1 = V_2 = V_2 = V_2 = V_1 = V_2 =$ to us. It turns a quiet airport next to one of the nicest residential areas in the City of $e_x P_{A \ge 0}$. Hawthorne into a bustling metropolitan commuter center. The noise and traffic impact $e_{y \ge 0}$. Hollyglen area where my family lives) and parts of El Segundo and Manhattan Beach.

We urge you to choose Plan Five: NO EXPANSION AT LAX!

Sincerely,

(HILLY GLENDESIDENT ANDNYMOUS

Annette Sharney 3044 Linda Lane Santa Monica ,CA 90405 310-396-3696

July 21, 1997

John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045

Dear Mr. Graham:

I am writing you to express my emphatic opposition to any increase in airport traffic at Santa Monica Airport as a result of LAX airport planning which may result in assigning to surrounding airports the air traffic involving small businesses and executive jets that LAX will no longer be able to handle. I live within a two mile radius of Santa Monica Airport and the quality of my life and that of my neighbors has already been effected negatively, whether it be the noise, the air pollution resulting from aircraft emissions, the worry about crashes in an area involving parks and schools as well as homes, and the additional street traffic from the airport which affects the surrounding neighborhoods. ANY INCREASES IN AIRCRAFT TRAFFIC WOULD BE INTOLERABLE, UNCONSCIONABLE AND UNFAIRE

I request that you provide for representation of community groups, in this case the North Westdale Neighborhood Association (NWNA), on the LAX Scoping Committee and that you include a response to my concerns in your Scoping Process.

The quality of my life and those of my neighbors is a vital concern and I expect a response from you regarding my concerns. Individuals can no longer remain passive on this issue and become the victims in a process that will definitely have adverse affects on the safety, peace and ranquillity of our lives.

Thank you for your consideration of these matters; I look forward to your response.



John L. Graharn, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045

Dear Mr. Graham:

The Santa Monica Airport is ruining my quality of life. When we bought our home in 1953, we knew the airport was there, but it didn't adversely affect us in any way. Today, and for many years, it is a focus in our lives that we must constantly consider. 1-The jet noise is unbearable. There are only minute intervals between take-offs and very often aircraft fly too low. We cannot hear our televisions, conduct telephone conversations, listen to music, or meditate or nap (especially in nice weather when windows are opened). 2-Late at night low-flying, loud jets awaken and startle us from a

 Late at night low-flying, loud jets awaken and startle us fron sound sleep.

3-Our friends don't enjoy visits in our home.

4-My god-children don't want to play in the backyard. 5-Airplane noise compounds the other neighborhood noises we

must live with like the traffic on our busy side street and yells, cheers, etc., that go with living next to a recreational park where baseball and soccer are continual along with spectator arrivals and departures.

We need relief from airport noise. It is destroying my health, and I can document it.

An additional nuisance is the pollution. We can no longer eat the fruit from our backyard trees. They are black with airplane eot as is on patio and outdoor furniture. We must constantly hose down everything even during wher rationing when we have personal use for the water. What must our lungs be like from airport pollution daily dropping over our homes?

And safety is a major concern. At least once a day, when an aircraft is emitting a variance in the usual noise pattern, we fear it may crash into our home or backyard.

Please include my comments in your EIS/EIR

1 Amer 5 1 1-AN and Thank you W

Lorraine Shamey 3044 Linda Lane Santa Monica ,CA 90405 310-396-3696

July 21, 1997

actually viewed our proximity to it as a plus in many ways. The small plane traffic is a minor annoyance, particularly when we have friends over and are outside, but we accept the trade off. We are, however, far less sanguine when it comes to helicopters, twin engine World War II vintage military aircraft and private jets. Among these initiants, the private jets have become our cartwheeled onto the front yard of a residence on Walgrove in a flery crash. Both occupants of the plane died. Fortunately, no residents were injured, nor have any been injured, to the best of my knowledge, over the last tweive years in other crashes. We have been lucky. Should one of not the only one in this neighborhood for whom this is news. At no time has the City of Santa of the presence of the airport and took into consideration its substantial small airplane traffic before extending an offer to purchase. At that time, helicopter flight was infrequent and jet traffic was extremely rare. Regrettably, the situation has steadily deteriorated over the years. Since 1 both reside and work here out of my home office, I feel more than qualified to comment on our referencing your EIS/EIR of the Los Angeles International Airport master plan. Interestingly, this is the first I have heard of the plan and the deadline for submission of comments. I suspect I am As frequent visitors to the airport museum and some of the airport's activities, we have airports in the nation. This alone would suggest that any changes that would increase the amount of traffic would be ill advised. For purposes of any environmental assessment of such a change. Safety - As you no doubt are aware, several private planes have come down over the last twelve years. One nearly clipped a tall pepper tree on our property as it lost engine power during a desperate attempt to make it back to the runway. It hit a power pole about a block away and 2025 Dewey Street • Santa Monica, CA 90405 • Phone 310.581.5209 • Fax 310.581.5109 Monica bothered to solicit our input concerning the Santa Monica Airport through a poll or some We reside at 2025 Dewey Street in Santa Monica, approximately one block west of the end of the runway of the airport. The house was purchased in the spring of 1985. We were well aware greatest concern. It is my understanding that the LAX master plan could impact air traffic at Santa Monica Airport, resulting in not only an increase in such traffic, but an increase in private I have been told that Santa Monica Airport is already one of the busiest non-commercial Yesterday, my wife and I received a fiyer from the North Westdale Neighborhood Association other public opinion solicitation device. One can only assume that revenue interests on the part of our city supersede any concern over our inconvenience, health or safety. experiences with our airport "neighbor" over the last twelve years. July 22, 1997 however, the following specific comments maybe helpful. World Way Postal Center, Los Angeles, CA 90009-2007 jet traffic – which we find the most objectionable. Environmental Protection Specialist Planner U.S. Department of Transportation Integrated Benefit Strategies, Inc. Federal Aviation Administration AWP-611.2, P.O. Box 92007 Mr. David B. Kessler Dear Mr. Kessler: planned to carry the amount of traffic that flies in there now. An indrease in this traffic will not only be a hazard due to aid and noise pollution but it will be downright <u>DANGEROUS</u>. The little ones used to come out and watch the garbage disposal trucks working; now they never do. Perhaps they are not allowed to play in the backyard either. When I wrote to the Santa Monica City Council about having these babies and little ones (2 yrs to 5 yrs old) there under the pollution, they responded - in essence, they said "Oh it is only going to be litensed for 12 children"....WHAT A SHOCK THAT WAS TO ME -- "if only 12 little children are affected - no big problem!" if that is the view of Planners HUMAN LIFE IS CHEAP! I live on Sardis Avenue, across the street (Bundy) from the Santa Monica Airport. When I purchased my home in 1975 I was told that only small planes flew into that Airport by the law. Apparently, that law has been changed. During the past year there has been a steady in-crease in both noise and air pollution due to additional jet aircraft, helicopter and various other corporate and commuter aircraft traffic. The people across the street have a nursery school. My west window which used to let in cool air from the ocean is rarely opened now - when I do open it the sill is covered with soot and sticky black pollution. Federal Aviation Administration - AWP-611.2, P.O. Box 92007 Where of this community is at stake here in to its quality of life, safety and health. Shcerely Ghu COMMUNITY EXPOSURE TO ENVIRONMENTAL July 20, 1997 CONTAMINANTS AND NOISE POLLUTION Please do what you can to stop this. Mr. David B. Kessler, Environmental Protection Mr. John L. Graham, Chief of Airport Planning AILEEN E. WHITE 12125 SARDIS AVENUE LOS ANGELES, CALIF. 90064 Specialist Planner Department of Airports, LAX Master Plan One World Way, Suite 218 WHITE U.S. Department of Transportation Los Angeles, CA 90009-2007 World Way Postal Center, Los Angeles, CA 90045 RE: regards

July 22, 1997 Steve White Sincerely, -3-Cc: Vohn L. Graham, Chief of Alrport Planning Jim Donaldson Santa Monica City Council Members . It would also seem reasonable that someone from our neighborhood should have representation on the LAX "Scoping Committee", since we apparently could be affected by its decisions. If, in reviewing my comments, you suspect exaggeration, I would encourage you to interview my neighbors. It seems to me that <u>somebody</u> ought to solicit the opinions of residents in this area, if any change Is being considered which could in any way increase the amount of air traffic around Santa Monica Airport. Population density is already far too high for the amount and types I would assume that any environmental assessment would also consider the effects of traffic. We already have monumental traffic problems in our community, as the City Council is well aware. If increased air traffic means increased vehicular traffic, then it is unacceptable. Noise Pollution – Notwithstanding the continuing assurances from the Santa Monica Airport Commission that noise is rigorously monitored and offenders are punished, some aircraft continue to be <u>very loud</u>. Some jets are by far the worst offenders, it is evident that heir owners have little empathy for the residents who are regularly subjected to the noise. A major remodel performed on our house three years ago included heavy insulation, with double paned windows throughout. It was of little help against the high decibel output of jets. Flying Habits – We are told that pilots are counseled to fly over the Pen Mar Golf Course, Immediately after take off to reduce the noise exposure for local residents. They rarely do. We are also told that jet plots are told to take off with a steep rate of ascent to further reduce noise. They often do not. We are assured that take offs and landings must take place only during Air Pollution – When we remodeled, we had the house completely repainted. Within the last year, I have begun to repaint selected areas of white trim that has become permanently stained by what appears to be residue from let engine operation. Given what it apparently does to paint. the jets come down, however, I suspect we will have a very different story. An aircraft of such size, carrying a full load of jet fuel will devastate the area. Our City Council seems curiously oblivious to such an eventuality. Consider, if you will, the consequences of such a crash at normal operating hours of the airport. It is, however, not uncommon to have a plane land in the middle of the night, executing its approach over our house. Here, jets are nearly exclusively the one cannot help but wonder what this exhaust is doing to our lungs. During our early years here, when jets were far less frequent, we had no such problems. Perhaps some sampling of air To summarize, we would be strongly opposed to any change at LAX which could in any way July 22, 1997 Clover Park, one of Santa Monica's largest and busiest parks exacerbate the air traffic problem we currently have. - 2 pollution on our street might be appropriate. offenders. Their noise inevitably wakes us. of air traffic we currently experiencing.

. . .

2533 S. Federal Ave LA, CA 90064 July 18, 1997

> John Graham, Chief of Planning Dept. of Airports, LAX One World Way, Suite 218 LA, CA 90045

John--

A particularly disturbing rumor recently passed this way, a rumor I'm sure you will be able to dispel. Word is out that the new master "plan" for the ongoing expansion of LAX provides little or no accomodation for non-commercial JRT traffic; apparently, I have heard (but refuse to believe), the plan is to reroute the non-commercial JET traffic mainly to Santa Monica Airport.

Make no mistake, John, this would be a tragedy whose true cost could neither be measured nor repaid.

The issue here, as we all know, is the alleged (and possibly planned(!) increase in JET traffic--and thus in NOISE, TOXIC EMISSIONS, and AUTOMOBILE CONGESTION--at SM Airport. As I walk to the corner store (Whole Foods at Barrington & National) and stop to talk to my neighbors watering their lawns or to shoot baskets with the kids at the end of Federal, I frequently pause to watch the charming twih engine, propeller planes buzzing picturesquely overhead. The planes are in no hurry; they circle, and loop, and remind us of the lazy days of summer. Their buzz is often soothing and rhythmic, a bit like a the girl practicing the piano a few houses away. These quaint planes feel like a part of the community.

Every once in a while, though, a JET booms across the sky, arrogant, impatient, loud, and (I remind myself) sucking down gas and spewing out fumes at a mind-numbing rate. JET propulsion, like nuclear energy, has to be one of the more disturbing excesses of the 20th century. It comes as no surprise that both were dreamed up not by same people planning an ideal future, but by nervous, frightened men during the tensions of WAR.

Like TOXIC WASTE, LAND MINES, and CHEMICAL WEAPONS, JETS are a product of hubris, of humans wanting and striving for too much.

When I bike from my house to the beach and then along the bike path to Palos Verdes, I'm always disturbed by those amputated curbs and streets and the foundations of razed houses near LAX--ghostly reminders of a community that no longer is, the community that had to be exterminated to make way for John, stop before it's too late. One community destroyed is already way too many. My neighborhood will probably never recover from the blitzkrieg of the expressways (both the 10 and the 405) that isolated and cut it off from other pleasant, family-friendly havens.

the toxins of JET propulsion.

And now you want to bombard us with HELICOPTERS, JETS, NOISE, TOXINS, and more NOISE? This simply cannot and must not happen. Real people, good people, honest people--who are struggling to make this city pleasant, humane, and livable--will be affected.

Find some place else to service your corporate customers. Or better yet shut down both airports and rebuild the public transportation system--whose ghostly remains along Exposition Blvd remind us of previous excesses of the transportation cabal.

I happened to be reading the Constitution of the United States of Ametica this afternoon and I noticed that in the preamble "insur[ing] domestic Tranguility" is right up there with "form[ing] a more perfect Union" and "establish[ing] Justice" as the primary goals of the founding fathers of our country. Notice how they helpfully capitalized the important concepts so there could be no mistaking what they valued, what they felt was worth dying for.

I feel certain, John, that you're ready to get into the spirit of the founding fathers, the spirit that made this country great. How about seeing what YOU can do to INSURE THE DOMESTIC TRANQUILITY in the communities around the Santa Monica Airport?

Kidwer WW ncerely,

Summers 1736 Pier Avenue Santa Monice, CA 90405

Stephen and Patricia Summers

July 21, 1997

John L Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218 Los Angeles, Ca 90045 David B. Kessler, Environmental Protection Specialist Planner U.S. Department of Transportation Federal Aviation Administration - AWP - 611.2, P.O. Box 92007 World Way Postal Center, Los Angeles, CA 90009-2007

Dear Sirs:

I am writing to address concerns that I have regarding any expansion or large jet traffic diversion that may be planned for the Santa Monica Airport during the LAX Scoping Project. I understand that my concerns will be considered in the LAX Scoping and any Environmental Impact study that the FAA may be preparing related to LAX and surrounding community airports.

My home is located on Pier Avenue, which is a major take-off path for aircraft. I have young children who either stay at home or attend Grant Elementary School locally during the day.

My concerned include the following:

 Traffic Concerns. Since purchasing our home in the neighborhood in 1987, the amount of traffic in the local neighborhood and surrounding major freeways has increased. I am very concerned that jet traffic diversion to Santa Monica Airport will only easerchate an already unchable condition relating to traffic. As surface congestion escalates operators of corporate and commuter aircraft will also seek convenient alternatives to LAX such as Santa Monica Airport to solid such avoid surface delays.

West Los Angeles, Ca 90064

2666 Barry Avenue

CC: Jim Donaldson

atrica H. Summers

Sincerely

2. Noise, Safety and Environmental Pollutants. I am particularly concerned about my children's safety during the day and the impact of increased noise from large jet traffic on the local community. Many thousands of residents live adjacent to and whilth a two mile radius of Santa Monica Airport and are exposed to environmental contaminants and noise pollution on a daily basis. Leither that holn of these issues will increase because various types of aircraft will find it too difficult to do business at LAX and they will seek out other airports such as Santa Monica Airport. It is because of that I want the FAA to look at the noise levels and Monica Airport. It is because of that that I want these levels wrounding Santa Monica Airport are exposed to now and to determine what these levels wrounding Santa Monica Airport are exposed to move and to determine what these levels would be during and after the LAX Master Plan is completed.

3. I am requesting that the FAA evaluate the quantity of air pollution that is emitted by aircraft and where it is emitted into the atmosphere. A large part of aircraft emissions are released into the atmosphere at high altitudes where the effects of pollutants can be different and more severe than pollutants released at ground level. Please analyze the tighter air standard benefits that would be implemented by LAX to comply with the Environmental Protection Agency new standards regarding air quality criteria and additional ambient air standard for ozone and particulate matter.

- 4. LAX must install enough Fixed Base Operator Facilities to accommodate corporate and commuter jet aircraft and helicopters during and after the development period. If Fixed Base Operator Facilities that service non-commercial jet traffic such as anall business and large eccutive jets are deleted in the LAX Master Plan an accelerated increase in corporate and ecommuter arcraft and involve (including additional jet aircraft) will create devastating additional noise and pollution problems on other smaller airports such as Santa Monica and Hawthome.
- 5. As LAX reaches maximum existing air side capacity (i.e. runway capacity) delays will also increase for arriving and departing traffic. Aircraft operators frustrated by delays will pose another hazard and adverse impact on our community when they resort to alternate airports such as Santa Monica Airport, which is already experiencing difficult in resolving complaints from the community.

Treatieve that our community should have representation on the LAX Scoping committee. These are very important issues to my family and the local community. I look forward to a timely response to ny family and community concerns.

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trum Rey 2/22/22 GLADSON DEL REY, CHIF AVE 1, Malle all planes continue their peopler R nin to saw LOYOLA MARYMOUNT LAX Master Plann Commands Jawe row any environment 90293 Ì on are IS O Roa ļ Store steal mount 1 NEU 532 The an チタ 2 ų. m The Santa Monica airport, whose flight pattern crosses quiet residential neighborhoods, parks, and 3 public schools, cannot afford to take on more traffic. Even at Monica airport neighborhoods on the LAX scoping committee. And please describe in the EIS/EIR your guaranteed method for eliminating the impact of LAX development on these **BARBARA BLANKENSHIP** facilities for non-commercial jet traffic, which would force corporate and commuter jets to Please include LAUSD environmental safety personnel and citizens from the Santa 2543 Coolidge Avenue Los Angeles, CA 90064 communities. It is our understanding that the LAX master plan does not include adequate representatives, and residents of two cities to mediate current problems by reducing Santa We do not believe that the EIS/EIR in its current form gives sufficient attention to the impact of LAX development on other nearby airports and their neighboring its current traffic level there have been several plane crashes that barely missed the school grounds. In addition, the Los Angeles Unified School District (LAUSD) has commenced Please include this comment in considering the Environmental Impact Statement / Long term negotiations are underway between the airport, school district, elected Monica airport usage. Planners for LAX development must take these negotiations into Environmental Impact Report for the Los Angeles International Airport master plan. studies of the effects of airport pollutants and noise on nearby school children. John L. Graham, Chief of Airport Planning account and become part of them. One World Way, Suite 218 Los Angeles, CA 90045 schools and neighborhoods. Dr. Donald and Barbara 2543 Coolidge Avenue Los Angeles CA 90064 Department of Airports. HARRING -Dear Mr. Graham, use other airports. Sincerely, 22 July, 1997 - -

	Robin Friedheim 6505 Esplanade #4 Playa del Rey, CA 90293 (310) 827–3516	21 July 1997	John Graham, Chief, Airport Planning Dept. of Airports - LAX Master Plan 1 World Way - Room 218 Los Angeles, CA 90012 Dear Mr. Graham: Thank you for the chance to comment on current proposals to expand LAX. I find the four	optionsall of which would add furways to a small an release any greatly short-sighted and cargo capacity in a populous, crowded urban communityto be incredibly short-sighted and deficient in almost every aspect:	1. Air safety. L.A. has had two plane collisions in recent years, one in the air (killing all on the two planes and several on the ground) and one on an LAX runway. Pilots report frequent nearmisses. Increased flights are accidents waiting to happen. (Don't hide behind FAA regulations, common sense tells us extra runways and flights can only diminish safety.)	2. Increased road traffic. Already, even with airport roads double-decked, reaching and departing LAX is a nightmare. It was incredibly inept not to connect I-105 and the Green Line directly to LAX, as was intended. This blunder should be corrected immediately, simply to ameliorate current traffic. But this and other road improvements will not begin to accommodate the planned increase in passengers (from 58 to 93 million a year) or tripled cargo.	3. Environmental and nighborhood concerns, including local traffic, noise, air pollution, and condemnation and acquisition of properties near the airport.	So, the over-inding question is: Why is developing Palmdale Airport not being considered an option? LAX acquired Palmdale's 17,750 acres in the 70s for the express purpose of handling increased demand for L.A. air travel. (LAX is only 3,500 acres-smallest of any major U.S. international airport.) Palmdale already has two runwaysunder-utilized. It has room for future growth, past 2015. Palmdale residents and elected officials want the airport developed and need	the economic stimulus it would bring. (Compare this to the angry opposition of LAX^{s} neighboring communities.)	The LAX Airport Commission should look at the experience of almost all other U.S. and foreign airports, which, instead of stuffing more passengers and freight into small, in-city fields (like LAX), have developed large modern airports away from congested areas. Think Chicago-		
unt i i								an An Shariy Shariya Shariya				
	MILES J. TURPIN 436 Sem Street Manhattan Beach, ca 90266	July 21, 1997	Mr. John L. Graham Chief of Airport Planning Department of Airports LAX Master Plan Project 1 World Way, Room 218	Los Angeles, CA 90012 Dear Mr. Graham:	As a resident of the South Bay, I'm very concerned about the reported LAX expansion plans which seem to reflect less than the highest concern for safety and environmental impact in the communities near the airport. We already have soot on our deck,	prematurely veer from their mandated take-off flight paths. It seems to me that it is imperative for any expansion of airport facilities at LAX to recognize and take into consideration environmental needs, fallout from jet fuel emissions, safety issues and mortherial arfeir concestion on the 405 freeway and contiguous	arterioles. I understand public concerns are to be forwarded to you by letter.	Please include the above comments in the summary of public reaction to your LAX expansion plans that I understand is being compiled. Thank you for your diffention to this request.	Sincerely,	Jules J. Turpin Miles J. Turpin	MJT/jm	

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OHare, New York-JFK, Washington-Dulles, London- Heathrow and Stamsted, the new Denver International. (Denver actually closed close-in Stapleton, no one is suggesting closing LAX.

Passengers and luggage check in and depart an in-town terminal, then board dedicated express Another model is Tokyo's new Narita Airport. Airlines would have preferred to use the old, "convenient," close-in Haneda, but the new, larger Narita, 90 miles away, works very well. buses which traverse dedicated express buslanes in 90 minutes. This could be Palmdale!

To airport experts, none of this can be news.

Can you explain why the Palmdale option is not now on the table?

Yours, bir Friedle

Robin Friedheim

2752 Burkshire Avenue Los Angeles, CA 90064 23 July 1997

John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045

Dear Mr. Graham:

I'm writing this as an input to public testimony on the scope and content of environmental information to be included in the Draft Environmental Impact Statement/Environmental Impact Report. My request is that the additional airport capacity include runways and businesses that will support jets of all sizes, especially corporate business jets such as the Gulfstream 4. Today there is only one such business supporting noncommercial jet traffic at LAX; LAX needs more.

If fixed base operator facilities that service noncommercial jet traffic (large executive and small business jets) are not increased at LAX—or worse, deleted—in near such small airports are already suffering the effects of increased jet fume pollution and noise that shakes the frames of our houses and drowns out all other airfields that were never meant for such aircraft. We who live in neighborhoods corporate and commuter aircraft traffic is expected to converge on small local the LAX Master Plan, an unsafe and environmentally unsound increase in sound.

windows. Increased small aircraft traffic plus the introduction in the last few years of regular jet and helicopter traffic degrade the quality of life and lower the value of taxpayers' properties. The accompanying noise and pollution have increased substantially. There have also been more crashes, some of them fatal. area. I knew I'd be living near a small airport when I bought my property, but I did not expect that the airport policy would be expanded to allow jets, run-up As a homeowner near Santa Monica airport, I have a 25-year investment in the services, and frequent helicopter flights that literally shake the putty from my

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adduits and 3 kids the ranny is in 5 fine 1 I think this plan is good to me and it is fine 1 me. I could not attend any of the meetings because had to work. Thank you, Sincerely entitled 9508 Belford Ave. HB L.A C.A. 90045 Miguel Oxte and Family I lived the year 1984 to 1997 2 adults and 3 kids the family is five in all. ۶ ا 79122 7/24/97 1 Jeanne D Herrer LAX must install enough fixed based operator facilities to accommodate corporate and commuter jet traffic and helicopters during and after the development period. Finally, those who live near Santa Monica airport should have representation on the LAX Scoping Committee. What affects LAX is bound to affect us. I ask that the FAA evaluate the amount and constituents of the pollution daily emitted by aircraft over our neighborhoods. Jeanne D. Heller Sincerely, -2-

May ano Jurely our neighbor Ŕ situation + angers ler't hrac 4 Concin regardlen S.R. SKLAR 2723 FEJERM AVE, reighter hands, due Those we, at least should machten \$ 4900b all 20/11/10 hal like a response En mars and its well g and L.A.CA amen This arg mall. rno conditions in during 60 0 on and a studying Ø bounda. gup arge and R add applitute deep representatives Om municity Harn. seend deterioration wind la P handa Wild 3 Construction un heal thy 1 mmilles Jeel right where fecting leaps and 5,211 2 our arla -----074 Jucks many Jel Chord I That Cette Ş Che ett hund CLUD and 2 aling our and you care mintand abord wigh no ma Amella Closely Y Emisian Aletton 2 Than are 919 ag our Cared 20 Clare Jon mun Rovers that 22 Lay. valele e homes den Hortand quality Center 200) administration aller not lan Hereten Environment well the Suite 218 Lace Hohn & Branam Chief with a mater) Bart, of augusta, LAX mater) One world way, Saute 218 hus propr W/am are Cur m \sim down 200 Ma also. Why Karo INN I Jamiles ξ arre Entruir geta Z.a., Ca 9045 Une our lines puchela \tilde{o} pleannes of rom adera mondal re rh childr Carl 220 11/2 heads In Emud purge AWP-1 line: polluding Barrel M.S. Dep Winda Why de mout with CM2 with CULD and W Je.

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July 23, 1997

John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045

Reference: Santa Monica Airport

Dear Mr. Graham:

I have lived in the landing/takeoff pattern for the Santa Monica Airport since 1960 when primarily small private planes used the field. I felt relatively confident that neither safety, noise nor pollution were of significant concern. That confidence has been severely and increasingly eroded over the past number of years. I know that Jim Donaldson, our very active neighborhood advocate on this issue, has been in contact with you. Therefore, I needn't reiterate the details of our community's concern about increased aircraft activity at Santa Monica Airport. I fully expect you to take all our comments most seriously during your Scoping Process and that your response will be favorable to our expectations.

Thank you.

Berliace

Barbara Rosen 2743 Coolidge Av. Los Angeles, CA 90064

c: David B. Kessler Jim Donaldson

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in Try Mista del Mar La PUR 9029; 23017 Frisco Dr. Velencia 41354 AVE LA POULS 24009. - 40045 HA 90045 20055 W. 75 TH PLACE L.A. 90025 CHARLES KUNZ JAI 1St Man. Bach, 90266 Christoformer 12201 Ros Corpete, 2. A. Poble 2200 CARNELIE REMON BEACH CA. 80278 24 90045 ILLS-FTO iniente March Kniede 6310 1894 Ste a. CH CH. 40015 2A.CA 900/5 PDR. 90293 K.a. 90045 Address City Zip Laws Howreey Sty Di MAS 71773 11. letter Spino 8134 Loy our Bur o La Augous, (A 900 45 streets of Sandpiper and Waterview as a golf course. I understand that this property is not part of the protected zone for the El Segundo Blue Butterfly. 8701 TRUXION AV. LA GRANS t support improving the airport property in the clear zone approximately between the H Cannell 6650 W. 80 424. ため 76 10 milion my ake Al. 2 V 1700 May 8/01 Billow visto no 1 Hill 7439 Malmul THNG DENROCK ANE, **PETITION IN SUPPORT OF GOLF COURSE** The have Goen Vac/15,95 7901 なまどうのの Themas H Marseres B To Man Chrew Victorii ستعلب] Kerry Therette Myrue Pom Ellis Kobert, MERCER IIROBERT ACHERMAN 10 TONU W NVEENT Sign Name COZETTE VERGARI 18. LLOYD EHLDZAN 12. Jethy Marshel FIENG N 2022 ILLEHARD 1100) 13. Rop Tyles JERRY ELZEY P. Lam Ettin SUZETTE PRID 14. Charles 3 Streed Indu . Tomy we Print Name 널 ٣ Eulour City Cit 90230 200 ys Bloo Manitolic St tice. Durade (ley, CH 90293 18. MARTIN A-COODED IN TO THE 5350 TURNUCK WAYON BUND. W.H. 9.364 1120P 2008 unch Reil - 5804 Conpres Dr. application 16755 BOLLINGER DR PACIFIC POLISMES (A 90272 710 herrs 4588 4). 13645 54 Haurtholme. 90250 1 6333 4. Jot 57 West Kester 9045 Rug Delang gorgs A CA PODO 5006 8324 Cheve the L. A. Forts THOOG AD AT Haurt Ollin 10808 RICHLAND AVE LA CA SOOK 20006 laces de la Conchate Red. Perh. 80A I support improving the airport property in the clear zone approximately between the streets of Sandpiper and Waterview as a golf course. I understand that this property is not LA 40045 <u>Zib</u> X 6.4 7744 Kentwind Arc. 50 5245 Hacker Concours 11 #180 84109 LIN CO/10 RXND 8356 Westlawn Ave ġ Mcclaninel are 5600 GlevfordSt autralate. Westchester 870, Decentry ME 7521 N. 894655 SPAICulurenSt PETITION IN SUPPORT OF GOLF COURSE part of the protected zone for the El Segundo Blue Butterfly. Address Aller 122 79 01 17 Richard S. Muse 1/2 Parken Ma CBRURAKER Apple to Jame Stall Ý ALL A a herollingt shur g Sign Name CARMER RAACK ¥°€ × 16. Karla L. Mahero LORENE F SAMSON Thurs D. Ple ANUZEN J HOLSTON Him VICLESES TOR PONDA 14 Rich Bartone B. JANES HILL Lar owlum (NEST Kenin Fisher RICHARD and a KODER E JMIN A TOW PNA Print Name E Ц. 15.7 성 켁

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Trask Arc. Playa del Ra, 90295 SIRY Falmouth the tho, PDR. Caisas 1528 TRASK 90293 90292 7517 Troil and PDR 90293 7578 Trasle AVI. 90293 90293 90293 90293 Bar Davis 7925 Perske the 90293 I support improving the airport property in the clear zone approximately between the streets of Sandpiper and Waterview as a golf course. I understand that this property is not 9025 90293 7513 TRASK AVE POR 2 Canal Cana 8 Nad PDP PDP PDR -TSGLERY PCK City PX 3423 Clobe Pre PETITION IN SUPPORT OF GOLF COURSE 7544 Track Oue 1561TEASL 7SID Tract Ave 7557 Track 7520 TraskAre part of the protected zone for the El Segundo Blue Butterfly. Address Ame 11.11 7517 MATT SAUNDERS WAS DM (Lats M CM hal Ullan 200 1:45 5 MALCOLM R M -LEAN Sheri Ramser att Colenan 11. CIM-thia Marthy Sign Name Ramsey Wan Gomez PAUL DAUIS 7 J A A) Robert Flires BEN DANS Val Velasco ALC: 1.11 NJ5:11024 Larry MON Print Name LON শ্র 널 18. H d ü 4 억 e Tr. Tothe Trusk AVE Playe Col Res 10513 Walley Rive Midation 9060K 902 1 Le. 1 Mane 8915 h Ranggade Men 1400 Laler Planco 8055 W Manchender austi 310 Planchalky Whindow (1 horde 7710 11) 794 54 Slaugle / Rv 1223 LOGENMOSON RUDEN R. MUNON 710 STURBERDKE DR. LANDOR 90(3) <u>EDE, 90693</u> Cheh-Jhoos 121 Shefficial Dr La Hybra CA 90631 Rinh & Maron , 710 Stunbudge, & Helna gob 31 Hillon 9063 \$ 90045 Short M. 197 Hi and Cher LA OF good 4009 Punta Alta Dr. LA CA. 90008 I support improving the airport property in the clear zone approximately between the streets of Sandpiper and Waterview as a golf course. I understand that this property is not 80283 £, . 747 # 310 Coolewichura 7777 10.984 ST. PDR. CH 2 ະ 2 <u>Si</u> 8502 Wiley Postave 110 Murhurline 7828 Altevan Rossa. Marchester **PETITION IN SUPPORT OF GOLF COURSE** 2 part of the protected zone for the El Segundo Blue Butterfly. Address રુ 2 K azie an years ર્ક NOON ۲ VUN. 0 Worseel Deres Sign Name F Devin Cycberry 1. N. CHTHERINE BUESA Jason Shank 3. Mariana /1100ds 13. Sandrallam لق د Ron Marks Anita Mason morks Lovce Whatley eers Rannosti Frank D NRIGHT Tayu Print Name g শ্ব 꼌 Ħ 9 17.

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HUMNSUK YONG 643	6430 Green Valley Circle #113	310-566-2734
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TELEPHONE	5 294-5089	2) 605-201/2	292-292	310 337 996	310 457-180	310-641-1930	310 338-1322	310 726-5257	3107641 3 892	2137291-3262	(23) 296-1238	310 742 282	215-215-216	310-391981	21378 2110	310-677-5195	(112 Jac 7701)	(714)995-39851	. (310)545-6133	C.C 10 670 1839
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PLEASE PRINT NAME	Coluin Hendoren	P ANAM THOMAS	Wigh WAN Scor	EDGAR H. Twine	chingh Alarrad	Poler S. ann	Alerdie Marty	JEFF CHANN	Seperic Startos	Wil BRYANT	Mun and Munter	'albert	h vi Fischback	Burtenul	Rurus Smith	Christer C'Ejun	Elist	ROGER HALEY	Dana Jack	Janks Sterlares

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PLEASE PRINT NAME	STREET ADDRESS, CITY, ZIP	TELEPHONE
Botto Buchman	5 2 41 West Adoms	931, 6050
	5632 Sherbourne DE.	310 649-5065
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the second	Lattar Ben RWN	(3/2) 377-0309
1 ~		2436-1196-512
Q Q W Manu	1605 SABOLSOUTONE DA, N. A. MA. 91056	310-410-09446
Core Righ	(2838 Briddel Dr.	3/0 836-0288
$ \sim$	4768 FERNAND ST 2.4 24 9001	213) 787-7465
1.	10027 Day Circle 90703	BA 522 924 1453
	5870 Ocenstaller du	212-5967
.O.N.D.	4848 RESERVO DE LA GOUTS	203.299.4220
FRED I ITONES	3640 KALSHAN DA	213-202-0631
PLARK MILLER	3215 OVERIAND 1A 90034	310-836-2023
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	ILUREDE DOUT OT - CONTINUE CA. 90703	210-860-2194
Hobert, Or eeains	13900 marg u e sa e hit	310-578-193
MARIN BULIPS	7338 N. 90 × 54. LA, CA 9045	310 216 9129

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TELEPHONE	213 299-7014	313-313-52	310 320-3465	213292873	213 2994223	213 370-1029	213 290 -0818	1151.505-018	316 672. 3555	(2) 755 0209	4619-248-913-4	(38) -0567	810 8.22-2218	39601778	213) 132-0183	(13) 	B10/649-6368	387-771	310-477-1309	310-838 82-41
STREET ADDRESS, CITY, ZIP	6139 Flores ave L.A.C. 90056 213	5203 Buckmen U. Caleborns , 9.300 218-538- 7596	llotle W. ZIS MST TOORANCE 40001	430 W 59th 11th	4211 M 64 th St	4730 TOWERS, JURGANOE	Sozy Maryun Aue	PILS Manitala St. PDR	332 EAST HIDE PARK BUT.	10029 Satheley 2.A.	268 12 12 43 San Deore ut	9517 414 442 Tralewood (24) 722 -0567	13428 MANBLLA 1 MON CA GA392	Shoop 14mm	$\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{\mathbf{$	~.	90		16557 PARY LANE TOR.	4530 Emernolut CC.
PLEASE <u>PRINT</u> NAME	Birly WARE	JOHN KOOY	MARTIN ALMONZI	Julon Rum	L L	rest VEST	Reame Kella	marie Linu	WILLE CD. TTENJON	LEONARD CONS	Ketty Darman	Graver W Ditson	Kloun (IIATHAINA	Creamer Randly	Chin and	JARN DUFF	Agreen hanks	Vince Evans	En lilood	(Lay Linston

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PLEASE PRINT NAME	STREET ADDRESS, CITY, ZIP	TELEPHONE
Anna Ginta Anna	nume 1 Given nam 10339 Readhort Nr 214 (310) 836-372	<u>{10,836-373</u>
Det 5 Vert Klipid	42 S. DEXFORD R FIRS	S10 342 5919
	3618 Crind (Sp) Mak	Ges- 22× (018)
PBSTUNE	1333 177215 C.M. 9040	200 200730
Juequelne Paige	\$132 W. 5946 Place 4	913-294-8-999
JULIAN PAIGE	4132W. STATR L. 4, CA. 3	213-294-8999
BOB HARVEY	24572 MALIBU KOND	310 456 1984
Mules DeRUSSU	3829 JANGLEWOOD BUD. LACHAGE 710-9157063	10-915-015 10 63
Prost Hell	8331 Mr muell	3/0 6 70-8551
Ander Newman	1050 Carteebuey De ENALing 1004-0045	54/041-0045
K. MATSUMPTO	2319. GUENCO. AV.	3/091-8789
A. Colourado	6331 S. Wooshe Ave	310
Mill Melters	8133 Dun Backnyne Pay 3137-13 85	- 7:07-19 YS
1, AN AMIC	6100 S. Mary leld Ave	243 th Stall 73
NARDELL DAUIS		397,7944
The Vocartar	7765 W Alse & # #2123 PDR	310-2104
Ales Lopez	400-3 Paris Medgice City 525-66514412	525 - 66514412
Marahal Nauis	3500 W. Mudrester Luglancer Posos 27-4092	310 675-4092
VICTOR RAMIREZ	LICE ENLEXINGHIAM FLWY 90220	210-5048
Darin Purker	1441 Jefferson Chud, 91030	8012-015/012

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TELEPHONE	213-778-4611	30-391-2100	310 313-3003	310-620-0938	11	1812-121-012	P782-452	875-5789	310-522-8229	3/1 F 23343 J	6112-all 018	(310) 645-1773	7505126 OK	310 568.8900	61 81-302 (OE) 4	23 285 29.89	· · · ·	2 2 20-525 (60)	112.986 412	-
STREET ADDRESS, CITY, ZIP	3501 W. 85 0 17, 9305 213-778-4611	432 Roof Dar AUS	5025 PURDUE AVE CC	6300 BEKEN ANN CUNERCEN 310-670.0938	П	458 BETHIR AVE, CUTYCHARTE	ufels Lefterend BUT 2220	10148 Greenst #8 91780	12964 PANAMA 37. 90066	145 Marten 51.9028	6225 CANTERBUXY Per	7406 Alverstone Auguors	1502 LONIA DP (D BRACH	tem reavened room	12857 Elemente Avé 1A 2A 900 4 (AU) 305-1819	1912 MISSISSIPPI , ANG #452		1445 5. Haylaveth 2.1. 20035- (20) 965-067	6750 AA)LOCK AVE LA 9006	5674 WINDSOL WAY 90230
PLEASE PRINT NAME	SAM F. HARD'S	Joe (19730	ASON CENCH	HAPPY INGOLD	NANEY WHITE		Saw Monday	Daniel Parker	Bar Brend	لك	PLUSTIN F GAIGSBY	Art Rhoads	Toon Kutt	DITAL GAUDET	DENNIS MANSEE	Steven Some	Jay Bailc	Citan/cs Davis, dr.	Russeul Jackjon Mr)	ANDREN CASEY

. .r . . . For decades Westchester, Playa del Rey and the surrounding communities have lived with the dust, dirt, rodent migration and the unsightly neglect of the Alrport-owned Northside property. As an amenity to our communities for the unmitigatable impacts of increased Airport operations that expansion would generate; and as an attractive and needed recreational buffer to the proposed, new north runway; we, the undersigned, urge LAX to incorporate a new, regulation golf course within the boundaries of the Northside property.

PLEASE PRINT NAME	STREET ADDRESS, CITY, ZIP	TELEPHONE
ALYCE Komoto	11-6 BERKELEY DR. MOR	8786-108
How-chith CHERKS	7815 Steriort BUC	タケナム ートモモ
Eleanor Brunel	7219 Dunf	645-0788
Phy Ilis Derggreen	16840 Dulo	; 459.1549
NANCY BLACK	21023 AMIE AVE #5 LOCANCE	3161-125/015
and a huge in an	Judia Dudling 5215 W. 77" (2) 90045	310/6452235
Jawa Maakum	YISI J'A MARINA MARINA OF 184	C108-068 10
KATIE MULLEE	4801-2 La Villa Makina	P230736
Guendolin Caper	5219 Parkalen Ave.	(Jr. 299-9851
DENN'S MORIN	5219 Partyle Are	255 935
BETTY NELSON	5991 S. YROFT ANR.	(243)3433(8)
SAM Muller	4 PUL D LA CULA MANIES	10 8202X
STAN RIEDEr	11466 SEGRELL OLTY	Ers 3987193
George Smith	4170 W 149Th LAWN DALE	310 644 8026
Tom allenden	ESS abornation De Sa	
Ben HamBarent	1510 's Sycamble, EZ 3084 MP	310 640 - 8984
S. AVUAZIAN	1815W B3SE - COF PURPLES	40-2-2-5-16 change
Jock Elmassian	145 Son Sy Comportable 44 901-86	901-86
ARAM ANAZIAN	3433 WANYE ST CA	310-391-3828
DRei Dille	1431 DETRE Mr. P. C. R	HED-SUR
KATHERYN ELLINT	Katherin Ellion 8412 TRUXTIN AVE.	(41-4917

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TELEPHONE	0568568 /08 Stade	3106103	34 06 Kg	201. Pazz	310 822-5071	310 306 - 3447	310-578 1143	the -902 9/5	310- 822-4916	2665-128-0K	310-871-5998	310-771-9895	310-523-012	310-823-058	210-6239535	853-3638	2102.528	823-2229	822-3332	321 PDR 822: 3332
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PLEASE <u>PRINT</u> NAME	GAR, Bell	Makes Claub		Nay Dollow	Thomas O. Marliele,	Did Con	Jan Sait	(new leagenter	RALPH FARIS	Edward Callahan	Dand albhan	entful make	Build Syn	CEIEStE Rac 1	E Kor	J. Noul	Shed Dulid	There Rever	TM M Clendary	A. FRIEDRIEDEN

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PLEASE <u>PRINT</u> NAME	STREET ADDRESS, CITY, ZIP	TELEPHONE
PSETTY FRINGINA	fega FALMOUTH#2	B1-6623
BURB CARBUNE	B60/ FALMOUTH 4/18	306 6760
James) Flinn	12222 CulverBlud, LA	392-7493
Michele Jewoo	Michael Hours 220 Harine War 122	376-0333
Anna Halverlack	306 Bore Brie MOR	822-0664
NEIFRIED THACENOS	Nellaist Tenacelos 119 Calver BL. P.D.R.	803-9585
ALLENE KEHOG	8421 REGIS WAY LIA.	831-6550
Kevin Officie	73524 W. BATA Webblinth and	145-5033
William Conlor	78900 Sa vou ne la Ma BOYADA	16 - 345-2195
	360 W. BachAnes	674 - 5030
BALLY F. BRAULT	RID REDUNNDS STATOT PDR, CA	872-6944
A.J. BROWN	230 CULVER BL	Spergolo
IDRIN Sterner	1023 97655 Man Bl grade 3195912	46 3195912
MICHARY PAUL	30371 VIA PLCAZA PUSAT	714(495-1785.
CHARLES YACOODIN		9312180
MILLE KLONTSOMER?		10-694 842"
MIKEDUNN	3 BY & M CLAUGHLIN AVE	310 3976492
Keer moun	1871 BALGUOD WW	3941-6275-1968
	B70 CLARENWOOD CJ, 94518 170 CLARENWOOD CJ, 94518	Concored Ct SID word-17-49
JEREY BASIER	B70 CLARENTOD CT 34518 50 699-1749	1210 689-1749

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TELEPHONE	310-822-5518	DB 607-5992	812 591-2450	714-897-1306	310 3970169	30-397016	310 670 &111	2037272	740- 343-2020D	310-822-2456	328-7787	823.2450		415-348-876	310 -891-480	310-558-1859	510 649-010	360 322 323H	too-Hsaz	6450 151
STREET ADDRESS, CITY, ZIP 117 Sproast Actordia & 2006	6615 25PLan ada, 8.0R, 91293 310- 822-5518	1250 N. VALLEY ST. BUN.	23679 (Alabases Rd. Calabares 91302 818 581-2450	16391 FLORENCE CIR. HUNTINGTON BEACH 92641-2402	11250 PLAYA St CL 32		FURNING IST AN 215	735 34th Bernost ber	32-775 FLAGSTAFF AU THURGAN OPALMSCA 922-76	8828 Pershing # 111	257 & Quert Ry	1 8829 Peneking Dr	416 ROLLERANS PLUE MB. Port	CIPSETT A LOUDER SELE	1951 TROOK AN PUR GOODS	gots lucen are dozza zio-sse-1859	7200 W 891655 90045	76 TND MAR G #2 ELBENDO 30 322 3294	90378 2 116 PLANT AVE LANT & BEOBERCH	2207 auguan and 90045
PLEASE PRINT NAME C. Roburt HALE	454	AGI GRAT2L	KENNETH A. Johnson	THOMAS L. EDWARDS	tu E. WEIls	min mullin	BRIAN IC. WALTEN	Tim Burruss	Rich Red Jordan	Stan DANILIANSKAS	Kini Sulla	mund Amer	Rick Genzalts	Guerand Sunteerand	Lavet N Hartaughtin	First Sustand	STAN A. HARDMAN	Perce becker	SHAMON FRULEY	0) Seeme

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PLEASE PRINT NAME	STREET ADDRESS, CITY, ZJP	
William J Bede	MOI & MARQUERS MALVADER	9177166
John Roger Dougherty	12435 W. Jeffunden # 106 Lr.A. CA 900 66	2228/28
Carlos A ORTEGA	LIST CULVER OLUD	- + + 2L - 90E
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	6634 W 87+25-	337-0040
Veriar Fitzgrad	Fitzened unise w.87454	\$10) 337-0046
PON RESAR	421 M. 1 An Ave	NONE
ROBERT J. 1055		182
JoE Gonada,	100 Materal ADR 9025 8 23. 7 24	8 L3. 7 7 4
DAVE MACHODD	335 CENTLE ST. O SEWNON	6082-665
1	22511 DICTORY BUILD, WHILES	
WALTER WORTH	2704 414 57 4/6 SMMA HONDICA	376-2151
DE GIBBONS	BBO45. Revenue to the buck	246 6664
James Schulte	123 Fouling St. PDR 90293	305-7843
Margan J. Vans	123 Fewling St. PDR 90293	305-7843.
MICHAEL VERZENGTA	MICHAEL VERZENGTA 119 MONTREAL ST PORGO253 310-827-0196	9610-128-016
Tony Blake	#373 3500 W. MANELESTER 90305	(310) 8124662
Schul MERUN	372 POSSING 21 (30) 823-9826	928-558 (0)2)
Caról Tsuinnofo	ill Aur, Realer	3, 6754038
Pat Quirty	315 Pershing Dr	3,8219648
CARIS HARVEY	8234 MAN CARTER.	823 4432

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TELEPHONE	(310) 305-2821		310)641-5813	5182-149(01C)-	(31)(45-68C3	310-390-3560	310-301-0180	(30) 840 SZG2	2975-20202	30310 8763	310/305-1383	28.199.21 (St	310-645-6745	310 838 0911	7225/49 018	305-8764	310 568-8788	16.068		2010-228/08	66-5378-
STREET ADDRESS, CITY, ZIP	8401 FAL MOUTH DR # 208 MR 7093	227 REES ST. PDR, CA 92245	7606 W. 91 25 LA. CA 900451	7606 w g1 5-FLANA NELED WAR	7814 EL MANUS AVE 90045 EVORS EVORS -682	4470 contruels highly	13428 MAKELA AVE #552	154. 18th Statict Surver Novice, Of Pough (30) 840-5292	AD 8315 Resching Do. 9043	12300 HAVENCE CC. 90230		Estol, HOH	6025 U. 7815	10028 FARTASUT Dr 90232	11	7533 EAR	6661 W. 8749 Place Ca Westchectric 90045	9	VER B	80943	West w 884L St Ld Pools
PLEASE PRINT NAME	DENNIS PASONE	LOWELL W, HILL	Kris Comebell		KEITH A. THULEY	Digner Amph	LARAY FARUS	Chris Mating	Kathleene hinch	MICHAEL BSMAE	Alen Shine		WILLIAN H. LAMEIN	Charles W. Ferdon		WYNN SEYMOUR	Maniel Russell	Pay MI IRANDA		Tamela Man	

: . . For decades Westchester, Playa del Rey and the surrounding communities have lived with the dust, dirt, rodent migration and the unsightly neglect of the Airport-owned Korthside property. As an amenity to our communities for the unmitigatable impacts of increased Airport operations that expansion would generate; and as an attractive and needed recreational buffer to the proposed, new north runway; we, the undersigned, urge LAX to incorporate a new, regulation golf course within the boundaries of the Korthside property.

PLEASE <u>PRINT</u> NAME	STREET ADDRESS, CITY, ZIP	, CITY, ZIP	TELEPHONE
MIKE SLOSS	8200 REDLANDS #108 PLAYA DELILEY CA 90293	\$ 92293	310-386-6163
M. h. Drinkand	8225 Martreent 12 PD Congoing 316-822-6181	2 PD LCA 902	1319-208-01884
	121 Montreel P	MR. 40283	310 - 843-B36
In MENDERN	327 CULVER 1	PDR 90253	8-121-129-016
Reprison Write on Tale 12485 Warsh Ave Mae Vesta	12485 WAREA AN	e Mae Visaa	310-821-3999
RicHARD BEANES	138 W. ONK AVE EL SEGMAD	EL SELIND	30-640-8835
MERE REZUTO	638 % OAK AVE RI SEGUNDO	EL SECUDO	210 - (40 - 28 32
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ener p	(10 Sur		305-813 ~
Dar Last	1539 Sawtalle	2 14 14 90	
Char Groy	1 W 63rd Ave	90293	(0) 956 4173
Dave Schreichn	(W.638) AVE.	90293	340 5786212
Maryaret Panontin	1W.63 CANE	90293	310-578-6212
CINDY BOMILLER	LUN 6 BENAVE.	90293	310578-5985
ELLEEN O'DUNNELL	LW 63rd Ave	60203	310-578-5997

Petition

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TELEPHONE	210 828-5839	w)	310-64-377	310-545-0913	3,0,67.575	tithe-019	D/677-5759	310-410-128	. 9	-20-208(01E)	(310) 049-112/	6 6 6 4 1 - 1 1 - 1 1 2	672-7185	603- 7195		624-2989	670045-1		(313) 2833	310-645-1613
STREET ADDRESS, CITY, ZIP	1517 STAUFORN, SAUTA MADICA	444 W 1345I HAWTHOME	9725 isis # 201 L.A.	1160 MAN Bert Blue goals	724 S. MAPLEIN GLEWORD POTA 300677579	8331 Coleqio Dr 14 90045 670-9414	934 S. Mople, Ity, kund 9030 (20)6 77-5759	8107 Croydon LA 90045		1954 digh Mad Santh Monie (310) 328-092.	1841 Hugh doe. LA 90045	9400 AViction BIV de APORT 310-641-0636	716 S.G.REVILLEA AVE.	The S. GRETTLIA SATER	400 W). 87 the LA MOX	200 W. HILSDALE ST. ING PART	6337 W. 84 Tursv 2. Q. gapes	15067 SUTLE AVE, GARDEND GUFT	5855 W - 954 St (1120 Plane (313)	9711 ISUS 203, LA
PLEASE PRINT NAME	HEWLD MOESE	Pan AMATO	Mike HURMAN	Vic Dorane	KEVIN WHERAN	Agrtis Alabera	NAY Counterson	Oarolin Clith	Alme mark	Deptie Walk	Tarela Recenter	Confiss Kiteterson	LOUN KLEIN	LAURA RUE	MARTI LOSS	LENNY WAGNER	W atter at war	One toke	See.	Mike Mark

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PLEASE PRINT NAME	STREET ADDRESS, CITY, ZIP	TELEPHONE
DON GLICK	0 115-1151 90278	310415
MIKE MORE	412 CULVERE RUND #8	310 5022
Bog Cevere	Azulatervew PDR	6225 826
Devinir Clanner	8160 Rolland, PDR	7226345
JOHN FONTANELLA	4376 Acre RD 64.	822-2420
LARRY DIVER	7420 EL MANDE AVE. GAN	~
DURAND R. MILLER	R25 S. SHEREDURUE JASA AAAS	\$10 52-40Pr
GERAID CARAMAN	1329 CLUB VIEW DR 174 50000	272-8982
GENE ZAHIN	133 5. 04KHURTT D	10-12- Ald -018
JOHN P. EARLE	8180 MAWITAR 51.235	310 305-023
JEAR R. WOH its	1435 E. ELM ANE EL SELMOD 90245	(310) 322-2310
Chergela R. Ross	8110 WHWERE EZZER	305 2730
JO My / Whenes	8738 Delyen PDR	50% 9,05
Ę	8364 man 4684 # 7 Plane As Pen C. A. 91233	COCU-1/17)
ann er	7360 UKA BALMAN	1310 1842 1333
	8110 Redlands SV # 367 90293	301-1015
Reng	8/10 REDUTION ST # 307 902 301.105	5101.102 50
MYN4 SHAFFIN	all WATEKUNE W S par	826-4942
LADI PREVISI	341 W ATTRUVIEN 51. O DR.	2154-548
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TELEPHONE		822-6422	475-2421	6010-528	975-5cg	285228		310- 640.3385	74 1222 ok	310 337 0330	(310) 822-642e	822-6422	310-341-8 580	310-452-0680	49 510-044-015	310-346-0440	610) 837-6990	213)981-3315	1247-212-015 5520-228-015	298 340 298 7500 1
STREET ADDRESS, CITY, ZIP	1532 Victa Nel Mar 102	123 Montreal St. PDR.	1015 GAYLEY AVE #28 X.A.	BOOS VETA dec MAR PDR.	131 Marther PDR, CA	(087 TRULLED MAY, PDR (2	2 03 Culler Bar PORCE	1312 EMADONSA des CAL	11/31 Edu + 16 LA	250 The Village #302 Roll	203 CULVER BLUR	203 CULUR BLUD	2009 ILALMUT ANG, VENICE	1019 BAY ST. A SAMA MONICA, CA 90405	550 Barringas #1150	3580 PLOE ASC MANINU ROAD LO	Mentone	まむ	Ille convoy Drava Der Der CA 50292	13336 Moule all & Garad
PLEASE <u>PRINT</u> NAME	Malter Winner	Bushnel		MICHAEL WITHIAMS	Ampled Kerana	DX COBING	A James	how march	Man Delu	(Stacy Krant		FRED BRAUER JR	Don CRUMP		× 1	Γ.`	ANA	10 7	Tees Julgenzi

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TELEPHONE	(310) 823-9567	3876-366 08			310-306-5402	310-569-2737	310-602964	(210) 823-5671	310 627-611S	オフィルートレモ	7	818 7008249	30 777-5476	30 670-2525	NIP	NA	N/A	4/Le		710-823-318	E 545-8401x3
STREET ADDRESS, CITY, ZIP	LOON NATH LET MATCHING PONDARS	2407 EL DETE BUD. HERADO BUD		6315 UISTA DOLMANT	\$300 Maintaket #200	7600 W. Mainister # 442	520 WASHING PRICT El Secondo Ca POZYT	YISE Sumpode AVC Los Angeles CA 90007	POD GLENWAY OR INFLEWOOD CA GDIOL	1717 Gates Ave. M. R. 90266	123 (J. SMANDE ADR. 9045	22144 MAYALL ST CHATSWOAN	11/26 MONTANA BRENTWORD	8314 Burder hu 12 CA	Prof.		PLAYA DEC ROY	S, C C	7370 W, 884D WESTERESTER	Sloved Talmonthy PDR 90293	421 2974 ST MANUNTAN BEACH CA POSE SYS 84015
PLEASE PRINT NAME	JUNE DIREMAN	HICHAR HEFFERNAN	X. mi cund Good	Hart Romercels	4	5	Preed Jessue		GILBERT M. MILLE	Huse Huce	DM PEEBLES	FAY SUMNLUND	allution in the USCOUTT	Kell Long	Por ane Carilla	Format O'Walsh	2.7	Dr. Meles	BA. Four	Ed Charette	Spile Meriland

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TELEPHONE	310 822 2180	310-8697	818 994-4105	210-9ca 5		~	\cup		0/EH-128	397.5/33	8212745	21 51 - 518	5/07515	310 374-27A1	818 180.372 0	310-8-12-	acs/LR. IK	30 4 69 5 49 58	130/833-9106	31-306-523
 STREET ADDRESS, CITY, ZIP	P.0. BOX 52.37 PLAVA CC/ REY CA. 90296		SAVIOTA 5 CD 91406	LAVe-	4 e. ()		J J II MACONEET CARET BUNCH & 1178	7842 MANUES 121 AN	BIBD MANITOBA ST	3388 Centinela Ru. gob66	7418 EARLDON A.	SM.	12719 Mageo PL mobe	428 First greet, Manhaddin	CS53 Will Are Van Num C 91405	8225 MANIMEN Sr. # RUNCH	KAP NAP OLEON PRAJAVEN 1003	6920 Ex 23ne Cloursfeel 250ch 29 Cg 2 4958	ES.	Wedy Tomigal 147 Alpalen SI
PLEASE <u>PRINT</u> NAME	T.R. BLAIR	Gley Rounds	ED BURNS	30 Ayu Jennings	Calor to PERT	Nunhul Burnut	STEVE McCurroH	D. i Coh	Toe Dehuch	Claus R. Will	DENNIS BURN	C.A. Escober	Kontlerschbengen	Beckey Honeyhhm	Dems O'Bree	GERRE H. CONPAD	Jo HU T. TO MORL	BARBARA Shoefer	Roxane Daous	Wedy Tomigal

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PLEASE PRINT NAME	STREET ADDRESS, CITY, ZIP	TELEPHONE
Vincent Cullinan	Crocs Creek. P.D. R	2102168221
TIEREINE POLIA	400 CULVER POIL	305-2247
David Kazers	14020 NW Reserve # 310 MDR	7325
Kaventhondas	8738Delganu Ave#108 PDR	1907-849
Sarta Mirrales	8527 Brahing N-	6120-568
mike verban	119 Culu Bla	J239535
And Muray	revere sylweder of	
And million of	(, 441 6/ 81 mb 5 5	641-8618
Mature M Line	1910 E. Drund and #3265	
ALTRED P. L'UEHLEWIND		
RAY UBLEMAN	1	310-521 -1251
Tay Birson	11. 12 Pur P.D.C.	S10821 1016
Robert Zacher	8738 Delgang we # 88, Calogy 310-823-3755	310-843-2755
ShAri ThOMAS	873 & Bulsony Hill Ca (90293)	3104632755
Mark Harr	134 mont real TT 7.0.0.	310-X-015
Line, Charac	l ma	
on Bled	3506 Mary archart	304426
Concertinetien	7818 W. 88 & Sr	310-6700268
DOWALD SHANNON	1826 Walnut Ave Manhuttun Bench 90366	1546-545 018
GEORGE E. KEHSE	.	310 - 645 -6246

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	TELEPHONE	822-6197	621-0458	STY-1946	305-9130	79 CD-105.	637-9411	4542804	645-4382	R23-8878	627-95	338-0637			577-1113	571-1113	JU	-hollo	Play De 1900	KA MARNA	\	2 (310 823-333)	(
2	STREET ADDRESS, CITY, ZIP	PIPO MANIABA ST P.D.R.	8515 FALMINA AVE	8110 RedQANDS SH #Jeg	BSIZ TUSCANY	8320 Delaciona AISE	42 R.J. BARDININ ANE BUTY	4282 BALDWIN ANN	BO37 GEORGE TOWN AVE	8318 Manis 1940	C. D.	1 1 2 4 V	620 / Witz will warthe	6202 VISTR D CL MANDOR	8918 Alectus ong hur Westdurch	4925Coolitise C.C.	12606 Bonepite LA90046	115 N. SWALL OR HI	de 119 CUIVES BIVP	Hage (the Ple 1) De	What VBM-90 Mg 3	114 Reg Mall, A. DR Capost (319 833-3331	
	PLEASE PRINT NAME	BARDARD JARAFIAN	DWes Fox	WWK KARDART	CARL STUMPP	David Charle	Scoll Received	Sheirt Jornah	W.D. Buch	2 W tomar	d. Burec	C. NELSON	H. SAFER	m. more and	M. Woodruk	TEBORE	Cim & Ballon	Absente Libra Ok. IE.	KVIn./ENU	WHU TAURA	4. Chill R.	J. W. DELANY	

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DI FASE DRINT NAME	STREET ADDRESS, CITY, ZIP	TELEPHONE
C/2. de Nezen	SZ 38W. Narchester	-0
Dar Land Boots By Rellant	BY7 fellants	B27-P245
Gordon A. Coklourg	Gordon A. Cobleard 8711 Falment Rev.	822 1901
BethRitchey	8711 falmouth	1061228
Crave Jandry	Jander 8339 W. Mandate # 12 878 0737	R 878-0757
The Survey	327 Cubu Taht	F-723EI
Desty Pear Sucham	Bath gash Rectain 7119 Partivia Bar Jorts	216-6692
George Raney	9400 Pershing # 11	201-0956
John Jackson	8701 Delgany AUP 205 Mage	525-669
T	2704 81 Ocste Herming Brach	EPRS OBE
LYMAN VU NOD	327 Wheek Blue PDR	8272387
JOHN W. LLEWELLYN	8400 LOYOLA BLUD, WESTCHESTER	670-5106
FRANK I. AKASHI	6690 VISTA DEL MAR F	823-0443
Rick Scienti	8828 Pereshine Dr #127	St46223
MICHAEL D. MOORE	412 CULLER BLUD #8 PDR	823-5022
THAN WOODRUFF	HUY CULVENDEUD	Burgers
Kohert LEPRE	327 Jahore Blod Par 827-8570	827-8570
JEFE SHINE	8527 PERKHING DR. #6 PDR	BS-1383
Sh. Room	11子42 江3411457.	とったったち
Selvingunde /	4218 MCLAUGHLIN AU	391-0638
Different Lagter	La 144 Helpe Rd. Merle Bek	4/2/ 323-4482

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	ZIP TELEPHONE	56 31670361Y	76 31670361Y	2312 216 02 61	(may 299.202	10043 (213) 293-5551	92(470) 5694(20	30 30 3978898	32 310 837-571	CANN 410 wa-bhus	2626-100-02/2 JAC+2	× 30-301-3388	1056 310-645.2474	9000 213 -77-9-199-1	5	2 (0) (n 52)	008 (243) 293 - 690 B	3045 310-669-1376	Pad (510) 391-5729	8mulu 91505 [310] 267-8075	/
	STREET ADDRESS, CITY, ZIP	blog Shen alloch Arch 90056	6604 Shendoch Ar 4 90356	1102 S. CANNON AVE. UN 200	4143 Day MALIND A Say (2) 299.200	5064 South RIDG GAR - 4 1233 293-5551	le (of Bash 4372 manung le	1219 JUTON DR CG0230	3589 WESLEY ST CEGOUSZ	1655 Adele-LESSIMA QUENC CAM	1838 Tyment & Chime 9-746 31 - 602-7795	8717 Phraw Maya Bh Per	5448 W STAT 57, L.A. Goose 310-645. 2474	415 EAST CENTURY 84	123 CALIFI AUG SANTAMONICA , CB	Kart Haight-Boyle 9020 Bellance LA 9005	4115 Don FEHILE Dr. LA 90008 (213) 293-690	7337 Norcha Way LA Jours	SYSD Shinteres BL 218 LA Bad	4201 TOLVCH CAYE AVERANDY	
e Ad	PLEASE <u>PRINT</u> NAME	Sylva Swiller	Bould Mana	DANL ANGUMANOTT	Par DAVIS	7	Jim Nullary	BEERT GOODRICH	JUAN CUEVA	MARIO GAGNE	\sim	Chin Prusar	geven myers	Booken Taylor	BRUCE KITCHEN	Karl Haight-Boyd	ANDERSON F.SUM	Faul Rubert	Une Stimized	CHUCK CONN	

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PLEASE <u>PRINT</u> NAME	STREET ADDRESS, CITY, ZIP	TELEPHONE
JACK'E SACHETTI	123 WATER VIEW ST.	30-623-630 J
M4H 60el=	120 water view st	9 KO - 827-8459
Kut Fallet on	123 Waterview St	310-823-930
ARTHUR J. HOPKINS	7349 RINDER AVE	310-524-3394
CHINACH NAM	1349 RINDLE AVE	+1.22. 12l "
Due and AURAY	8767 MANCHESTEN AVE	310-821 3418
Col Hours	404 Bubber , BLD. PDR	3 10.8235831
204	404 Currer Blod	310-822-9376
Will Rail	414 Manadaba	310 306 834
Ames R. R.	7336 Rivider Ave	201-121-015
Lon Capis	75GI TRASE AUN POR	1250-223-0/2
Parent lovage	2578 WILLIAGER, PAK	316-823-2130
Manlin Khul	-1509 Rendae Olere	310-F23 2306
Join, Maleral	1505 Render Que	1205-668-018
W Rosling	432 Manitota	610) 301-9090
Menel Le elenser	238 a alucia	310. 622 - 2975
D		, ((
FRED HANDIED	8331 MANCHESTER DUE	3108278755
Obres may	8341 Manchester ave	X 101-803 (012)
Contractions	8941 Nilan Chister	10 422-10,2

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PLEASE PRINT NAME	STREET ADDRESS, CITY, ZIP	TELEPHONE
MARY L. SULLIVAN	8227 DELEANAJUE, PAN "34	1
i	2008	
Man Bland	Know/ten St, '	1
2	A ZDANY 807-	
Eileen McAndrews	7208 RINDGE AVE. 40293	
the Mr Hunon	122 Water View, 20R	623-1124
Michael ampain	525 Vin Los MIRA NORES RB	373-4500
Yuki theda	8745 De Gany AVE, 903\$3	542 - 7599.
Sours & Hovamon	1	17- 9741
\mathcal{D}	187 Waterwen Ago293	
Am Rour	414 Mentiphon St. 90293,	301-6347
Joh CUMMA Kam	Ave#5	1108(2, 3292)
Jessie Ruthus	W11 # 400	P 🕻
Regina Fyiender		L199-962 (E12)
Oline An De Henin	de Dor	(3,0) 833-1202
\mathbf{v}	PNR	810 8211534
Charles Hill	6228 Kemistin alle	(2191)
Moni Bonen and	130 CONVOY ST.	310) 827-4674
R Sheep Boren land		70/827-4674
Comprise Morrow	\$51.#102 (310)823-4606
Rever HOZUANZEZ		

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This is in addition to the 3 holes at Petition •

What the surround of the surrounding communities have for decades Westchester, Playa del Rey and the surrounding communities have lived with the dust, dirt, rodent migration and the unsightly neglect of the Airport-owned Northside property. As an amenity to our communities for the unmitigatelle impacts of increased Airport operations that expansion would generate; and as an attractive and needed recreational buffer to the proposed, new north runway; we, the undersigned, urge LAX to incorporate a new, regulation golf course within the boundaries of the Northside property.

PLEASE PRINT NAME	STREET ADDRESS, CITY, ZIP	TELEPHONE
NAPHI DONES	8022 RENTON AV LACO Paris 210 641-6288	Z10 641-6289
The Rorthy (NRIDE	7324 W 87 PLACE	3106703257
Gean Me Tadden	133 Waterview H. PDR	310 33-1124
Hina nand	•	310 649-6556
Pern Mathenter	34200 Willwetts torrena, Cars 325-435-7	225-435-7
and a base	47425 LAULLA MARINA	percires
Ameril. Riedu	11466 Sear POR Cuber City	
& Ma Minterly	73736 Lellen (14, 4102 258	x SEH-968
Grace Vago	6027 Chase live RO goods	670-0409
has bader	5358W123Rd St Jalqure	
Alyer Komoto	106 BERELEY DR. 9011	821. 7848
Susan SHERPHEDRA PART	Ousan HERPROMANNET 27 Esphrade # 108 R.B. Mart	-316 -4990
Didell Autrialit	Bell Handricht 1/510 2 2. Suganue, 2 Laura, 640-8984	640-8984
LIMME TUMM	8343 Reaching Charles us	9688349
Cuel marches	Rue martine 7655 T. Sulton low	E41-731S
CHARDENE (CHOIS) CHRIEMA N		(310) 397-1934
mury A. Doyle	4724 Li Marina Mud # 723 20 300 49	310 306 49
Pat Conney	20 36 Games and	310-645
MARIE Roberts	7737 AGNEW AVE, L.A. CA. FOO45	310-641-0778
Raederia	6200 Th ANCHESTER HIL	310-821 4210
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TELEPHONE	(310)6704914	30 578-65 89	No 82 J- 8391	(310) 822-507	310 821 8741	1051-002-112	35 29-12 8 Poiz	310.821. 1612	310-306-36818	0-13-1-24-012	310 823-0060	P. d.R. 310 - 5 201-35	<u>2011 823 (102</u>	(sic) 827 7732	(310) 822 1112	XEJE-F8E (213)	(310)252-0640	5(2)5/8- 1013	510/475-1348	728 (28/4/
STREET ADDRESS, CITY, ZIP	P184073 Lincold Blo 2.4 Page (20) 6704 4914	8335 N. Marchader Con		7505 RINDUE AVE POR	255 Matenner St RADK	714 W. WAREPOSA ANE ELSENNIN	TS20 UISTA DR. MAR. RAAF DR. RM	7612 EARLDON AVE PHANA DER REY	HOM LANBERTST, #2, PDR	299 aprelot & Serle Maria	8220 Pershing Dr.	£	236 REDUTION PDR.	216, WATERVIEW PDR	216, WATERVIEN PDR	11,27/Arrow W.N.	PLOS RANCIAD AVE VIN.	5524 SHORBOURDS DIC	2147 BUTTE AVE	TLII RINGE AVE. (7)
PLEASE PRINT NAME	TONY ARMAND	Lui S. Muith	CARIND OFALEY	TON NALEAN	Do estall	attennon:	Pull mare	AMEENCE G. WORDINE	nendytan	Cost Sugar	5.4. Lohnar	P.C. Hand		Jave Davis	Christopher Conney	Christopher Strugoller	APRIAN RANIERI	Coartelus NONCarl	miles Kindley	Select

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PLEASE <u>PRINT</u> NAME	STREET ADDRESS, CITY, ZIP	TELEPHONE
ROBER E. FICOLER	19 CurdeBurdo	823-9535
RAWH BLUTHENTHAL	8538 RERANDE DR. L.A. 80293	621-7137
Loberto le shode	10121 BUTORO AVE 90204	4122264
Dens Weiden	1252 Pailie gooce	399-7687
Athen Schuggs	239 WATCHNEN 90293	201-602D
Tracy Scrubes	329 Waterview 90293	301-6020
Bull Florence 1	1716 S. ANCHERST HUR LIT GORZS	P26-0410
Course Al	1941 Store live Prosi	(340) 473.795
Albhane	2512 Walnut Dr. Man Bak.	310-545-9374
James Pool	10332 5, PALOMA AV, 9002	(213) 755-0594
most allerra	134474RMONT ST	310 6382656
(MMIN	223Waterrew St	310 8234955
	223 waternawst.	310 8234955
Bee Succura	234 waterney 51.	3/0 621-0548
Rebert Lueluian	236 Waterwin At.	310 821 -084F
HENRY Caler	124 WATERVIEW ST	316) 823-8782
ZW Worker	1858 W. CLARIAN DR POSAD	310 328-8548
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Gene Willy	6619 Halm me UA 90056	216-7954
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generate; and as an attractive and needed recreational buffer to the proposed, lived with the dust, dirt, rodent migration and the unsightly neglect of the Airport-owned Northside property. As an amenity to our communities for the unmitigatable impacts of increased Airport operations that expansion would regulation golf course within the boundaries of the Northside property. new north runway; we, the undersigned, urge LAX to incorporate a new,

ZIP TELEPHONE		N23-1446	DR 574-0776	202522000	148.3224	MDR 823.2750	2.4 B 37 9748	* CT, 325-4260	v 823-2243	270	<u>'</u>	valu 550-8989	649-058	Š,	050 530-1516	13.5 838-515-3	910 C- 252 (E13 2020	2066 (m) 392-9774	# 1005 213 919 6671	(1) 247-1856	
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PLEASE PRINT NAME	f	Deve Yarke	Murray	MARJAY ST BROWN	AGNESMOLFENDEN	6	÷	2th Ews	Pith, Bulls	Kabert Kon	Alut.	Purphan (Edward & Dauce	Hannal Lares	ann				JAN ALDWARE		~ loth 1 hattant

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PLEASE <u>PRINT</u> NAME	STREET ADDRESS, CITY, ZIP	TELEPHONE
Kenter Le Daver	THE CHARGE THE PICE	310-6788
TIMEN DHEMAN	6200 VISTA der 11 / 120 #23	(213) (213) - 0527
Jerry Bynun	RRRY RYNUM 2857 W. 230 FORMICE	310 3261803
STANTEN TAYLOR	2275 W. 26 Th 57 520 PONA	9
RoBERT E. BUTLER	5901 CANTEREVETOR 4023	
JOHN GILMARTIN	JOHN GILMARTIN 1720 MAGNORIA BEACH 926	(SID) 546-196
MIKE DUNY	6635 w. JBHS+ L. A. CA.	310/410-0600
JAY LORA	2451 JOHST. #3	450-0877
Put Mi Gara	Put M. (2020) 7434 8151	いわわたわり
Lich Shynord	#10 upper Circle, Crently	408 654-1092
Januar Circh	Tanas Linch 1847 Revise Rd & A CH 38. 4754	6524-82.8
Glang Balfaur	Ealfain 7212 ana an 2045	310-670-8137
marthe & Pete	7606 Stanlan	310 670-8503
"Jes glaver	Ung v 58 2	かんしっちり
· Ted 3aharyan	1 412 Why Keap it 10 grave 621-1 0/2	645-1012
the Town	119 N. Hillstart Blud Tylen 622-5635	672-5635
Michael Shapi Ro	\$37-74ST- SiMavica	310) 451-1238
elem fi sugar	Aleren 4, Hugen 8321 Collage Dr.	18x0-073 1613
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HOWARD N DINGMAN	HOWARD N Dive MAN 18340 Contline D. Maller a 310 4591751	310 4591751

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TELEPHONE	213/934.0388	450 7744	タメネトレント	839-9241	(30) 558-9743 50230	3943935	2700 8233122	30 347 8 297	454-9885(310)	213-292-6354	310 6416343	310-642-0177	310-393764	2665-282-025	21035977-140					
STREET ADDRESS, CITY, ZIP	1537 MARVIN AVE	2606 322 87, SM.	10131 WILSHIRE	4129 VINTON AUG CC.	Culor City	Mala V Mr. 3235 Bus Dee 57 DEMER 324 3935	2027 HEMMAGN SI 9023120	3535 \$ BARRINGTON ALL (A. 30 3478297	711 Kingman Ave Sarta Man. 454-9885(31)	Alaria of Walker 4061 W 59Th Street	5530 Shikbourne D	6548 Warster M. L.A	3477 Slovent end	15911 Comumity M.H. 115 ca 154, 785-5777	Martillen 4425 Stenand war 210) 39 77-140	Houle England	5625 Whitson W C.C.	8201 De Bulline 14 grit	2206 Rupper Hameria Reh	•
PLEASE PRINT NAME	Joth R. Renaus	Pres les Vi are more	LEO DAVID	Gain Raker	Laurence Theraton	March UPark	Jaus Kuhan	Ed KING	Red Grick & Turner	Planence & Ualkor	El Chinese	The Deframment? Wattered	Ad end Mer	Fall Restler	Shew and A asteling	1	NCL Rolmed	hen Wastel	Chris Suice	

 For decades Westchester, Flaya del Rey and the surrounding communities have lived with the dust, dirt, rodent migration and the unsightly neglect of the Airport-owned Northside property. As an amenity to our communities for the unmitigatable impacts of increased Airport operations that expansion would generate; and as an attractive and needed recreational buffer to the proposed, new north runway; we, the undersigned, urge LAX to incorporate a new, regulation golf course within the boundaries of the Northside property.

TELEPHONE																- 6 86 - 46 40					ovica 90405
STREET ADDRESS, CITY, ZIP	911 WASHING TON PUE SA, 9460	8420 Gulan el Pally ca 90000	1334 CHAUTAURUA LA 9202	1121-21th STR. S. H. 90403	124 HOWHED ST MD.R 9MM	730 UALITA St. 90291	124 Wichiga AUC POYOY	1326 Row #4 9rgs	JANS CENTINELA BOUST	12967 Paramast. L. A.	BONT DEWEY St. U.A. GOOLO	1326 Piete 46 90405	102 GRANT ST 90405	12223 Denice BI #305	29 18 764 S.M. 90405	2317 20th #3 SM.9045	DAT FUCKIN ANTA 90005	1503 Maple 81. 70405	22 2 2 1 ST	251 20th #32	2925 4##33 Smith Movice
PLEASE PRINT NAME	CHAIS OMUSTNOM	much Albart	HERBERTTORD	ALFRED H. LAERHANN	PLM & Buirk	Nie CANUPP	ALAN Brady	Et CAPOL	R MIChael Shund		2	5	y	H.N.	JEFF READE	JOHN LEVENDALKY	MITH Burbin	SARAN WALKY	Rendy Durdent	-	WALT TURWER

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For decades Westchester, Playa del Rey and the surrounding communities have lived with the dust, dirt, rodent migration and the unsightly neglect of the Airport-owned Northside property. As an amenity to our communities for the unmitigatable impacts of increased Airport operations that expansion would generate; and as an attractive and needed recreational buffer to the proposed, new north runway; we, the undersigned, urge LAX to incorporate a new, regulation golf course within the boundaries of the Northside property.

PLEASE <u>PRINT</u> NAME	STREET ADDRESS, CITY, ZIP	TELEPHONE
MARIA SCHIFF	5110 HUCK FININ 1 ANE CULVEN LIKN 90230	340 - 1395
Jong Wance	120 . 257 451 /	るょく ファレビ
Iren. Benefar	SILO HUNDLE FINN Home Durbur C. In 9023,	0191,950 - 016
	7765 W. 91 57	31.6 - \$732
Riarie Leaven -	108710-0	818-02 2 L
Dave Kan man	408 Knhkwa Blud Erie Pa	614 4154-1900
ERIC REAMOUN	12355 W. Televon H Halls	310 821 4272
N allacimoque	1521 - W- 5057	213-292/452
Conel Harris	7041 Youl	757-0101
Ano Tron	123 Son PLEVERON ST. 400	-25 EL OL 7 /2
JAMES F. MARTIN	223 CALIFORNIA EL SEGUNDO (A. (310)322-7211	310)322-721 /
Mul Shamburch	211 P.C. Huy HEIMER	165aso hae
	IDIE ANGARMAN LOR LA	ALS 7366758
Voul 7 100	108 77 Pelmotts 2 A 90034	310-839-JCM
Chrissie Ollurch	530 Washington And MDR	710 305-9693
Carrie Hay Charl	a 3240 Bngky≠10 LA 900:34	810 559-1815
Alore Gean	6720 ALVIEN ST. 4. A. Parsa	(10) 442 -11 42
PRSIAL CASTON	P.O. Jox 1338 CULIER CITY CH 69 90221	1222 41-5327
DOMINICK FRETTATIOLE	1501 P.K.DR.N. SPIII HARBOR GTH (1)	310)530-1953
MARKES O MARCE	1501 W 504 87. L.A. QIA.	2316750

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For decades Westchester, Playa del Rey and the surrounding communities have lived with the dust, dirt, rodent migration and the unsightly neglect of the Airport-owned Northside property. As an amenity to our communities for the unmitigatable impacts of increased Airport operations that expansion would generate; and as an attractive and needed recreational buffer to the proposed, new north runway; we, the undersigned, urge LAX to incorporate a new, regulation golf course within the boundaries of the Northside property.

PLEASE <u>PRINT</u> NAME	STREET ADDRESS, CITY, ZIP	TELEPHONE
and Man	406 6 57 SE LA CA Din 821-084	220-1 CS (110
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Don ment	4080 MINENVA	340-6445
zach Mccol	SANE	
Esthe Republic	200 S. Catalena R.B.	593-568
19 accid amu	3676 Jununia Ray	
Durdde Roller	1915BCARRENO R.B.	
Carrie Leenan	1915 B. Canone R.B.	
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TELEPHONE	8297-89E. WE	//	אים אגא אאל	30 345-545 02	110-440 - JA 6	310-559-3056	310-530-2166	Nry Ca. V ST 2022 (39) 674-54.92	310477896	304101436	251 2 125 016	8232679	428-8420V	<u> 310-215-018</u>		SIN SYSYST	(Sie) 400-9560	(JID) 395-2912	713-954-1759	310.9788691	310 82/ 6133
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PLEASE <u>PRINT</u> NAME	and delat	MARIANNE HELLOFS	2	Drucks Dastel	Republicul	D. Uili	Dar mer -	Jel Sauly	DAVID ROCHW	RICHARA [HOMAS	DANIAN VALDINIA	KEVIN MILLER	Star Plasen	All UL and A WAY A	Ulen an B. Clar	Have aley	Maria Lenard D.Com	Adry Andral	MIR FRIEDMAN	Hatter Cluston	Huge & Amerika

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For decades Westchester, Playa del Rey and the surrounding communities have lived with the dust, dirt, rodent migration and the unsightly neglect of the Airport-owned Northside proparty. As an amenity to our communities for the unmitigatable impacts of increased Airport operations that expansion would generate; and as an attractive and needed recreational buffer to the proposed, new north runway; we, the undersigned, urge LAX to incorporate a new, regulation golf course within the boundaries of the Northside property.

PLEASE PRINT NAME	STREET ADDRESS, CITY, ZIP	TELEPHONE
B.3 Blue	195 WINA BL, 70R, 90293	821-6550
Robert . Anders .	HEAT BARENSS " CCHC	822-028
Bickyltruction	119 Culver BL., PDR - 90343	
John R. De Long	\$ 200 Vista de / Nac 101 9295 823 9106	823 9106
WALLY DLUENS	HHW. ROSECKANSTIC CA	CH 6446854
٢	1665 HARKNESS ST. Welt CAL	. 5777712
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(BIL M. BROWN)	It has and hill the Bure Buthoft 1,	~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~
Sadi Frantino	210 EL Pryta Manhattan Bank JOI 796 0156	(510/2°6.0156
L. ALC	210 EL Parto, Murinatral Bur 310-196 -0154	310-796 -0154
Keth Selin	6501 Vista D. (W. PDR, Ca 99373 310-224-3311	310-321-3311
Helinds J. Ambrey	Helinda J. Aburber as 7 cuiver BINd to P.D.R. to PURSISION Par-2846	2485-187 (aie)e
MUYA WILLIAMS	415 MANCHESTER AVE, PDR 90293	310-821 - 122D
Roy PHillippe	432 MANCHESTER PDR 90253 310-821-6550	310-821-6550
Canamakin' Previden		0397-182(918)
LINDA Phillippe		310 -621-6550
JEFF Williamer	415 MANCHESTER AVE. P.D.C. 90295	36
Annues le Actien eu	PAPER & RAPER ON 833 MARTESTER BL. TARA DILAY 9053	822855 34 90553
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JIM PASICHTS	8128 Menusice April PdA 90243	813-9344

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PLEASE PRINT NAME	STREET ADDRESS, CITY, ZIP	TELEPHONE
Menus (ider	124 WATErview 57. POR	2823-8732
TRED FREEMAN	3786 WADE SC	390-1536
Mario Canaa	11611 Gateway Blud WLA	473-4812
T. IBRANIN	Sys W 96th LA goods	
MARK BALLESTEROS	9040) 1127 10441. 61.4724 54474404160	
CAPPETT FURUTA	13553 ARCHIMOON ST VAN NUYS 91401	
Kluan Yarma	2310 W. 17944/St Thrann 90134	327-34//
James E. Cartez	124 waterviev St. PDR	
Christonen Olsa	3732 U.115 ST Hantrore	425-524
pares Hauger	11533 waterineten Burg	(grb) 45-4573
Tom SopTER	143 HAPET AVE g. M. CA Soyas	6/19-55-6016
John Sonellin	1505 Warknesser minhut-1346	e.C.
A milling Shortes	1W63 Have # D3 PDP 91243	29 210 5785995
Larle, Marish	9400 La Tijera #2124	
Vincent Perry	2308A Pisani PI. Veniec,CA	
Can's P. Menter	12/ Naturien 50	1614-1 1 2 (01 3)
Lacifie SOACHETTI	123 WITCHVEW ST	310-823-8302
KINT FALISTROM	123 WATERVIE ST	310-623-8302
BARBORD H GRIFFIN	249 WARRIEN	310-823.5178
Daviel R. Reference	415 Manitela St. R. 210-346 5328	310-316-5328
Louise Unramon	127 Wateriew HPAR 310-821-974	P2910-821-974

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PLEASE PRINT NAME	STREET ÅDDRESS, CITY, ZIP	TELEPHONE
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* Sally L. DeChenne	10 Diftword St. #Strained En 24 0753	310-823- Pen 14 0753
MALL TOPPOLD RANN		
	Cyll Thsianu Anth 300 Blo Can NE	310-000-016
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PAWAN RAJU	BUIT TU SCAPY AND #392	B111111
Christonnan	8411 TUSCANY AVER 300	827782
JIM COLLINS	8411 tuscany Are PDR	EXFFLS
Steve Buckland	413-C. CUNDE BLA POR	578-6605
Jim Byckley	8300 manitolog St #330	1201-0376
ALTON TAKEYASU	8137 MANITOBA ST. #3	205-00877
JULIE ROSS	SULT PERSHING Dr PDR 40283	Se76325
THOMAS F. HARNEY	8617 PERSHIM DR. PDR 90293 827-8575	523-228
CHRISTINE SIMON	8324 GONZAGA LA 90045	215-3397
JON BRANDT	27932 RINGKIGUER ROV	8260-145
JAGON ANANDT	1995 L' abhrewie RIU	541-0438
THANN FAR YOIVERA	#1 2418I COMITO	326-0823
JULIUS BOEDANOMICZ	2601 0AK AVE M. B. , CA	546-3157
BARREA BARCON	2101 091 AVE M. B. , CA	546 - 3157
JAVIER REBUZ	91071/6 CATTARAUGOS A	ורשה לצי

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PLEASE <u>PRINT</u> NAME
10924 Si Burin Au Lenner CA 90304
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DI FASE PRINT NAME	STREET ADDRESS, CITY, ZIP	TELEPHONE
TWERD H VAHEN	138 WATTA VIEWST.	822-7960
DAVID YOSKE	8125 Novara -1. 14107	301-8325
	141 CONCORD ST EN SPECIMON CA 90245	322-0651
l' l'	11928 Victoria AUT	391-5455
Dancis But Her	134	5614-402
AI AN T FELICE	7207 ARIZANA DVE	310-645-0151
TWA P. C.	606 pa- are 5. M	310 3923374
Comments of	1710 to Creatingere ple burnererposit.	310 574.4955
101	608 w. 87 %. L.N. Four	27
	15736 FLEENIND AVE POJGO	(310) 973-6678
Hell Were		310 521-024
Mail Marie		310-553-75-21
M. Chrufpen	2874 Bulliton Lova	Long 210. Marcia
Ruth Balley	16660 Lunda Terrare	310-459-3701
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 For decades Westchester, Playa del Rey and the surrounding communities have lived with the dust, dirt, rodent migration and the unsightly neglect of the Airport-owned Northside property. As an amenity to our communities for the unmitigatable impacts of increased Airport operations that expansion would generate; and as an attractive and needed recreational buffer to the proposed, new north runway; we, the undersigned, urge LAX to incorporate a new, regulation golf course within the boundaries of the Northside property.

TELEPHONE	393-6929	3102216-1625	1224210	510-821-7740									
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Petition

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MARTIN RUDIN 2822 BARRY AN L.R., CA. 90064	John L. Grahm, Chief of Ainport Planning Department of Airports, LAX Master Planning One World Way, Suite 21B Los Angeles, CA 90045	Dear Mr. Grachm: Regarding the LAX master plan, I would like to regarding the LAX master plan, I would like to add ress concerns I have had for some time now, namely, the safety, health, and the quality of life in the areas sorrounding the santh Monica airport due to its ever increasing jet traffic. I live about a halt mile east of the Bundy Mr. boundry of the airport. Since Jets have been allowed to use the airport, I have airport. Since Jets have been allowed to use the airport, I have airport. Since rets have been allowed to use the airport, I have airport. Since Jets have been allowed to use the airport, I have airport. Since the word, for I first become aware of it wilten the become aware of the sickening funes that accompany the high schill become aware of the subclose that a company the high schill become aware of the word, for I first become aware of it wilten the itenal souse of the word, for I first become aware of it wilten the become aware of the word, for I first become aware of the first become aware of the sound proceed to the more while up the literal souse of the sound for I seen the marked with the iteral souse of the sound for the sound of a fame. Well, Harlis how I discovered what was going on I didn't have well, that is how the use when the local news. Tuwaker why thits. Resides the extraeme air pollution, there are the noise and softly prablems that also undermine the gaulity of the IN the area the prove than how loud the sound of a jed landing can be well, there are been well over a docrew incidents
Petition	For decades Westchester, Playa del Rey and the surrounding communities have lived with the dust, dirt, rodent migration and the unsightly neglect of the Airport-owned Northside property. As an amonity to our communities for the unmitigatable impacts of increased Airport operations that expansion would generate; and as an attractive and needed recreational buffer to the proposed, new north runway; we, the undersigned, urge LAX to incorporate a new, regulation golf course within the boundaries of the Northside property.	PLEASE FRINT NAME STREET ADDRESS, CITY, ZIP PLEASE FRINT NAME STREET ADDRESS, CITY, ZIP Apple Jan, POR 9,233 00 1993 Apple Joburne (1994) Apple Joburne Joburne 11, 14, 14, 90, 30, 371 Apple Joburne 12719 Marco II, L.A. (14, 90, 30, 371) Boberne Victoria 13937 W 4454, 446, L.A. (14, 90, 30, 2370) Boberne Victoria 13937 W 4454, 446, L.A. (14, 90, 30, 2370) Apple Joburne 13937 W 4454, 446, L.A. (14, 90, 30, 2370) Apple Joburne 13937 W 4454, 446, L.A. (14, 90, 30, 2370) Apple Joburne 13937 W 4454, 446, L.A. (14, 90, 30, 2370) Apple Joburne 13937 W 4454, 446, L.A. (14, 90, 30, 2370) Apple Joburne 13937 W 4454, 446, L.A. (14, 14, 14, 14, 14, 14, 14, 14, 14, 14,

Robert K. Shaal 263 Valley Drive Hermosa Beach CA 90254 July 25, 1997	Mr. John L. Graham Chief of Airport Planning LAX Master Plan Project 1 World Way, Shine 218 Los Angeles CA 90012 Dear Mr. Graham:	I am writing this letter as a Hermosa Beach citizen and as an engineer currently employed in the aviation industry. I have attended a total of four LAX 2015 meetings over the past several months. I am impressed by the way you are approaching the concerns of those who live in the proximity of the airport. From an engineering and public safety standpoint, I think the Hawthorne satellite concept is the only one which makes a lot of sense. The other concepts crowd too many runways in too little space, and fail to	provide adequate separation between large commercial aircraft and commuter aircraft. I have two major concerns: HAWTHORNE RUNWAY ALIGNMENT	The Hawthorne Runway currently has an compass heading of 253 degrees. All four LAX runways are parallel with compass headings of 249 degrees. The Concept 4 verbiage calls for a slight realignment of the Hawthorne runway, which I assumed would make it parallel to the four LAX runways.	Upon further investigation, I found that the Hawthorne runway realignment would make it less parallel with the LAX runways (compass heading of about 256 degrees). This would cause the straight-in over-ocean approaches to cross a few miles out over the ocean, a very undesirable characteristic, even if LAAS GPS curved precision approaches have replaced current ILS systems by 2015. I've been unable to determine the rationale of not having the HHR runway parallel to those at LAX, and would greatly appreciate a response to this question.	BUTTERFLIES VERSUS PEOPLE The unrealistic influence of El Segundo Blue Butterfly is apparent in all four concepts. There is no encroachment into the sacred butterfly preserve. Hotels, factories, office buildings, and residential areas on the east side of the airport would be demolished for the expansion. The unreclaimed sand dune preserve with its ugly weeds and old breaking-up-concrete streets is being left untouched. Is the Blue Butterfly worth all this? Are the lives of a few butterflies worth building an airport less safe for people? Rethinking the butterfly issue is definitely in order.	Sincerely, Dorth, Rec
past midnight when I and my family have been awakened in fright. God forbid one of these jets should crash around	Tetter ONE might argue that the airport was here first. Well, I know people have been here long before the airphave was invented, and, with the exception of national scourty,	planes and even cargs should not intrivge on ine hights of human beings. It could go an and on about variaus things, but negaraling the soecific immet of the LAX master alan on the neighbre	hoods around the S.M. airport, I am against any increase in Jet traffic at S.M. airport	basically eliminated tor the reasons al Ready mentioned. If you would be so thind as to reply to my concerns, I	would appreciate it user much. Also,I would litre to request representation from are community on the LAX scoping committee. Thank you,	Sincerely yours Martin Pulino	

John L. Graham, Chief of Airport Planning	L. A. World Airports	LAX Master Plan Project	1 World Way - Room 218	Los Angeles, CA 90012
John L	L. A. V	LAX M	1 Worl	Los An

Dear Mr. Graham:

Short term construction activities and long term increases in airport operations will adversely effect communities immediately adjacent to LAX. Some impacts created by airport expansion cannot be mitigated, especially the proposed, new north runway's impact on Playa del Rey residents. Thus, it becomes necessary for LAX to provide options to ameliorate unmitigatable impacts. I urge you to revisit the concept of incorporating a world class golf course on the Northside Development site. Vocal support for such a land use on the Northside property was deemed politically incorrect ten years ago. However, the demand and local support for a golf course did not go away. Rather, it continues to spiral upward with the increasing affluence of the regional population.

Sincerely,

Ray lotters Plays del Rey ict

July 28, 1997

John L. Graham Chief of Airport Planning Department of Airports LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045

Dear Mr. Graham:

My family resides in the City of Hawthorne and would like to add our voice to the growing list of people opposing any and all expansion of the Los Angeles International Airport. All four of the proposed plans would significantly reduce the quality of life for citizens in the South Bay area.

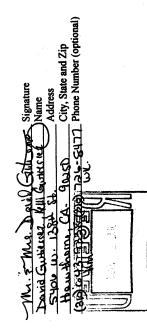
The noise and air pollution caused by the proposed expansion would have an unknown affect on the health of all of our families; with the elderly and children being the most at risk. Los Angeles International Airport has simply run out of room in the South Bay and should start looking at alternatives such as El Toro, Pomona or Palmdale for its expansion needs.

While we are opposed to all the proposed expansion, Plan Four, which calls for the Los Angeles International Airport to acquire the Hawthorne Airport, is particularly disturbing to us. It turns a quiet airport next to one of the nicest residential areas in the City of Hawthorne into a bustling metropolitan commuter center. The noise and traffic impact on the citizens of the Hollypark housing tract will be devastating to their health, peace of mind and to property values. In addition, Plan Four will have a devastating affect on all homes in its flight path, which includes much of the City of Hawthorne (including the Hollygelen area where my family lives) and parts of El Segundo and Manhattan Beach. There is already too much noise, traffic and air pollution—we do not need to add morel

We urge you to choose Plan Five: NO EXPANSION AT LAX!

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Sincerely,



July 28, 1997

John L. Graham Chief of Airport Planning Department of Airports LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045

Dear Mr. Graham:

My family resides in the City of Hawthorne and would like to add our voice to the growing list of people opposing any and all expansion of the Los Angeles International Airport. All four of the proposed plans would significantly reduce the quality of life for citizens in the South Bay area. The noise and air pollution caused by the proposed expansion would have an unknown affect on the health of all of our families; with the elderly and children being the most at risk. Los Angeles International Airport has simply run out of room in the South Bay and should start looking at alternatives such as El Toro, Pomona or Palmdale for its expansion needs.

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We urge you to choose Plan Five: NO EXPANSION AT LAX!

Sincerely,

Phone Number (optional) City, State and Zip Signature Name -Address 90250 AVE NARO AW THORNE, CA تا ۷ SH& COVE 11 S 3723 222 100

July 28, 77

John L. Graham Chief of Airport Planning Department of Airports LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045

Dear Mr. Graham:

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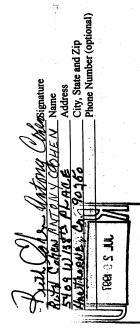
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While we are opposed to all the proposed expansion, Plan Four, which calls for the Los Angeles International Airport to acquire the Hawthome Airport, is particularly disturbing to us. It turns a quiet airport next to one of the nicest residential areas in the City of Hawthome into a bustling metropolitan commuter center. The noise and traffic impact on the citizens of the Hollypark housing tract will be devastating to their health, peace of mind and to property values. In addition, Plan Four will have a devastating affect on all homes in its flight path; which includes much of the City of Hawthome (including the Hollyglen area where my family lives) and parts of El Segundo and Manhattan Beach. There is already too much noise, traffic and air pollution—we do not need to add morel

We urge you to choose Plan Five: NO EXPANSION AT LAX!

Sincerely,

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ßu	July 28, 1997 John L. Graham Chief of Airport Planning
218 5	Department of Airports LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045
	Dear Mr. Graham:
e City of Hawthorne and would like to add our voice to the opposing any and all expansion of the Los Angeles International e proposed plans would significantly reduce the quality of life for ay area.	My family resides in the City of Hawtherne and would like to edd our veice to the growing list of people opposing any and all expansion of the Los Angeles International Airport. All four of the proposed plans would significantly reduce the quality of life for citizens in the South Bay area.
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e Plan Five: NO EXPANSION AT LAX!	We urge you to choose Plan Five: NO EXPANSION AT LAX! Sincerely,
And Signature Acres Name Address Address Address Address Address Address	LACH & Mach Augh Signature TPAL WINE KORA & JULIT Name ELAND WINE KORA & Address HAN THE PORT A BASE - 4912 City, State and Zip HAN THE PORT A BASE - 4912 City, State and Zip HAN THE PORT A BASE - 4912 City, State and Zip HAN THE PORT A BASE - 4912 City, State and Zip Phone Number (optional) Phone Number (optional)

Department of Airports LAX Master Plan One World Way, Suite 21 Los Angeles, CA 90045 Chief of Airport Planni John L. Graham

July 28, 1997

Dear Mr. Graham:

My family resides in the (growing list of people op Airport. All four of the p citizens in the South Bay

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The noise and air polluti affect on the health of al risk. Los Angeles Intern should start looking at expansion needs. While we are opposed to Angeles International A to us. It turns a quiet air Hawthorne into a bustlir on the citizens of the Ho mind and to property va homes in its flight path; Hollyglen area where m There is already too m humbhoddhadhadhad

We urge you to choos

Sincerely,

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July 28, 1997 John I. Graham Chief of Airport Planning Department of Airports LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045 DearMr. Graham:	Myfamily resides in the City of Hawthorne and would like to add our voice to the grawing list of people opposing any and all expansion of the Los Angeles International Alroort. All four of the proposed plans would significantly reduce the quality of life for editeens in the South Bay area.	Incroise and an pontuon caused of the proposed expression of the function of the most at affrect on the health of all of our families; with he elderly and children being the most at east. Los Angeles International Airport has simply run out of room in the South Bay and should start looking at alternatives such as El Toro, Pomona or Palmdale for its expansion needs.	While we are opposed to all the proposed expansion, Plan Four, which calls for the Los Angeles International Airport to acquire the Hawthorne Airport, is particularly disturbing to us. It turns a quiet airport next to one of the nicest residential areas in the City of Hawthorne into a bustling*metropolitari commuter center. The noise and traffic impact on the citizens of the Hollypärk/housing tract will be devastating to their health, peace of mind and to property values. In addition, Plan Four will have a devastating their negative homes in its flight path, which includes much of the City of Hawthorne (including the Hollygien area where my family lives) and parts of El Segundo and Manhattan Beach. There is already too much noise, traffic and air pollution—we do not need to add more!	We urge you to choose Plan Five: NO EXPANSION AT LAX! Sincerely,	Aurel Area are Signature Langer Land as and an Anne Anne Anne Anne Anne Anne Anne A
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	orne and would like to add our voice to the d all expansion of the Los Angeles International i would significantly reduce the quality of life for	the proposed expansion work near an uncontained as with the elderly and children being the most at thas simply run out of room in the South Bay and h as El Toro, Pomona or Palmdale for its	eed expansion, Plan Four, which calls for the Los e the Hawthorne Airport, is particularly disturbing the of the nicest residential areas in the City of a commuter center. The noise and traffic impact g tract will be devastating to their health, peace of on, Plan Four will have a devastating affect on all s much of the City of Hawtome (including the and parts of El Segundo and Manhattan Beach. c and air pollution—we do not need to add more!	EXPANSION AT LAX!	Signature Name Address City, State and Zip G.C. Phone Number (optional)

July 28, 1997

One World Way, Suite 218 Los Angeles, CA 90045 Chief of Airport Planning Department of Airports LAX Master Plan John L. Graham

Dear Mr. Graham:

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We urge you to choose Plan Five: NO

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Hurtlore Ca. 313 643- 931 13403 Juelah Ave Omi Vrammete

Deanna and Louis Ssutu 3041 Linda Lane Santa Monica, Calif. 90405	July 23, 1997	David B. Kessler, Environmental Protection Specialist Planner U.S. Department of Transportation Federal Aviation Administration-AWP-611.2, P.O. Box 92007 World Way Postal Center, Los Angeles, Ca. 90009-2007	Dear Sirs:	We live in the community west of the airport because of our neighbors, schools and its safety. It has been a good place to live and raise our family. The occasional small plane was not a problem but presently the noise of the increasing numbers of jets and helicopters make it difficult to even talk on the phone or hear ourselves. The pollution and safety is also of concern.	We request that the FAA insist that the LAX Master Plan include plans for the non-commercial jet aircraft. They must remain at LAX.	We request that the following issues be addressed in the Scoping Process:	 Traffic concerns on local streets Noise concerns (monitoring and sound proofing) effects on our schools LAX must install enough Fixed Base Operator Facilities to accommodate corporate and commuter jet aircraft and helicopters during and after the development period. Frustrated aircraft operators will resort to alternate airports such as Santa Monica airport, which is already esperiencing difficulty in resolving complaints form the community. Evaluate the quantity of air pollution that is emitted by aircraft into the atmosphere and at ground level. Analyze the air to comply with the Environmental Protection Agency new standards for ozone and particulate matter. 	Please notify us of your findings. We appreciate your concern for our well being.	Respectfully yours,	Dearna Partie Buri Sente	Vcc: John L. Graham, Chief of Airport Planning Jim Donaldson	
Deanna and Louis Ssutu 3041 Linda Lane Santa Monica, Calif. 90405	July 23, 1997	John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218 Los Angeles, Ca. 90045	Dear Sirs:	We live in the community west of the airport because of our neighbors, schools and its safety. It has been a good place to live and raise our family. The occasional small plane was not a problem but presently the noise of the increasing numbers of jets and helicopters make it difficult to even talk on the phone or hear ourselves. The pollution and safety is also of concern.	We request that the FAA insist that the LAX Master Plan include plans for the non-commercial jet aircraft. They must remain at LAX.	We request that the following issues be addressed in the Scoping Process:	 Traffic concerns on local streets Noise concerns (monitoring and sound proofing) effects on our schools LAX must install enough Fixed Base Operator Facilities to accommodate corporate and commuter jet aircraft and helicopters during and after the development period. Frustrated aircraft operators will resort to alternate airports such as Santa Monica airport, which is already esperiencing difficulty in resolving complaints form the commutity. Evaluate the quantity of air pollution that is emitted by aircraft into the aimosphere and at ground level. Analyze us air to comply with the Environmental Protection Agency new standards for ozone and particulate matter. 	Please notify us of your findings. We appreciate your concern for our well being.	Respectfully yours,	Desna Ssutu Duri Sutt	cc: David Kessler, Environmental Protection Specialist Planner Jim Donaldson	

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Dear Mr. Durbon, Jane Livel near He Mr. Bomingard Shave Livel near He Santas Monue augost for 40 report, Wy have enviroed the protomuty to rehotle, Hy beauting I am extremely concerned lecause of neucletter our merghborhood tros received art lining provider charges to be considered at LAX, Danto Morrise auport are already diapleared with Greeney endenger our community, Ge you must me atter-including the Amet-Amelling air, " and the relative geeling of Decimated in this the increasing small jet trafic that is allowed 200 Barry ave. 200 Angeles, CA 700 64 dre more is becomine unbearable. Some days it is practically impossible to converse Sheer changes, the LAX Master Plan, could 1691 46 July Mui John Graham Chief z auport Planing. Re: LAX Master Plan The sould the previous The more is Meally corridor to see an increasing number of hotel guests shouldering golf bags and walking del Rey and adjacent communities for a regulation golf course. Such a concept became politically unpopular a decade ago, but times have changed. Local support for the of a F. Bernard Angh School Studie golfers is also becoming more prevalent. Residents, locally and regionally, must now Have you considered the additional demands on the local recreational infrastructure For over a decade there has been significant and vocal support in Westchester, Playa development of a regulation golf course within the boundaries of the airport-owned As LAX officials contemplate the unmitigatable impacts of airport expansion, I urge you to consider creating a recreational land use for the Westchester / Playa del Rey toward Westchester Golf Course. Hotel shuttle buses picking up and delivering that LAX expansion will create? One has only to drive the Manchester Lincoln compete with tourists for starting times at Westchester Golf Course. communities who are so adversely affected by your presence John L. Graham, Chief of Airport Planning 1/2 / 25 Ello Northside properties is intensifying. LAX Master Plan Project I World Way - Room <u>218</u> Los Angeles, CA 90012 **Department of Airports** Dear Mr. Graham: Farent Sincerely,

0 Grund in 11 multi community anipate, It must out to anoil community anipate. It must install enough fixed hose operater pacilities to accommodate corporate and commuter fete the on guild and I request that you keep the on guild in cleek and give up every chonce to ling out our lives without We feel that LAX should control 'the G growth and most brund its plame and spell Sincerly. Water and helicoptus. Brequent itt airlinett activitum lung octuellig kunn and Speel manoerus. The gundity of life in almedin charting a heavily populated area. Here are thousand of people lunguities area. There are thousand of shere are schoole within a two-mile redue there are schoole within a two-mile redue his may own house or to relax on the patir because of the horondone sounds emination from jets landing and taking off. One morning recently a jet curatered we at 1:45 a.m. 9 the arriver there already are existing probleme with aircraft and acharle -airl pollution, mise, and 3 course, porty. Donell wery badly. On days when there more har avera and w pollution Shere are several freemany mearly ז& לל 105. (you are inviting mixe 10, the tos and the How -add more y and traffic Day

St. Anastasia LAX Committee 7390 West Manchester Ave. Los Angeles, Ca 90045

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July 21, 1997

Mr. John L. Graham Chief of Airport Planning LAX Master Plan Los Angeles Department of Airports One World Way, Suite 218 Los Angeles, CA 90045

Dear Mr. Graham:

Thank you for the opportunity to provide comments regarding potential environmental impacts of the proposed expansion of Los Angeles International Airport on behalf of the St. Anastasia Catholic Church and School. St. Anastasia Church and School are located on a five acre property on Manchester Bivd. approximately 1/2 mile north of the airport and 1/2 mile south of Lincoln Bivd. At its peak, the St. Anastasia parish numbered over 2000 families. Over the parts, due to airport expansion and changing demographics, the population dwindled considerably to approximately 1100 families. The school today serves approximately 300 children. The church has established a committee to inform our parish of developments with airport expansion. The committee also is seeking to assure that all possible mitigation of impacts takes place to protect the use of the church and school property and the viability of the Westchester-Playa del Rey community - the homes of the members of our church community and our friends and neighbors.

We request that the environmental impact report address the following issues:

1) Noise Pollution - We are concerned that the increases in air traffic will result in increased and/or more constant noise - at least during specific times of day. We expect that the EIR will analyze noise impacts caused by traffic activity on each runway and cumulatively by time of day. We request that the worst case plane type be used in the analysis unless such types would be legally barred from using the runway. We would like to have input into the assumptions going

into any modeling of impacts. We ask that all noise impacts be mitigated, and should that not be possible, that any unmitigatible impacts result in payments to a trust fund to be used for improvements in the community. (We understand that the Denver Airport has established a trust fund of this sort and request that it be used as a model for LAX.)

- 2) Air Pollution We are concerned that the increases in air traffic and the resultant increases in ground transportation will mean significant increases in local air pollution deposition. Existing jets already result in a significant level of local particulate matter on our roads and properties. This pollution would be illegal if caused by stationary sources or cars, but is not controlled in jets. Such pollution has been demonstrated to cause health impacts to children and clearly has impacts in terms of property wear and tear. The EIR should analyze the current local air pollution deposition caused by aircraft, the increases to be caused by the proposed project (both ground traffic and aircraft), health impacts on local school children and the elderly, and the cost of air pollution related property damage. These air pollution impacts are so serious that we believe that they must be mitigated.
- 3) Safety It is our understanding that there are no other airports in the U.S. with six runways within the acreage available at LAX. Is this correct, and how can we be assured that such crowded conditions will not result in greater risks of safe take-offs and landings, and increased emergency and non-emergency flyovers? The EIR must examine these issues and all impacts must be mitigated.
- 4) Traffic We are concerned that increased traffic generated by the airport expansion will result in serious traffic conditions. In our local community. We request that the EIR examine these issues, that we have an opportunity to be involved in the development of the assumptions used to model the transportation impacts, and that any unmitigatible impacts result in payments to a trust fund for use on community improvements.
- 5) Equity issues We also request that the EIR examine and respond to the following equity considerations: Has a concerted effort been made to assure that the negative impacts on the local communities been balanced with positive local economic benefits? Or are the negative impacts experienced at the local community level while the positive impacts are principally regional? What attempt has there been to expand other airports so as to share both the positive and negative appeted softs of airport expansion throughout the city and the region? Has a long term master plan been prepared which presents the best airport expansion plan for the region as a whole?
- 6) Other Questions: We request that the following questions also be addressed:

	Stoping 196
a) When the proposed new north runway is completed, how far e	east of the To All Concerned Parties,
by What plans are proposed for the Incoming an planes have to be proposed for the fand north of the butterfly reserve and the existing the existing the existing the decision planes in plans are proposed for the Rev?	The following is a list of issues Manchester Square Property Owners feel should be addressed as part of the proposed LAX 2015 Master Plan for Los Angeles International Airport.
lled by lengthening the	 The plan must identify not only noise contours but also identify projected maximum noise levels and frequency of events with comparisons to current noise levels.
Thank you for this opportunity to provide our requests for the EIR development process. We look forward to working with you to assure that these important issues are carefully analyzed in the EIR and that mitigations are fully pursued.	10.1 11.1 2. The plan must include and identify methods of noise mitigation. For example, locations of berms, walls, trees and other methods to reduce the noise impact on Manchester Square should be addressed.
Sincerely,	3. Any additional or relocated runways must be located away from the Manchester Square area, no locations should be any closer to our residences.
Catherine Tyrrell	4. Any future adjustments in operations should not be allowed to shift the heavier loads to the inboard runways.
Chair. St. Anastasia LAX Committee	5. The plan must include transferring, to the greatest extent possible, the cargo facilities to other airports (Palmdale, Ontario, and Van Nuys) including the necessary connecting rail services.
	6. The plan should require the extension of the Green Line/Blue Line light rail systems to connect the terminals with the rest of the City. The plans should indicate methods of achieving the goal of accommodating a minimum of 50% of the increased passenger traffic prior to the completion of the build-out.
	7. The plan must clearly identify the proposed street improvements scheduled to connect the airport with the adjacent freeways. (San Diego, Century, Marina) The plan should clearly identify the scheduled improvements for the adjacent surface streets. (Lincoln, Sepulveda, Airport, Aviation, La Cienega, etc.) The plan should also include planned mitigation efforts to be use during the construction of these road improvements.
	8. The plan should include methods of measuring and recording pollution levels generated by airport operations and establish acceptable limits and penalties for exceeding those limits.
	9. There should be no relocation allowed of noisy, polluting, toxic or dangerous facilities toward any residential neighborhoods. This should include fuel storage facilities.
Commissioner Ed Manning Councilwoman Ruth Galanter	· 10. All possible alternative landing and take-off approaches should be considered including increased use of full over ocean operations at all times of the day.
	11. The plan must address the issues of land use in Manchester Square. Residential use in this area that is completely surrounded by commercial, industrial, and airport facilities is not appropriate and will only become more unacceptable with the planned expansion.

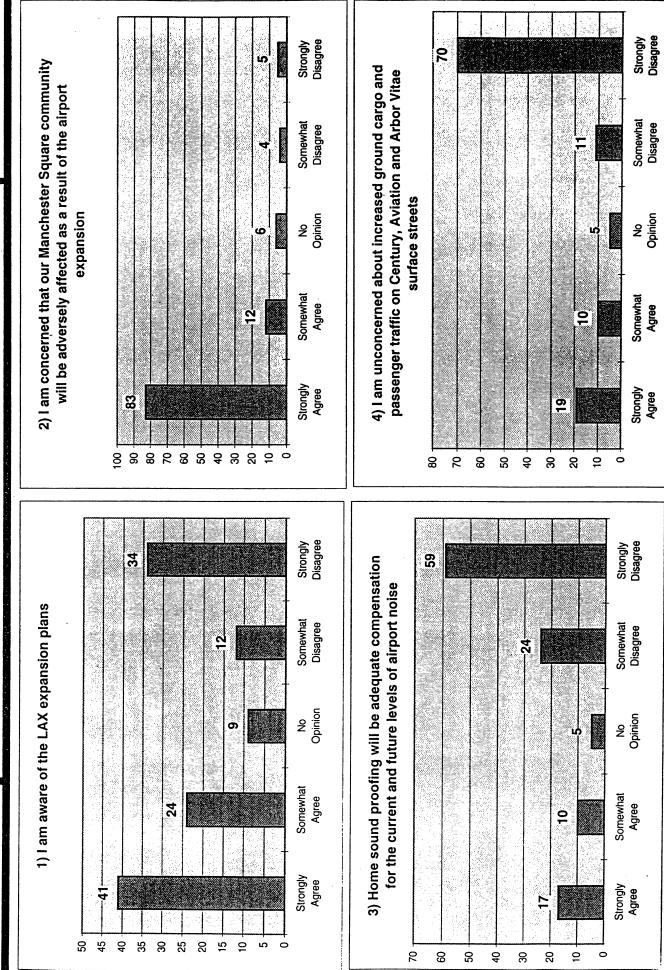
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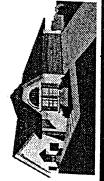
Survey summary of Manchester Square property owners June 22, 1997		Concerns Concerns dy isolated from the rest of "open space" within the Square or markets are a gas Concerns B6% perceive that the expansion will have a overall negative impact to the Manchester Square community. A few specific examples are 85% are concerned about adverse effects or markets are a gas <i>ne</i> 1" thick bullet proof glass angle family residences which are to markets and alrport ground cargo volume surrounding the area. Many residents expressed deep concern about existing crime levels indicating that the changes to the neighborhoods external environment will compound the problem. 70% indicated that they are interested in moving from this community because of the airport expansion.	Inctional community. Sound proofing veloped to include all of the areas Sound proofing veloped to include all of the areas 72% do not feel that sound proofing alone will resolve quality of life issues in the community. veloped to include all of the areas 72% do not feel that sound proofing alone will resolve quality of life issues in the community. to the limited space available to ext of the approved plan, not just 81% indicate that they value outdoor activities and like to keep their windows open during warm weather etc. 73% indicate a reluctance to sign easement agreements in return for the alcohore. The instrum 57 ware	n plan adopted in 1980 called for ad Sepulveda BIvd. It called for B55% feel that property values will be lowered as a result of the airport being moved closer to erminals. Neither of these projects the community. 78% believe that the ability to find a interested buyer for their property in the Manchester Square community has been and will continue to be compromised as a result of the news of the airport expansion plans. 83% are interested in participating in a buy out of the entire area should the circumstances be fair and equitable.	<u>Perceptions</u> In response to the statement "I believe that as a resident and property owner in this community that the airport planning commission will take my concerns into consideration when establishing the expansion plans" 38% agreed, 51% disagreed and 11% had no opinion.	Survey notes This survey, which is still in progress, is being conducted by a committee of residents within the Manchester Square Neighborhood. The responses to date have been collected via a mailing initiated on May 12th, 1997 and the data reflected above is the result of approximately 25% of the total property owners who have submitted a completed and signed survey form.	· · · · · · · · · · · · · · · · · · ·
	12. The planned home insulation program scheduled for Manchester Square will not be adequate compensation for the loss in quality of life, property values and general nuisance created by the airport. It is not fair or just to demand "air easements" in exchange for compensation of past increases in noise levels when those easements will be used to continue the ever expanding desires of the Department of Airports. Sound insulation may make the interior life more bearable	but it does nothing to address the loss of use of the "backyard". 13. Manchester Square is in a unique location. It is already isolated from the rest of Westchester by previous expansions of the airport. There is no "open space" within the Square and there are no places for children's activities. The only stores or markets are a gas station/liquent store and another liqueur store both of which have 1" thick bullet proof glass surrounding the attendants. The interior portion of the tract is single family residences which are surrounded by apartment buildings. The Westchester Community Plan identifies all of Manchester Square as "Medium Density" housing but the Planning Department never rezoned the property.	We are probably lucky they didn't but it has lead to a very dystunctional community. 14. The Master Plan should be a truly long term plan developed to include all of the areas around the airport with a maximum capacity build-out identified for the limited space available to the airport. The airport should be required to implement all aspects of the approved plan, not just the portions it finds useful. In the 1970's the airport said there would be no further expansion or land aconicitions and promised coundrocting for the affected nairbhore. It is inst now 25 waste	later that it is getting around to the soundproofing. The "interim plan" adopted in 1980 called for connections to mass transit, a people mover on Century BIvd. and Sepulved BIvd. It called for Lincoln to be tunneled to Imperial Highway with access to the terminals. Neither of these projects have been completed or even started. The list of broken promises is very long. Why will it be any different this time?	Sincerely,		

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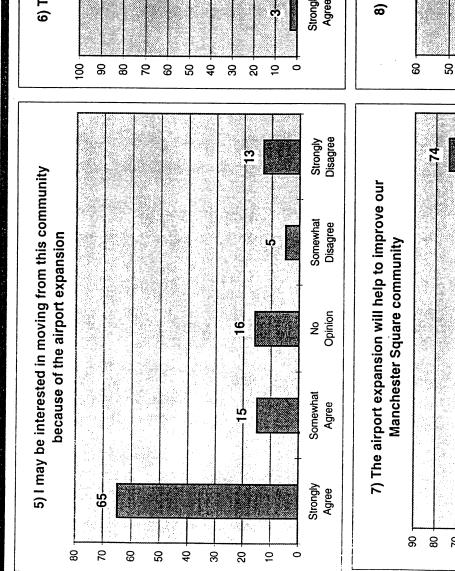
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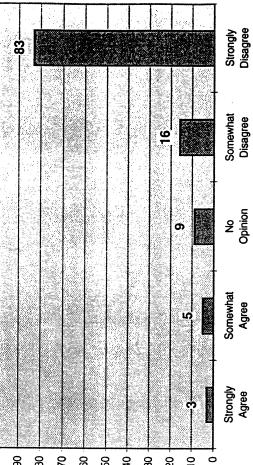


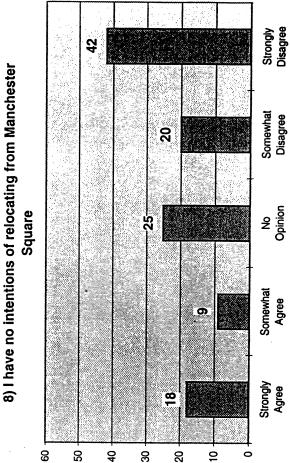


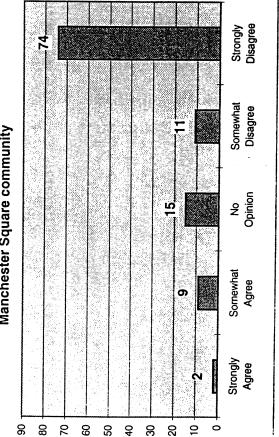




6) The property values in Manchester Square will not be affected by the airport expansion



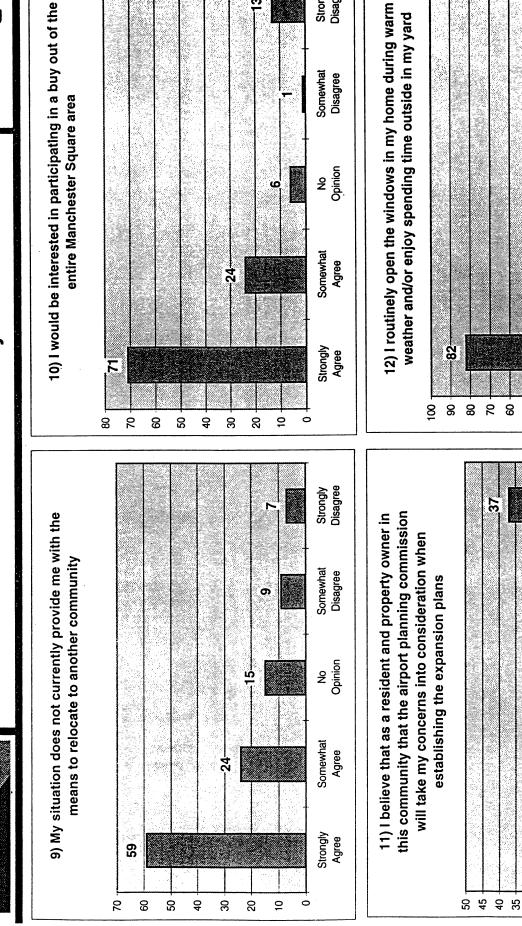




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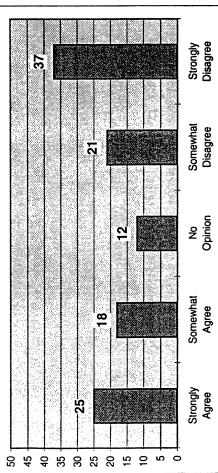




Strongly Disagree

Disagree Somewhat

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Strongly Disagree

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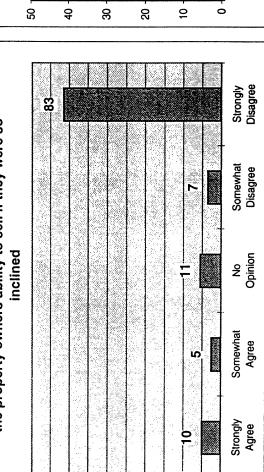
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13) I would sign a easement to not seek any future compensation what so ever from the airport if I receive sound proofing for my home		10	Somewhat Disagree	15) The news of the airport expansion plans wont affect the property owners ability to sell if they were so inclined
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14) I am concerned about the duration of road construction and its impact to our community

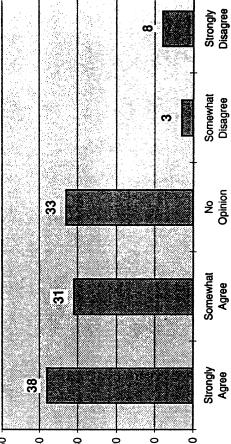
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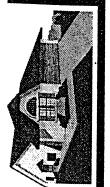


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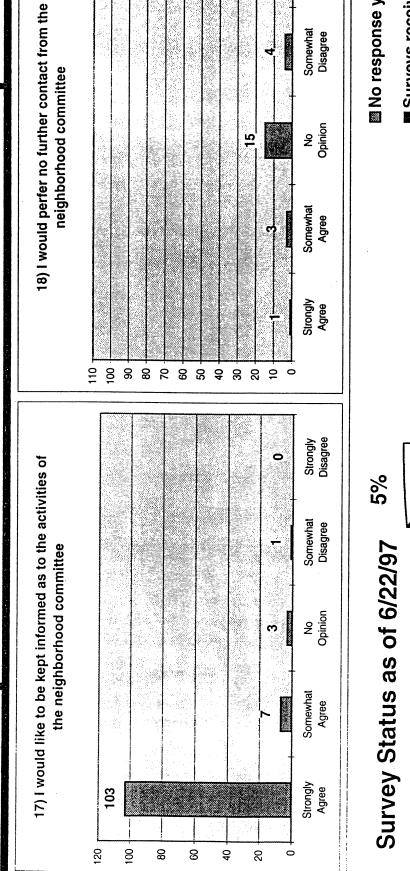
16) I am interested in active participation in the neighborhood committee to interface with the airport expansion planning commission



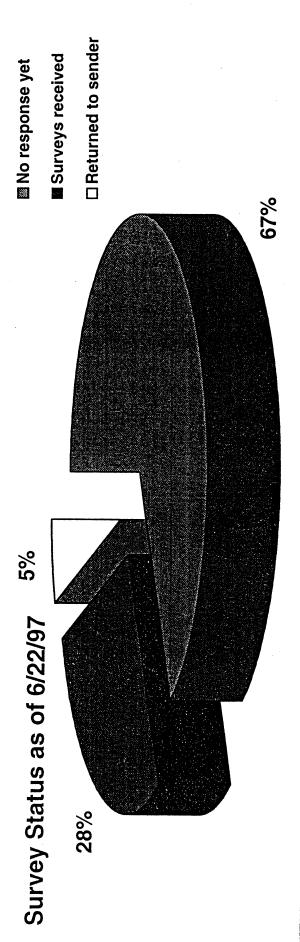




92-



Strongly Disagree



apther to discuss the proposed Airport expansion it neighborhood watch meeting. The result of this nittee to further pursue additional information and to more importantly participate in the actual s of the committee are: s of the committee are: and property owners to seek a points. Airport Planning Representatives for the purpose apoints. Airport Planning Representatives for the purpose s focused specifically on the Airport Expansion at the Airport Expansion all interested residents. Intermation. Thanks. s your point of view on the following: s your point of view on the following: s your point of view on the following: as of the adversely affected	Strongly Somewhat No Somewhat Strong Agree Agree Opinion Disagree Disagree	Somewhat Agree O Nanchester Squar Somewhat Agree Agree Agree Agree Comewhat Agree Comewhat	No Opinion Opinion Opinion No No Opinion	Somewhat Disagree C ted by the Airport Ex Somewhat Disagree C Square community. Somewhat	Strongly Disagree Dansion. Strongly Disagree
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	Patricia Hamilton Art Consultant	July 15, 1997 Mr. Jack Graham Los Angeles Department of Airports LAX Master Plan 1 World Way, Room 218 Los Angeles, CA 90045-5803	cer Plan	LAX should upgrade not extend - LAX should reflect the Vitality and Creativity that is Los Angeles, People want to live here, people have a right to live here.	Increasing the number of passengers using that each year trom 58 million to 98 million by the year 2015 in this heavily populated West Side area of Los Angeles is ludiorous. Even with the proposed new runways having planes land on such a small and confined area in this West Side area is not taking into consideration the Communities and people who live and work here.	In a 1988 U.S. General Accounting Office report, LAX ranked #1 in the Country for near-hits, due to too many planes in Los Angeles skies using only one Airport. Los Angeles is large enough to support two Airports, one here and the other in Palmdale helping the economy there improve.	The carring capacity of air-space in Los Angeles has just about been reached, according to the experts at the City Department of Airports. They released a plan to increase annual passengers volumns from 40 million to 65 million in 1988 called the LAX 2000 Plan. In the environmental impact report, on page 18, they said, "At 65 million annual passengers, it is likely that LAX will have reached it's Air Space CApacity."	LAX is the second largest air polluter in Southern CAlifornia with 32 Tons a Day of Jet fuel particules spread all over our homes and businesses. Now is the time to consider Palmdale as the extension of LAX.	Sincerely. Remine Camboo	Patricia Hamilton	8416 Winsford Avenue Los Angeles, California 90045 310/ 215-9825	
Apart by mail 1/8/97	Supply Rie	4170 West 122 St. Hawthorne, CA 90250 July 17, 1997	Susan Gilmore LAX Master Plan Program Management Team L Worldway STE 218 Los Angeles, CA 90045	Dear Ms. Gilmore: Though much opposition has been expressed by some residents affected by one of the four con- cepts in the proposed airport Master Plan project, I wholeheartedly welcome concept 4; the	acquisition of 300 acres west of the Hawthorne airport- the area in which I own a home. Because these areas are more desirable, much is at stake for the residents and businesses in the more exclusive cities of Westchester, Manhattan Beach, Playa del Rey, and El Segundo. Businesses within proximity and adjacent to LAX that have an indirect or direct relationship with the airport, will be negatively affected; economically and environmentally. Because of this reason. If cost is any concern, consident any of the concepts other than 4, would have	a devastating impact. The city of Hawthorne is an economically depressed and blighted area. The economic boom of the defense industry has come and gone. If the plan is implemented, for the city of Hawthorne, it would be an improvement, relieve myself of the task in trying to sell my home, and, it would	give me the opportunity of relocating. I'd like to know how I can direct my opinions to the correct parties, so I might have an influence in their decision to use Hawthorne in the LAX expansion project. Sincerely,	Michael A. D'Aguilar MD/md				

July 4, 1997	Leta L. Case 8828 Pershing Dr. #122 Playa Del Rey, Ca. 90293	To: John L Graham, Chief of Airport Planning David Kessler, Environmental Protection Spec.	Sirs:	The COMMENT SHEET for the EIS/EIR lists sixteen categories for inclusion in the study on the impact of LAX expansion. I propose one more category, MENTAL AND EMOTIONAL HEALTH.	At the present time, with LAX "as is", the Air Quality IS NOT good and will get worse. The Noise is horrendous and soundproofing will only help IF we are all agreeable to becoming prisoners INSIDE our homes. Of Course that would eliminate the need to worry about recreation, cultural resources, visual/aesthetics, as well as most of the other categories listed. NO ONE WOULD VENTURE OUTSIDE THEIR HOMES EXCEPT FOR DIRE EMERGENCIES.	UTILITIES?? With most of the West Side imprisoned inside, the demand for power to operate air conditioners, fans, and other appliances would reach epic levels.	TRAFFIC?? Local traffic would probably decline because of our reluctance to leave our caves, however, the increased traffic into and out of LAX by double the present capacity would negate any possible decline.	HOUSING and POPULATION?? We can forget those. Why on earth would anyone want to move to this area with an expanding MONSTER would anyone want to move to this area with an expanding MONSTER back. Not in this area! A Beach Community with access to major freeways SHOULD BE one of the first areas to recover. Check out the recent sales (or lack there of) for Playa Del Rey and the surrounding neighborhoods. Why live near the beach if you can't enjoy it without going deaf?	I have lived in Flaya Del Rey since 1985. The first few years were enjoyable. Walks on the beach, bike rides, easy access to shopping and cultural events, climate and, yes, the convenience of having the airport so close made this an attractive area for the lifestyle I prefer. BUT!!!!!!!! The past two or three years, things have changed. There has been an increase in aggressive behavior. The Stress factor seems to increase in direct proportion to the increase in noise and traffic and the decrease in safety.	I have a second home in Palm Springs and try to spend some time there every month. When I return to this area after a few days
	Mr. Jack Graham July 15, 1997 Page 2			Mayor Richard Riodan Ruth GAlanter Jane Harmon Jark Driscoll						

To All Concerned Parties,	The following is a list of issues that Manchester Square Property Owners feel should be addressed as part of the proposed LAX 2015 Master Plan for Los Angeles International Airport. Manchester Square is bordered by Century Blvd. to the south; Aviation Blvd. to the west; Arbor Vitae St. to the north; and La Cienega Blvd. to the east.	 The plan must identify not only noise contours but also identify projected maximum noise levels and frequency of events with comparisons to current noise levels. The plan must include and identify methods of noise mitigation. For example, hosticae of harme walk trace and other methods to reduce the noise impact on 	Manchester Square should be addressed. 3. Any additional or relocated runways must be located away from the Manchester Square area. No locations should be any closer to our residences.	4. Any future adjustments in operations should not be allowed to shift the heavier loads to the inboard runways.	5. The plan must include transferring, to the greatest extent possible, the cargo facilities to other airports (Palmdale, Ontario, Van Nuys), including the necessary connecting rail services.	6. The plan should require the extention of the Green Line/Blue Line light rail systems to connect the terminals with the rest of the city. The plans should indicate methods of achieving the goal of accommodating a minimum of 50% of the increased passenger traffic prior to the completion of the build-out.	7. The plan must clearly identify the proposed street improvements scheduled to connect the airport with the adjacent freeways. (San Diego, Century, Marina) The plan should clearly identify the scheduled improvements to the adjacent surface streets. (Lincoln, Sepulveda, Airport, Aviation, Arbor Vitae, La Cienega, etc.) The plan should also include planned mitigation efforts to be used during the construction of these improvements.	8. The plan should include methods of measuring and recording pollution levels generated by airport operations and establish acceptable limits and penalties for exceeding those limits.	9. There should be no relocation allowed of noisy, polluting, toxic or dangerous facilities toward any residential neighborhoods. This should include fuel storage	
	in the desert I begin to feel agitated before I even exit the 105 freeway. The muscles in my neck tighten. I find myself clinching my teeth. My digestive system reacts and I get tension headaches. I realize I am feeling angrier by the minute. My sleep pattern is changed and seldom do I feel rested. I certainly do not feel peaceful.	I have been on the Board of Directors of our complex since 1986 and most of our residents have lived here over twelve years. I can tell you that I have seen a change in all of us. The aging process alone can not account for all of these changes. I see more stress, more anger, more aggressiveness, less cooperation and a lot fewer smiles.	The effect of MORE NOISE, MORE TRAFFIC, POORER AIR QUALITY, and THE WORRY OVER SAFETY can and will be devastating on the population of this area. AND HOW CAN WE MOVE IF OUR PROPERTY VALUES CONTINUE TO DECLINE??	and Medical Personnel should be consulted to study what effect the expansion of LAX would have on the MENTAL, EMOTIONAL AND PHYSICAL HEALTH of the population in and around the airport.	Cordially Containing Leta L. Case	J10-822-4089 cc: Ruth Galenter Jane Harmon The Argonot L.A. Times and any person or organization I can think of who might be	interested			

•		Mark J. Kelly, M.D. Karen Perkins Kelly, Ph.D. 8035 Stewart Avenue	Mestchester, California 90045 July 15, 1997	John L. Graham, Chief of Airport Planning Department of Airports LAX Master Plan Project 1 World Wav - Room 218	Los Angeles, CA 90012 Dear Mr. Graham:	We feel compelled to address a number of issues regarding the proposed expansion of LAX. We are residents of the Westchester community, raising two small children in a neighborhood where we worship, shop, socialize and recreate. There are a number of serious environmental detriments caused by the current LAX that only threaten to become much worse with any further expansion.	Airborne Pollutants: To date we have not seen any data on the known quantity and types of airborne pollutants dumped on our neighborhood by jets overhead and vehicular traffic on the ground. What is the difference in air quality between my neighborhood and that, say of Santa Monica to the north? What price am I paying in terms of health risk by living in Westchester?	Traffic Congestion: The airport is in large part responsible for severe traffic congestion of the 405 Freeway, Sepulveda Boulevard and Lincoln Boulevard. Overflow from the 405 turns Sepulveda and Lincoln Boulevards into raceways for late travelers and inconsiderate taxi-cab, van and bus drivers. Predestrians are at particular risk trying to cross these arterials at all times of the day. Having such a high volume of traffic dissecting our community presents a divisive force which hams our quality of living. Drivers blow through our neighborhood with little regard. I have yet to see a speeding driver pulled over by law enforcement to attempt to control this torrent of LAX speeding driver pulled over by law enforcement to attempt to control this torrent of LAX.	travelets. What plans do you have to lessen the traffic burden imposed on our community by LAX?
raçuities.	10. All possible alternative landing and take-off approaches should be considered, including increased use of full over-ocean operations at all times of the day.	11. The plan must address the issue of land use in Manchester Square. Residential use in this area is completely surrounded by commercial, industrial, and airport facilities, is not appropriate and will only become more unacceptable with the planned expansion.	12. The planned home insulation program scheduled for Manchester Square will not be adequate compensation for the loss in quality of life, property values, and general nuisance created by the airport. It is not fair or just to demand "air easements" in	exchange for compensation of past increases in noise levels, when those easements will be used to continue the ever expanding desires of the Department of Airports. Sound insulation may make the interior life more bearable, but it does nothing to address the loss of the use of the "backyard".	13. Manchester Square is in a unique location. It is already isolated from the rest of Westchester by previous expansions of the airport. There is no "open space" within the Second and theory and above for objidearly extinuing. The option of the second of	The square and there are no places for children's activities. The only stores of markets are a gas station/convience store and a liquor store, both of which have 1" thick bullet proof glass surrounding the attendants. The interior portion of the tract is single family homes which are surounded by apartment buildings. The Westchester Community Plan identifies all of Manchester Square as "Medium Density" housing, but the Planning Department never rezoned the area. We are probably lucky that	they didn't, but it has lead to a very dysfunctional community. 14. The Master Plan should be a truly long term plan, developed to include all of the areas around the airport with a maximum capacity build-out identified for the limited space available to the airport. The airport should be required to implement all aspects of	the approved plan, not just the portions it finds useful. In the 1970's the airport said there would be no further expansion or land acquisitions, and promised sound- proofing for all the effected neighbors. It is now 25 years later and the soundproofing has just started. The "interim plan" adopted in 1980 called for connections to mass transit, a people mover on Century Blvd. and Sepulveda Blvd. It called for Lincoln Blvd. to be tunneled to Imperial Hwy. with access to the terminals. None of these projects have been completed, or even started. The list of broken promises is very long. Why will it be any different this time?	Sincerely, multure benetic marine and multure benetic marine and

in addition, a 43,000-strong group of commercial pilots have stated that increased air traffic could affect public safety in the already overcrowded skies above LAX. The Air Line Pilots Association's "Black DOA in the past years with similar questions and concerns with no clear answers from staff members. Their standard response was "I can't think LAX should expand. In fact LAX has already expanded beyond the 40 MAP set in the last EIR and in truth should be working with this office rated LAX as number one in the country for "near-hits" due to too In 1988 the DOA released a report called LAX 2000 plan. On page questions and sent it, per DOA's instructions, to Susan Gilmore of the LAX Master Plan Program Management Team. Still no response. The following is a list of the reasons why I as a Westchester resident, and as a Kentwood Homeowner's Association member, do not take." At the end, I wasn't sure what the purpose of those "workshops" I must tell you that I have attended several workshops put on by answer that because we don't know what form the LAX expansion will annual passengers, it is likely that LAX will have reached its air space I then followed up with a letter in Jan. of 1995 setting forth my I respectfully request that each of these expressed concerns be answered, to myself and the community, and that the silence of your community on how to scale down existing passenger load to regain control of current airline operations and re-establish safety over our capacity". No sooner than a year later, the U.S. General Accounting XVIII of the plan's environmental report it is stated "At 65 million July 15, 1997 predecessors on these issues not be a repeated John L. Graham, Chief of Airport Planning many planes using the sky over one airport. AIR SPACE CAPACITY AND SAFETY l World Way, Room 218 LAX Master Plan Project 7721 Beland Äve. Westchester, CA 90045 Los Angeles, CA 90012 Dear Mr. Graham, James E. Knight Dept. of Airports skles. was. We are tired of putting in earplugs during the summer months to get a decent night's sleep. It is frustrating to know that runway space is available at other airports but will go unused due to the strong interests of big-business who profit from LAX expansion. What specific LAX is an international airport in a residential neighborhood. Please consider our Noise Pollution: While there has been much concern in LAX expansion plans over the exact location of additional runways, the point has never been made that the measures are being taken to reduce the level of noise pollution caused by those jets? existing runways already produce an unbearable level of noise for residents of the Karen Sudun Mulles, the We are tired of closing our windows to have a phone conversation. Karen Perkins Kelly, Ph.D. concerns in your planning process. surrounding area. Thank you,

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Star" rating has been designated to LAX. How can DOA even consider expanding LAX passenger capacity to 98 million in light of the danger it would present to citizens in the air or on the ground?

CLEAR ZONE VIOLATIONS

The DOA has not been enforcing the trapezoidal "clear zone" at either end of the runway. Violations are constantly tolerated as airlines are allowed to turn early on departure to transfer noise and statistical probability of a crash to our community.

these people, they would provide this service themselves and enforce the El Segundo has documented over 1,0000 early turns over their community. With little help from the airport, the residents have been forced to set up their own video cameras and use volunteers to view hours of tapes to catch the violators. If the airport really cared about 'clear zone" regulations.

And this is only southerly early turns.

Until LAX can enforce compliance of these "clear zone" violations, the FAA should not grant certification of any expansion and, for that matter, continuation of current certification

AIR POLLUTION

LAX is the second largest polluter (31 tons per day) in this nation's worst smog area. With just one wide body spiting out nearly 100 pounds of smog-causing gases, it is no wonder that the accumulation of hundreds of these jets causes so much pollution. Even the SCAQMD predicts the air pollution of Los Angeles will increase as much as 50% by 2010, largely because of increased emissions from the growing number of jets.

How can the DOA recommend doubling its size, and allowing twice the number these polluting jets to land? When will it stop? Currently this is an unacceptable condition and another study must be done to show the air quality impact of the additional 18 MAP since the last EIR before any discussion of expansion. What is at stake here is not airline profits but our community's health, especially our children. Medical studies suggest that exposure to air pollution can decrease life expectancy, increase cancer risks, worsen heart and lung diseases, cause and exacerbate asthma conditions, and impair child development.

The American Lung Association published a report entitled "Danger Zones: Ozone Air Pollution and Our Children" published in the April 28, 1995 edition of Center For Disease Control and Prevention's <u>Morbidity</u> and <u>Mortality Weekly Report</u> in which it is concluded more than 50% of children under age 13 are at risk of asthma due to air pollution. That asthma is the leading scrious chronic disease among children and causes more lost school days than any other chronic Ilness. That asthma can kill and, to avoid being a victim, it is recommended in this report children stay indoors.

There are times, when the winds come up from the south, that netther I nor my 10 month old daughter can go outside our back door because of the foul smell of kerosene drifting up from the airport.

In light of how serious this is to the health of this community, how can DOA set out a plan to exacerbate this problem?

nearly three quarters of LAX's air pollution problem, the DOA cannot hide behind this failing. It equally shares in the creation of the problem. Even though pressures from airlines and the FAA have forced the EPA to surrender enforcement mandates on aircraft, which represent

In doubling its size, it is enabling twice as many of these unregulated polluters to create twice as much air pollution and health problems. The bottom line is; if you build it, they will takeoff, land and pollute.

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community they would been the ones to mandate it in the first place. The least DOA could have done would have been to take this offer and expand it to other airlines.

Until these options are explored and the airlines brought under emission controls now, no expansion should ever be considered.

NOISE

connected to the rights of the community's quiet enjoyment of their property both inside and outside. Quality of life in our neighborhoods should mean that we can open our windows for some fresh air on a warm summer evening or enjoy our own backyards in peace. Not live as shutthe rights of the airline industry to fly over that air space is inalienably As fee simple owners we own the air space above our houses and ins in our own community.

impacts on the community with the current unregulated increase of air Before any expansion can even be considered, the issue of noise traffic must be addressed.

The delay and manner in which LAX has dealt with mitigation from noise impacts to their neighbors does not speak well for the

airport's public relations. The soundproofing has taken too long (20 vears!

If the airport were serious about relief to its neighbors it would not have diverted \$100 million of the \$3/passenger fees away from the sound insulation programs.

drops off dramatically as the contour of the land rises in elevation to the sound barrier walls. I am not referring to the short sound wall built along 88th St. which works only for a few streets then its effectiveness north. Who were your engineers and what were they thinking? What were the specifications? This "improvement" does not constitute noise One mitigation for current noise could be the construction of mitigation.

A multi-story line of commercial buildings along the airport's Northside Business Park could provide an excellent sound wall as well as area is good and this should be at least completed before any proposal of expansion. A metro line extension between the green line, LAX and the a source of income for the airport. I think the economic outlook for this development could make for a very attractive business park.

today and a reasonable schedule can be implemented to accommodate Stage 2 aircraft must be phased out entirely. The technology of quieter Stage 3 planes (1/2 the noise level of current planes) is here financial impact to the airline carriers.

The Federal Avlation Agency's threat of cutting funds in response to requests of accelerating the introduction of these quieter planes should be confronted and challenged. The FAA obviously has the lobbled airlines permission to operate their business on publicly owned property, noisier planes. I do not understand why the DOA, which grants the interests of the airline industry who wants to operate the cheaper, does not fervently lobby for the L.A. citizen's interests as well.

AVIGATIONAL EASEMENT

one's rights under those regulations should not be a condition of getting An avigational easement should never be required for sound mitigation from the airport now or in the future. Strict laws require airports to operate within a specified threshold of noise and waiving relief from that noise.

homeowner signs this avigational easement, funds for soundproofing, and thus relief from the airport's violation of noise levels, will be withheld. They argue that they have a "prescriptive easement" over this area anyway and the avigational easement is just a formality, but nonetheless, must be signed. The DOA has been sending the message that the community has no choice with the avigational easement. They have said that until the

The so called "prescriptive casement" is not as settled an issue as the DOA is presenting and an avigational easement should not be required of homeowners who are only asking the airport to comply with

noise standards under Title 21 of the Calif. land use compatibility regulations.

^o In addition, the avigational easement allows LAX to slip by without addressing the 75db <u>exterior</u> noise limit of the Title 21 regulations. The so called "noise mitigation" of soundproofing in effect forces LAX's neighbors to live as shut-ins in their own community.

Furthermore, the avigational easement would become a part of the homeowner's C.C.& R's and would be a red flag to prospective purchasers

the burden of constantly monitoring noise levels, then hiring an attorney to file suft for any excess. And if they don't, will they force to accept any increase in noise levels all over again in five years by another prescriptive easement? Is no limit under this set of rules? It would be as if Chevron were dumping oil into the soil at their plant in El Segundo then turning to the city and telling them they were entitled to a "pollution easement" because the citizens affected didn't sue Chevron within the prescribed five year period. Then in another five negatively affecting resale value in perpetuity. The DOA argues that the avigational easement is for current noise levels and does not preclude a homeowner's right to sue for increase levels above those current levels. This still places the homeowners with

years, after no challenge filed and polluting even more, asking for another easement.

Then, with all of the unmitigated environmental impacts including noise, The airport is no different. They have allowed the number of jets at the airport now has a prescriptive easement for that increased noise over LAX to expand to 18 million more annual passengers since the last EIR. turn around and tell the community that, since no one filed a lawsult, their homes. They then require an avigational easement be signed and recorded before any relief from those noise impacts be implemented.

citizens to forfeit their rights as a condition of that company mitigating their pollution. If there were, one might as well throw out the EPA or There is no other industry I know of that is allowed to require Clean Water Act standards resulting in ever increasing levels of pollution

FREQUENCY OF TAKEOFFS AND LANDINGS AND HOURS OF OPERATION

until a detailed analysis of frequency of takeoffs and landings in relation to hours of operations is presented to the community under the current unplanned increase of air traffic. Then, if the airport plans to expand, let the community know of the impacts of additional air traffic on this Discussions of increasing passenger load cannot be considered issue.

day? How much will the frequency of takeoffs between 12 midnight and Could takeoff and landings reach one every 10 seconds, 24hrs a

Will the DOA require the arriine reroute their noisier planes somewhere else and insist on quieter planes during nighttime hours? Will there be restrictions on the use of certain runways after a certain hour? 6 a.m. increase when most people of this community need restful sleep?

Nighttime operations is a very important issue that seriously can affect people's life. I know. There was a 2 - 3 am Mexicana takeoff that would always wake me from a deep sleep. Mexicana, as well as other airlines, have quieter planes that they could run at those hours but refuse to schedule them.

guidelines of operations for the airlines now, especially during nighttime If the DOA cannot put their foot down and set more stringent iours, then expansion should be out of the question.

Or possibly it should be required that, as with one London airport that proved to be too much and too close for the community, LAX be shut down between 12 midnight and 6 a.m..

ENVIRONMENTAL IMPACTS WITHOUT AN EIR

Under the current plan, the number of passengers using the airport has exceeded the level studied under the previous EIR by 18 MAP (a 45% increase!), making the assessment of impacts under that EIR invalid. Recently a new 60 acre gate at the Bradley terminal has been constructed to accommodate even more international flights. The airport already seems to be expanding without a masterplan, an EIR or any input from the community.

This should not be tolerated under the current EIR and most assuredly this cannot be tolerated in any future EIR

them now or in the future. Current MAP levels must be studied and a mitigated EIR submitted to this community with strict enforcement community cannot judge the environmental impacts LAX will have on This is a violation of the intent and letter of CEQA for the

guidelines before any new expansion plans are even considered. Imagine growing up in a quiet neighborhood then gradually over the years you no longer can let your children play in the front yard, there neighbors have moved to escape the deterioration in quality of life. All of this because an unmitigated Century City sized development went up apartments you invested in for your retirement, have declined since many grocery store, dark soot covers everything outdoors, your back yard is shaded with tall buildings looking down during the day and glowing with bright lights throughout the night, disturbing your sleep. You have lost your solar access to heat your pool, and the value of your home and, is a constant sound of car horns honking, people flood your street for parking spaces, you have long waits at rush hour just to get to the without any input from you or the community.

LAX's increase of annual passengers is no different. Traffic, noise and pollution continues to escalate with no mitigation for the impacts on this community.

question why anyone would choose to live near an airport. Most did not And this example described above is the answer to those who

neighbors how the increase in air traffic was changing our quiet enjoyment of our property. They just let it happen and we were left with choose it; it chose them. No one from the airport ever asked me or my the consequences.

There is something basically wrong with the manner in which the DOA is dealing with the ever increasing airport passenger load and its impacts. The DOA seems to ruling out the option of leaving the airport as is because, in their words, this will create problems with the 93 million passengers *projected* to use the airport by the year 2015. I am unaware of this argument being used to push through any other project in the private sector. If it were, there could be no objection to any development ever again because the developers could argue that "it is projected that we build them housing and commercial development." There is really no upper limit to this way of thinking and is quite frankly contrary to the idea of a planned community with any standards of quality of life.

The current airport has a natural passenger capacity and an EIR should be conducted now to determine if it is complying with safety regulations and properly mitigating impacts to the community. I don't see why a hypothetical passenger demand should mandate it expand. Where is the limit with this thinking?

There is no other commercial venture that I know of that is exempt from unlimited expansion and the environmental consequences of that expansion. An environmental study is needed now comparing impacts since the last EIR study. Mittgations must be implemented in accordance to that study *before* any expansion can be discussed. If not enough mittgation can be implemented to counter the impacts of this increased traffic, then a scaling down of the airport would be in order.

GROUND TRAFFIC AND MITIGATION FEES

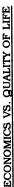
Currently LAX is not pulling its share of the traffic mitigation fees and road improvements. LAX, being the single largest source of traffic along the corridors leading to it, must change their attitude that they are only responsible for traffic within the airport perimeter and not responsible to the surrounding community that is impacted by them. LAX should be held to the same rules that any other private

the current alrport operations must include recommendations to participate in traffic mitigation fees to local communities as any other development would be required. LAX must agree to mitigate their impact and not assume that the local residents and business communities will sector, such as Hughes or Maguire Thomas, must abide. Before LAX should be allowed to expand any further, traffic management studies of deal with that impact on their own.

Possibly a passenger trip tax added to their landing fees could be pumped back into traffic mitigation. Or construct a people mover between the airport and the Westchester business community to increase revenues and help offset the impact the traffic has on the community.

NETRO Te escapes me why in a city this large, with a brand new raft escapes the option for a direct interto line to one of the bastest aspections of METRO. The currenting required is nothing compared to other sections of METRO. The current Green Line/bus to Lot C/bus to there recome and the nation. The currenting required is nothing compared to the reterminal solution a METRO. The current Green Line/bus to Lot C/bus to the recommenta solution a METRO. The current Green Line/bus to Lot C/bus to the recommenta solution a METRO. The current Green Line/bus to Lot compared to the reterminal solution a METRO. The current Green Line/bus to Lot compared to the terminal solution a METRO. The current direct manaportation and the transportation and the arryot of Westchester Parkway and Sepulveda West with a people convect between Westchester Parkway and Sepulveda West with a people source of Westchester Parkway and Sepulveda West with a people source of Westchester Parkway and Sepulveda West with a people source of Westchester Parkway and Sepulveda West with a people source of Westchester Parkway and Sepulveda West with a people source of Westchester Parkway and Sepulveda West with a people source parseton so the community before any expansion of the atryot. This is needed to mitigate the impact is consolidated. The current atryotic sources has considered to the current atryotic sources. The considered is the people source parseton with the CO. The Pandale west of this considered in the construction of the atrys of three attry in the construction of the study. The construction is a study abound be conducted to include a detailed analysis of three source at the attrys at the more base of the construction of the study. The construction of the study. The construction of the study. The construction of the study and the construction of the study and the construction of the study. The construction of the study. The construction of the study and the construction of the study and the construction of the study and the co	Ø
Studtes of traffic impacts to the 405 are critical. Those studies the studies the tingent include the proposed derecty gridolocked freeway. It must take into consideration the impact on the San Frenando Valley commuters using the 405 over the Sepulveda Intervet in San Formando Valley commuters using the 405 over the Sepulveda Intervet in San May State of San Formando Valley commuters using the 405 over the Sepulveda Intervet in San May State of San Formando Valley commuters using the 405 over the Sepulveda Intervet in Sepulveda Intervet in Sepulveda Intervet in Sepulveda Intervet in Sepulveda Intervet San May State of Sepulveda Intervet San May State of Sepulveda Intervet Man San May State of Sepulveda Intervet in Sepulveda Intervet Man San May State San May Store activity been truthful with the Sepulveda Intervet Man May Store activity been truthful with the community. The DoA has not caacity been truthful with the community. The DoA has not caacity been truthful with the community. The DoA has not caacity been truthful with the community. Filthe SAM Bay Stor a new runway while at the same caller state in the past the DOA has not caacity and Ignorance as a part of this plan to the states from the same not lace of what is going on with there own for the truth are not deta of what is going on with there own expansion plans. They also faid the and set up are were proposely hiding critication at the same not accel. This does not speak well of therr understanding of environmental maters. This does not speak well of therr understanding of environmental mater are active and the same of the truthful state of the same state of the same state of the truthful state set of the same state of the truthful state of the same state of the same state of the same state of the truthful state and the same state of the	σ

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This is probably the most important issue of all. The economic picture shines so bright for the DOA that it seems to be blinding them to the issues that are the most important to its neighbors; quality of life.

The DOA boasts of the economic benefits of LAX past and future. And the economic figures pertaining to LAX are impressive. But LAX needs to broaden its contribution beyond economics. TRW and many other large companies also contribute a lot of revenue and at the same time are good neighbors.

Issues of property rights or quality of life for the impacted surrounding community has not been adequately addressed by the DOA in the past and seems to be an allusive concept in their presentations now.

LAX already is one of the busiest airports in the nation. The real question should be "how much is really needed?". Has LAX actually exceeded their capacity and should the new masterplan be a scaling down of the expansion that has already taken place?

My survey of my neighbors already indicates that most people do not derive their income from the airport. And those who do work there, already have a job. Businesses in Westchester get little commerce from the airport as there is no direct people mover to their shops. Will the study of the "economic benefits" detail how the airport expansion will directly benefit the citizens that are affected by the impacts of that expansion?

Currently it seems that the only economic gain, besides some additional service jobs, go to the airlines, some large air cargo corporations and the city. Meanwhile, the local neighbors suffer the impacts of an ever expanding airport.

Someone was trying to convince a neighbor that the two story monstrosity built next to his modest Kentwood house was going to increase the value of his home. The neighbor replied that the real value of his and his children's home, the quality of daily enjoyment, had actually been forfeited by the loss of sunlight and privacy. His house was darker inside and it takes longer in the season for the pool to heat enough for the kids to enjoy. He can't sit out in the backyard with any privacy anymore and his vegetable garden, of which he was so proud, withered away in the shade.

Potential economic values had little meaning when compared to his family's daily loss of quality of life.

The same forfeiture applies to LAX with regards to economic benefits vs. noise, traffic and air pollution. Those "economic benefits" the DOA touts about have little meaning to the deterioration of the daily life for this community.

LAX needs to broaden its contribution beyond merely dumping money and gots into the community. It must have a vision now, as well a for the during which includes the consequences of its impacts that affect the confluentity of life.

affect the computinity's quality of life.

ou for your concern on these important matt

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EL SEGUNDO RESIDENTS ASSOCIATION P.O. BOX 231, El Segundo, CA 90245

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John L. Graham, Chief of Airport Planning Department of Airports LAX Master Plan Project 1 World Way - Room <u>218</u> Los Angeles, CA 90012

Dear Mr. Graham:

20 July 1997

The EI Segundo Residents Association, in response to your invitation to submit written testimony regarding the appropriate scope and content of environmental information to be included in the LAX Master Plan Draft EIS/EIR, submits the following comments. First, a reminder: The City of El Segundo, through Resolution #4008, dated 15 April 1997, has rejected, objected to, and opposed the four (4) presented LAX Master Plan Expansion Concepts (on the basis of conviction that they will jeopardize the safety, health, and quality of life of all residents and businesses in the City of El Segundo). The El Segundo Residents Association (ESRA) agrees with the City-position and supports that resolution opposing all four Concepts as they are currently offered. Further, it is our contention that LADOA and the FAA are attempting to oricumvent and subvert the normal accepted processes of public-participation-in-planning by ubmitting the four Concepts to a Stage wherein and reports should be prepared in response to a selected design/plan proposal, threafter subjecting that single proposal to intense public serutiva and the hearing-process. Executive Director Director Directl's letter of May '97 states that now, in Phase III, the process will focus on 'the identification of one concept as the preferred alternative". Despite Driscoll's rejoinder of 'more opportunities to voice concerns and ask questions', it appears that no one is listening to the possibility of a fresh start that incorporates the neighbors' concerns. In the meantime, ESRA has prepared a Position-Paper regarding the Los Angeles International Airport (and its operation, management, and plans for further development), and authorized the development of a \$24,000 Sketch-Plan illustrating several key alternatives to the four Concepts by LADOA and the FAA. The "Position-Paper" and "Sketch-Plan" (LAX 2015 Master Plan Concept by ESRA) are included as addenda to this letter and should be included as part of the testimony submitted for "Scoping" consideration.

REGIONAL CONSIDERATIONS.

With the full understanding that any airport-expansion induces major quality-of-life impacts on that airport's neighbors, it is our belief that the LAX Planners have not adequately considered viability of the broad array of regional airports (both existing and potentially-active) in attempting to satisfy a 'Regional Demand' for services through the year 2015. Any EIR/EIS relating to LAX must include full consideration of the regional picture (i.e. projections concerning the entire region, and percentages of regional Load/Demand Limits must be extablished for each airport (at the same time and for the same period) and crippling penalties (to force cutback) must be set for management/operational disregard of those limits at any of the regional ports. (This presupposes that a defining influence-perimeter for each considered airport is clearly established initially.)

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of LAX
disregard of influence-zone residential-property based on directly-related site-expansion of LAX

be overlooked and/or ignored in favor of "bverriding economic concerns", and in no case should It must be clear that negative environmental impacts identified in the EIS/EIR studies may not the Los Angeles International Airport be considered "exempted" from environmental-impact guidelines or mitigation requirements.

sparing other communities.

suspensions) on both the perpetrator and on the Department of Airports for any action which breaks operational-rules established initially as neighbor-ameliorators, i.e. early-turns before crossing the shoreline, noise-abatement rules, engine run-up limitations, operations favoring inboard runways, etc. No Plan increasing the possibility of flyovers (and their resultant dangers/irritations) is acceptable (including any increased use of Hawthome Airport). The LAX-2015 Plan must identify/impose heavy-penalties (financial and user-right periodic-

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for any ditions). .) limits

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Runway-overrun-extensions (similar to highway runaway-truck escape-ramps) should be studied and assessed as an alternative to runway-lengthening. (Such a device might allow operations to consider shifting takeoff-zones on any particular runway to effect noise-mitigation.) Noise and Pollution. Facilities to measure and report hourly on nitrogen-oxides, carbon monoxide, hydrocarbons, and particulates released into the air, and to record times and locations of excessive noise-generation must be sited at key locations relating to runways, maintenance/repair facilities, and surface-vehicle operation-bases throughout the airport. The Plan should identify acceptable emission-and-noise limits and identify penalties that would be effective in curbing excess. Allowable single-event noise limits must be established within key performance-zones throughout the airport property (i.e. along runways and taxiways, and at maintenance and load locations).

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Page 3

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ESRA/GrahamDOA - 7/20/97 Page 4		ESBA LAX PLAN
Plan must include a major tree-planting program for mitigation of noise, water, and air pollution. Areas for planting trees onsite must be shown. Five adjacent grow-together rows of trees located	<u> </u>	A SUMMARY OF THE CONTENT-CONCLUSIONS OF THE POSITION-PAPER OF THE ELSEGUNDO RESIDENTS ASSOCIATION relating to the LAX MASTER PLAN. 7 July 1997 (modified from distributed versions of 4/5/97 & 6/25/97)
onsite between runways and their closest offisite-residential-neighbors would produce a significant effect. However, an LAX installed and maintained forest-belt approximately 1-mile wide on		ITEMS FOR INCLUSION in <u>any</u> expansion-planning for LAX by LADOA:
the three landward sides of the airport would be needed to counter the present emission-count at LAX. (Such a belt would have to effect an urban-forest equivalent to major street-tree plus yard plantine that formed a nearly solid canony over all oncar-snace within a mile of the 1.4 X minwave)		 Plan must show percentage of <u>regional</u> cargo and passengers to be accommodated by LAX, leaving balance to other regional airports. (From that, region-load distribution-limits should be
Carefully-placed earth-berms, walls, and planting (to lower decibel-dissemination and contribute to pollution/particle-control) must be shown on the plan. For significant benefit a bern at least		fixed and stiff-penalties set for limit-disregard occasions.) ElR's and ElS's are based upon fixed conditions but have been ignored in the past as growth (from 40 to 58MAP) was accommo- dated (since the last ElR) simply described by LADOA as "ongoing administrative activities".
32' high with 2:1 sideslopes, a 6' topwall, and planted with five grow-together-rows of major trees would need to be sited between the outboard runways and their residential-neighbors. A maximal planting program between and around facilities would minimize the air-conditioning needs in the terminals in periods of summer heat.		 Plan must identify/show noise-mitigation item-responses established in '93 as variance-terms for operation-in-violation of State Title 21 (which prohibits airport-noise in excess of 65 dB- CNEL in surrounding residential communities). 12 mitigation-issues are currently on the table in vortance mitigation hearing and and frantillar concern.
All planting onsite and off should be maintenance-supported by low-intensity ground-soak sprinkling of reclaimed water, salvaged and processed onsite, from freshwaters used in the regular activities of airport operations.	· .	 Plán must identify <u>Di-CNEL contours</u> and also set ilinits to <u>nulse-events-per-day</u>. <u>Wilets</u> and volume-per-event for predetermined and identified "performance-zones" of the airport site. Note: "Performance Zones" must be based on neighbor-concerns.
Energy. Airport expansion would result in significant increases in demands for energy. Airport management must make every effort to minimize extractions from the public pool. Conditions along the west side of the dunes at the west-end of the airport would support a field of wind- generators with little adverse impact on either airport operations or continued-residency of the El Segundo Blue Butterfly. Similarly, airport property on the north side of the dealy of support solar-collectors. Further, the Los Argeles Hyperion Plant could assure the availability of		 Properly-located berms and planting (to lower decibel-dissemination and contribute to pollution/particle-control) must be shown on the Plan. Note: Findings indicate berms between the south-outboard runway and its adjacent southernmost taxiway (32' high with 2:1 side- slopes and with five rows of major-trees planted on the berm) would achieve maximum effectiveness in both noise-control and pollution-abatement.
methane-gas as a fuel source to power specific transport and facility operations. Neglect of developing on-site power sources should mean that the EIS/EIR will include an assessment of impacts of increases in public power brought on by LAX demand-increases.		 Plan must site facilities to measure and report (on at least an hourly basis) nitrogen oxides, Plan monoxide, hydrocarbons, and particulates released into the air. (The Plan should identify acceptable emission-limits and identify penalties for exceeding those limits.)
<u>All</u> passenger and cargo-handling facilities must be serviced by ground-power electrified-gates.		Not must findlind a major treambating program for mitigation of noise water and air
Long-Range Planning. The 2015-Plan should be identified as "An Interim Plan", and a truly- visionary Long-Range Plan looking forward with imagination for at least 50 years must be presented in -tandem. How big will the L.A. region be by then? How many amual passengers? How much cargo to Asia? How many cars on our roads?at what speed? What might we anticipate of the switch from Hub-bases to Point-to-Point airports? What will the perfection of vertical-takeoff aircraft do to short-range flight plans? What role is left for LAX when the air- space is full to its reasonable capacity? What Plan-for the-real-future does the 2015-LAX-Plan		• Find must include a major treeptaining program. Of impact of most include a major treeptaining program. (5 adjacent grow-together rows of trees between runways and residential areas would be most easily achieved and offer greatest effects, but an LAX forest-belt approximately 1-mile wide is required to counter the present emission-count at the airport. Such a belt would have to be an urban-forest, l.e. street-trees and yard-covers to the density of the block of Arena Street between Pine and Mariposa. LAX, the polluter, should pay the costs of installation and maintenance (increasing the tree density in neighbor commuties to the prescribed level] of said urban-forest.
effectively feed info? Again in 2015, will we have to battle to save some quality in our lives? 2015 is nearly here.		 Sites set aside for solar and wind energy-farming should be identified on the Plan to minimize LAX demands on non-renewable resource consumption
Our health, sanity, and joie-de-vivre are on the line. Thank you for the opportunity to participate in the process of shaping our future life-quality.		 All expanded passenger and cargo areas and the balance of non-electrified current cargo load- and-unload facilities must be serviced by ground-power gate-electrification.
Respectfully, D. Deservarder		 New plane/rail-transfer-facilities and improved cargo-hauling rail-service connecting LAX and Paimdale Airport must be a part of the LAX Plan.
A. udies and Planning Directors; Chairman, E.S.R.A. A		 Any expansion must be <u>contingent upon</u> a plan to accommodate 25-35% of increased passenger-traffic (current Greenline capacity) by light-rail, and upon the connection of the Greenline and Blueline routes (at LAX expense) to assure LAX-lightrail access to downtown
425 Lomita Street, El Segundo, CA 90245		Los Angeles (+ RedLine-service-areas) without passenger-resistant transfers within the system.
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ESRALAX PLAN ESRALAX PLAN P.O. BOX 231, EL SEGUNDO, CA 90245 ESRA POSITION PAPER 3/27/97- LAX MASTER PLAN (with * additions on 4/5/97, 6/18/97, and 7/08/97)	In order to itemize and detail the concerns of the residents of El Segundo (and others) regarding the Los Angeles International Airport, its operation, management, and plans for further development, the El Segundo Residents Association authorized a study by its "airport-committee" to identify problem issues and potential solutions for review by the El Segundo City Council (and hopefully thereafter by the L.A. Dept. of Airports). Issues:	The current LAX Plan is clearly <u>an illusion</u> probably based on <u>faulty projections</u> , with profit-motivated objectives assuring "if we build it, they will come". LADOA projections from '95 to 2015 estimate a 90% passenger increase to 98 million flyers and a 250% cargo-handling increase to 4.2-million annual tons. The increase- estimates are based in-large-part on an assumption of passengers and cargo using LAX as a hub transfer- place in all travels to-and-from the Pacific rin (transferring, that, given current conditions, probably may never	occur). Note: Recent Boeng plan-cancentation (101 superjuntous with up to our passurget orpeaning and 10,000-mile range) supports reports of airline shifts from "hub" use for international flights to its replacement by point-to-point service. Wall Street Journal reports Airbus considering a similar reversal of plans for the "really-big ones". Boeing's 2015-projections for long-haul planes show smaller (241-400 pax) planes (more suited to point-to-point) will make up a larger share of the world fleet, and larger-heavier-over (over 400 pax) planes point-to-point) will make up a larger share of the world fleet, and larger-heavier-over (over 400 pax) planes	(better-suited to hub-service) will stabilize near present levels. Ravoring point-to-point service will mean fewer LAX transfers or stopovers. <u>City Council should authorize an independent professional analysis of the</u> <u>projections</u> (in consideration of 1. Hub vs point-to-point, 2. Projections for telecommuting, and 3. Potentials of future video-conferencing).	* Note SCAG Regional Transportation Plan (Preliminary Draft released January '97). See Chap.IV, Regional Goods Movement -pages 27-27a"airport, highway capacity and rail will be under severe constraint".+(Chart. 2020 Total Truck Volumes). Chap.IV, Aviation - page 28"demand for the commercial airport system in the region expected to grow from 73.05 million annual passengers (MAP) in 1995 to 150.65 MAP in 2020. Air cargo demand is expected to reach 4.8 million tors by the same year." Capacity of the MAP in 2020. Air cargo demand is expected to reach 4.8 million.	existing airport system is approximately 100 MAr (with 5 million enduccements at existing fron transace around a any around a locar of million of million of million the scare distribution Airport System Demand: Passengers & Cargo. — Comment: If LAX were to maintain the scare distribution balance in $2020 \text{ as in } 95$, it could expect a demand for 120 MAP in that year. Plans to change the balance must be made before the entire surface access system grinds to a halt.	A current trend toward use of all-cargo flights (as opposed to cargo on passenger-flights) suggests that major airports like Palmdale or El Toro be developed primarily as cargo airports. It's of interest to note that 95% of all air-shipped Orange County cargo is handled by LAX. Further, El Toro (in Orange County) is nearly double the size of the Ontario Airport.	The Master Plan planners <i>have definitely not</i> fully considered the viability of other airports to share in the projected regional demand-needs. For acceptance of its projections, LADOA must <u>prove that favoring LAX is of greatest benefit to the entire region</u> . Greater dependency on the Palmdale and Ontario Airports (et al) in balancing demand-satisfaction (particularly for cargo) would be far less intrusive into the lives of regional residents, and would actually provide "greater-service with less-stress" for goods and passengers located closer to any of the other airports. The Palmdale site was actually purchased originally to lessen pressures at LAX. Any acceptable Plan must indicate what percentage of regional cargo and passengers is planned to be accommodated by each regional airport. From such a Plan, limits <u>might be fixed</u> (and penalties set for exceeding those limits).	
ESRALAX PLAN THE LAX-Plan must extend the Greenline to an I-90/Culver Blvd. Station, with alrport-service through-LAX and to the beach, serving <u>both the existing and proposed terminal sites</u> as part of the Plan. An extension-alignment connecting both visiting air-passengers and inland-iders to both a beach-destination and downtown Los Angeles must be subsidized by LAX to provide relief from current LAX-generated traffic offence.	 Plan must show identifiable street-improvements connecting LAX with I-105, I-90, and I-405, and providing an LAX ring-road (to assure that LAX, the user, pays for said improvements). There must be no further acquisition of residential-property for LAX-expansion. 	 LAX must provide airport-parking at the Inglewood/1-405 connection to the Greenline (Marine/Redondo station) and at the 1-90/Culver Ave Junction (with free-shuttle service until the Greenline reaches there) to lighten the demand on area roads. Fixed-limit T-O-A-L (takeoffs and landings) must be part of the plan, and per-runway capacities must be noted thereon. 	• Any current centrally-located activities (including airplane-fuel-storage) to be relocated must show before-and-after sites on the plan. Relocation of noisy, polluting, toxic or dangerous central facilities must not shift them to any location closer to neighbor communities (including El Segundo).	 Any additional ruiway must be centrally-located (closer to terminals, farther from residences). Runway-relocations must shift runways further-from residences (not closer-to). Runway addition, relocation, or modification must not result in T-O-A-L's closer to the El Segundo residential areas than the existing ('97 ZS-L) south-outboard runway. The south- outboard-runway must not be lengthened nor shifted closer to El Secundo. and runway. 	lengthening should be limited to liboard runways only. Future adjustments in operations should shift heaviest-loads to Inboard runways. Plan should include a range of various passenger terminal and service facility-types to allow matching passenger-needs with the advantages of each type.	 Plan must include methodology for assuring reasonable benefits to the businesses and residents of El Segundo. A doubling in width/capacity of the Sepulveda Boulevard Tunnel must be a part of the plan. 	 Heavy-penalties for straying from current flight guidelines (straight-out over the sea, no early turns) must be identified as part of the plan. No plan shall increase the possibility of flyovers (and any resultant danger/irritation) due to any increased use of Hawthorne Airport. 	 Frinding, the 2013-rial should be presented in-tanderm. ACTIONS FOR ADOPTION: The El Segundo City Council should Authorize an independent professional analysis of the projections. Authorize production and distribution of a TV film to present a more balanced image of the conditions surrounding alropt expansion and their neighbor-consequences. Offered respectfully as contribution to the LAX planning-proces. by Charles A. DeDeurwaerder, Professional Land-Use/Environmental Planner. Authorize Chair, El Segundo Residents Association 425 Lomita Street, El Segundo, CA 90245, 310-640-0891 	

ESRALAXTAN ESRALAXTAN Plan must identify not-only DNL-CNEL contours, but also noise-event limits by number-allowed-per-day, which hours, and what limit of volume for each identifiable "performance-zone" of the airport site. An easy first-step would be to get a larger percentage of planes to use the inboard runways (further from the north and south residences). Note: ASNAC advises that runups are allowed to reach a prescribed maximum percentage of the taxi-power available to a plane (most often 95%). The noise associated with runups could be controlled by an airport policy (currently nonexistent) that would require all planes using LAX to be equipped with "engine sound- suppression systems".	farch '97 the LAX Variance (allowing airport operation in violation of State (ic-only to address the issue of "noise" in a hearing process. El Segundo is th p-the-court-in-'97] "Intervenor" [i.e. impacted-public] without direct-benefit-ti e demand-reduced-acceptance of LAX overtures. El Segundo is represented (ca ce and the Airport Projects Administrator with support from the El Segundo Av ent Committee. Issues in the '93-'96 Variance included !. U22 of Imper inway use fi.e. minimat use of runways closest to homes). 3. Noise-Abatement I	enforcement, 4. Early-turn-violations followup, 5. Helicopter policy, 6. Notse-walls, 7. Hush-House facility-construction for equivalent] for maintenance involving engine-operation, 8. Engine run-up limitations, 9. Stage-2 [noisy] to Stage-3 [less-noisy] aircraft conversions, 10. Noise-abatement stipulation in new-lease or operating agreements, 11. Airport noise-monitoring-system use, and 12. a Residential Sound-Insulation Program. The Variance has expired and is due to be reviewed [for renewal for three-years] thru hearing- processes beginning in June, 1997. We're told that El Segundo will seek to keep the same conditions on many of the Variance issues for '96-'99 but seek DOA-agreement to <u>create and apply remedies</u> for hazards and annoyances resulting from LAX operations – <u>actions</u> not studies-and-reports.	The four concepts offered for satisfaction of 2015-LAX "demands for service" all show reconfigured and/or additional southside runways closer to El Segundo than in the current configuration. There is <u>no apparent need</u> for moving runways southward or locating a new one on the south side. Our studies show that an additional runway on airport property can certainly be located further-from (rather than closer-to) LAX's residential neighbors. With the improved radar (PRM, Precision Runway Monitor) control capability, LAX should be able to reduce separation between the north and south complex runway pairs from 4300' to 3400'. (If only four runways were considered, i.e. 2 pair-corridors, outboard runways could actually be shifted within the airport site nearly 500' further away from adjacent communities on both the north and south.) An <u>acceptable LAX-Plan</u> should show <u>any additional runways will be olaced contrally (closer to terrinals, farther from residents). Any relocation of existing runways must also shift further from residences. Considering the balance of aircraft-types anticipated for airport-use in 2015, there is no justification for creating more than two long-runways [12,000'], nor adding more than one short [6000'] runway.</u>	Although LAX claims they have "electrified all passenger-gates" to decrease engine-operation (for a-c and other needs) while planes are loading/off-loading, some gates are unfinished. The increased airport energy-demands rely on power generated at regional fossil-fuel-burning plants. In the meantime, acres of airport-owned open-gapec lie unused in buffer-zones. Installation of renewable-energy facilities such as solar collectors and wind-turbines on the airport property could contribute to significantly lessening of the off-site energy-supply demands. Sites set aside for solar and wind-turbines on the airport property could contribute to significantly lessening of the off-site energy-supply demands. Sites set aside for solar and wind-turbines on the airport property could contribute to significantly lessening of the off-site energy-supply demands. Sites set aside for solar and wind-turbines on the Plan. Because expansion of cargo-operations is of major concern, and currently 60% of all cargo is moved as part of passenger-plane load, longer runways are often needed. Euture adjustments should a hift heaviest loads to inboard-numways. Either north or south. Runway-dimensions now favor (60/40) southern numways for heaviest (noisiest) planes. Cargo expansion further pressures our surface infrastructure. Much of it should be abilited to consist.
ESRALAXPLAN NOME: LADOA-releases indicate that surface-access to the Ontario Airport has been improved to accommodate 12 MAP (a doubling of recent airport-service), and projections for demand at that airport level off at 12 MAP (an easily-manipulated levelling off). Comment: Doubling again the ground-access capabilities to Ontario would be immensely easiler and 6.1 MAP, on a site approximately 2500 acres (with <u>easy-expansion</u> postentials to about 5000). Palmdale (now serving only 30-40 KAP) is 17,750 acres, compared to LAX's meagre site-size of about 3000). Palmdale (now serving only 30-40 KAP) is 17,750 acres, compared to LAX's meagre site-size of about 3000. Palmdale (now serving only 30-40 KAP) is 17,750 acres, compared to LAX's meagre site-size of about 3000. Palmdale (now serving only 30-40 KAP) is 17,750 acres, compared to LAX's meagre site-size of about 3000. Palmdale (now serving only 30-40 KAP) is 17,750 acres, compared to LAX's meagre site-size of about 3000. 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Why does "constraint" mean more in the Inland area than at the coast? *Note: Burbank Airport, an admittedly small competitor for domestic (particularly west coast) business, has enjoyed a considerable resurgence in the '90's. Its new concourse, built in '87, served nearly AMAP in 1993 enjoyed a considerable resurgence to the '90's. Its new concourse, built in '87, served nearly AMAP in 1993 (increasing at arracidical-diget percentage rates since the late '80's).	ground in LAX operations, on LAX intervention topeateruly about noise generated obtuin the air and on the ground in LAX operations, and despite the fact that LAX operates in violation of State Title 21 (which prohibits noise 3 aircraft) has yet been devised to significantly lessen El Segundo noise generated from either stationary or Stage 3 aircraft) has yet been devised to significantly lessen El Segundo noise generated from either stationary or moving sources on airport property. Other airports (i.e. Miami, Tallahassee, Frankfurt, and Amsterdam) have constructed sound-deadening soil-berms up to 40' high with sound-absorbent planting to lessen the offense. Where are the LAX efforts? New plane engines are up to 16' above-ground. <u>Properly-located 32' berms (up to one mile long) with 25'-tall planting</u> can reduce sound-level by 5-23 decibels in the impact zone (clearly affecting at least 416 of the 2568 homes now experiencing over 65db in volume), will cut decibels enormously	In a shadow-zone 15 times the height of the planted-bernts (affecting mostly commercial activity along Imperial Bighway), and move 94-115 homes entirely out of the 65db range, and <u>must be identified on the Plan</u> . Note: Though the requests (for noise-abatement by berms) from our El Segundo ASNAC have been reluffed as undoable, a mile-long sound-academing bern was constructed on the north adge of LAX in the "Yas. (It is too far from the runway to achieve major effect, and thus reinforces the noy-sayers on the subject of berms. However, we're reminded of the 58-13 billion spent on Interstate Highway sound-control since the "Yo's when it too was declared a futile excercise.) ASNAC Chief, Liz Garnholz, reminds us that early turns are the greatest offenders, causing noise (and significant fallout or crash-potential danger) directly over our city. She's been not loted that sometimes the turns are caused by "drift" which pushes the planes over El Segundo, but that the problem could easily be resolved by installation of the "localizers" on the ground for alithude and compass reading-recording at the edge of the south-runway complex (and heavy-fines for offenders). ("Localizers" were assured in '93 Variance agreements and show on a Plan, but Liz says they're still missing.)	Current noise measurements are based on average noise-levels (DNL or CNEL). El Segundo has the largest number of residents (approx 750) within the highest noise zone (75 decibels) of any neighbor community. Projected decibel-contours are unbelievable without further detailed accountability for what ahare of the projections are due to intended phasing out of Stage-2 aircraft. (<i>LADOA soys now [in May] that "most of" the reductions forecast are due to Stage-2 phaseout.</i>) However, offensive LAX noise is not average-noise-level so much as it is individual significant events. A Plan must reduce the average noise but also the number of individual noise-events (limited events/per/day), and restrict the hours during-which such events might take place. Particularly offensive at present are the noise generated in testing engines during maintenanco-practices, especially after 10 p.m. LADOA reports that then see currently <u>not</u> . There place. Compatibility) to restrict night-time passenger or cargo-movement. However, "high-power numps" are prohibited from 11pm to 6am. LAX has an aggressive program for ahutting down violators. <u>Any accordance</u>

rauncate as was earlier planned. Aur carriers can provide incentive prioring to inuce passengers and cargo to Palmdale rather than LAX. A cooperative policy by transportation officials could designate dedicated-truck- lanes on key routes for particular hours like 12-6am daily. An improvement of cargo-hauling rail-service
connecting LAX and Palmdale Airport needs to be a part of the LAX Plan with plane/rail transfer facilities shown.

Reasoning that electrification of all passenger-gateways has reduced the noise and pollution generation significantly, the same accommodation must be extended to all cargo-gate locations. <u>Ground-power gate-electrification must be included in any expanded cargo areas as well as at the current cargo load and unload facilities.</u>

would board light-rail at outlying stations if the new LAX-sited stations were located within walking distance ridership). LADOA claims responsibility for 50,029 jobs at or near the airport -- with ridesharing, LAX workers LA's rail-ridership could be easily enhanced by including a beach-stop in an LAX loop to encourage more Recognizing that light-rail has not yet been extended to LAX, and that its potentials for lessening pressure on our vicinity are vast, any expansion should be contingent upon plans to accommodate up to 35% of increased passenger-traffic by light-rail. (35% X 20-36million = up-to-12.6 million new rail passengers vs that-many trying to negotiate the gridlocked roads into the airport each year.) Current Plan-Concepts show a need for light-rail users to transfer to a people-mover to approach terminals. That's an added discouragement for people to use the light-rail system and would probably result in its failure to attract large numbers of riders. Actually, passengers (5-minute-max) of the terminals (eliminating 2nd-transfer to shuttles). Currently only about 2500 airport-bound riders use the free shuttle from the Green-Line Terminal on Aviation daily (one sixth of the Green-Line's daily contribute about 26,500 vehicles per day (X a minimum 2-trips each) to the area's gridlock condition. (Note: weekend-use by residents east of the bay cities and serve as a diversion-attraction for visitors on brief stops at LAX.) New stations at I-90/Culver (and at Dreamworks/Playa Vista (proj.pop.20-40K), LMU (pop.4-7K), Westchester (pop.6K) , El Segundo Main&E.S.BI/Chevron (pop.1.7K), DockweilerBeach/Hyperion Plant The two stops within LAX could assure a full train and account for up to 35% of any increase in LAX including an airport-whip through LAX that services both the existing and proposed terminal sites should be included in the Plan. A tie between Blueline & Greenline tracks must accommodate passengers (particularly (pop.1.7K), and Sepulveda/PacificTowers (pop.8-9K) would probably make an airport-whip self-supporting passenger-numbers (15% of the total daily traffic). A Green-Line Extension to a station at I-90 at Culver Blyd... foreigners) with Los Angeles (downtown) destinations. Although the 4-Concept LAX-Plan suggests maximizing use of the I-405 and 105 freeways to minimize use of the local street system, the Plan shows little improvement or variation in the connections between the freeways and current Terminal Center. Both freeways in the airport vicinity and the streets through the LAX neighboring communities are currently verging on gridlock. Any increase of traffic will assure disastrous results. Widening Sepulveda through El Segundo won't help as long as traffic-flow continues to bottleneck at the edges of town. Improving Imperial in an airport loop does nothing for the current services to the existing terminal-cicle. A planned (and approved) 70 additional trucks (18-wheelers) per day servicing the Hyperion Plant on Imperial (and/or Mar Vista) is a frightening through, and that's before adding an LAX West-Terminal off of Pershing vis extended I-105 or Imperial Highway. Any acceptable Plan must include identifiable improvements connecting LAX to I-105. I-90. and I-405 (from I-90 to Inglewood Blvd. Tamps). Airport-parking should be provided at the Inglewood/I-405 connection to the Greenline and at the I-90/Culver Ave junction (with free-shuttle service offered until the Greenline-extension reaches that location). Note: The El Segundo General Plan ElR shows El Segundo sections of the Century Freewoy/Impertal Hwy Corridor operating with 54.5-58.2K daily trips on a 53K-capacity roadway. Sepulveda (north of Mariposa) had 57.2-57.7K on a 70K-capacity road, Imperial to Nash were handling 46.8K on a 53K-capacity, and Imperial West at 24.6-25.3K on a 40.4K-capacity. What share of that load wasis LAX-related? Our studies

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esto LAX road impact currently at 157.6K trips daily but don't identify in what direction. If just 33% (52K) show LAX voould carry the responsibility for 40% of the 129.1K-demand on roadway closest to home. Moving 35% of the LAX burden onto lightrail would take up to 55 thousand daily trips (equal to the total 1988-Sepulveda-load) off of its neighboring streets.

minutes for a 24-hour day with no down time.] With a reported-by-LADOA "drastic reduction in flights 5 24-hour day, or 1.4 flights every minute of every hour of the year (.35 flights/runway or in excess of 1 flight per minutes, then a safety-conscious per-runway limit of 40 planes per hour or 1.5 takeoffs-or-landings per minute is standard practice of leaving one runway free for emergencies (and/or maintenance & repairs), that limit is T-O-A-L should be a part of the plan, and performway capacities must be noted on the plan. If a limit of 120/hr T-O-A-L for 14-hours/day with up to 80/hr (using inboard runways only) for the other 10-hours, then, a maximum day-capacity of 2480 (1680+800) or annual-capacity of 905,200 for the 4-runway configuration requirement of 3-5 minutes between planes on any one runway. LADOA reports more than 1,000 cargo-flights every day and a total (passenger+cargo) of approximately 2000 daily flights. A respectful-of-neighbors use of a 14-hour day (6am to 9pm) at 68/hour suggests 952-max during normal hours, with about 48 more for the exceptional late arrivals or critical departures after-hours allowing around 1000 flights/day or 365,000 flights per year. [700,000 divided by 365 yields 1918 flights per day, divided by 24 hours yields 80 flights per hour, divided by 4 runways suggests 20 flights per hour per runway, halfway to the safety-limit if we separate planes by 3 1995 LADOA recorded more than 53.9 million people (56 MAP in '96) traveling through LAX on 732,639 lights. The '95 report (if divided evenly) gives 2007 flights on each of 365 days, or 84 flights each hour of every runway every 3 minutes without holding a spare runway for safety). We understand that fewer flights occur between midnite and 6am, so using their figures, the airport operation has probably exceeded FAA recommended imits in peak-daytime-hours, and is a disaster waiting to happen. If the figures are inflated, there's probably room for expansion of operations without adding runways. If the safety distance between planes is at least 3fixed. That sets the theoretical airport-capacity at a maximum 1,401,600 takeoffs & landings per year. With a plant could actually already handle all their projected growth. What's the truth? The residents feel a fixed-limit the L.A. Times reports 700,000 takeoffs and landings per year now is projected to go to a million or more by 2015. The FAA recommends a more sensible IFR/VFR limit of 68/hour (or one every 53 seconds) and a safety reduced to 1,051,200. We certainly don't want to encourage a fully-booked 24-hour schedule, but the physical-Jsing 4-runways, LAX currently experiences a takeoff or landing every 43 seconds, actually accruing to 84/hour. between midnite and 6.30am", the high-end figures currently used to justify expansion are hard to follow. accrues. (Note: That suggests there's still room for expansion without additional runway-facilities.)

The offered-4-Concepts suggest that LAX could gobble up more trian 400 acres of privately-owned land, including more than 1,800 residential dwellings east of the current runways. LADOA reports that "Most of the proposed property is industrial and commercial." Airport documents do not include information about the businesses that might be affected. A few of the businesses are prominent, including several hotels, such as the 591-room Wyndham Hotel. Remembering the '70's, when LAX purchased a couple of thousand single-family homes in Westchester, ESRA is adamantly opposed to expansion at the expense of residences. Although none of the 1st four concepts threatened land in El Segundo, it should be on the record that <u>Fl Segundo opposes and acquisition of residential property for LAX expansion</u>.

The Coalition for Clean Air reports that although air in the LA basin is cleaner than 20 years ago, we still have the dirtiest air in the country. Our basin health report still suggests as many as 64,000 premature deaths per year traced to particulate matter alone. AQMD reports that even with switching LAX ground vehicles to loweremission vehicles and equipping aircraft gates with centralized electricity, the airport <u>cannot</u> compensate for the fitmes from airliners. A single wide-body jet (or other plane over 300,000 lbs) can spit out 100 pounds of smogforming gases on each takeoff and landing. Those are the over 300,000 lbs) can spit out 100 pounds of smogfitom surface vehicles stationed at the airport. The LAX contribution to smog is nearly 75% of that coming from

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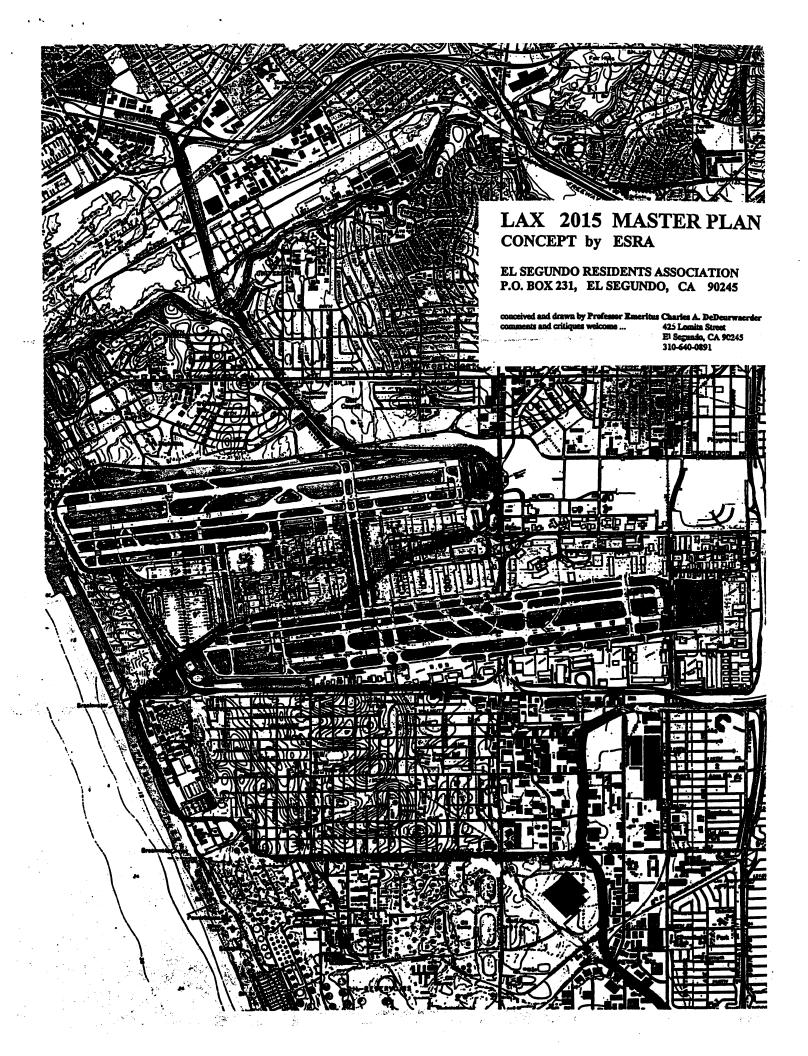
9 Civilianord transfered LAX	
• ASNAC noies that proposed 6000' new runways in the 4-Concepts reviewed and not include APZ's (Runwe Protection Zones).	Only 5% of LAX support-workers use mass-transit (which includes shuttles). The airport has no urban-forestry program despite the well-known fact that trees are effective in combatting air and water pollution. <u>Any LAX</u> Plan must include a major tree-planting program for mitigation of noise, water, and air pollution. <u>Areas for</u>
south-outboard runway must not exceed its current level, centerline almement must not move soumwarg, an lengthening must be limited to the inboard runways only. These actions would help keep ground surface nois further from the residential zones (where it could be baffled and muffled.) Left-turn regulations must b maintained.	the tree program would require not just 60 or 90 acres of trees, but more like 180 to 270 acres. However, even then, the 180 acres in trees would metly serve as a foil introducing clean-air (acygen) to weigh against the bad-air (emission-loaded) produced by planes and LAX vehicles. A forest-belt approximately one-mile wide would be required for any equity-assurance of counteracting the presence of polluter-LAX.
oencyn. Two Concepts of LAX-Plan show a short runway near expanded cargo areas in the southeast corner of th sirroor Certainty no additional ninway closer to El Segundo can be allowed. Additionally, future length of th	that we push for 60acres min. (In any of the other Concepts, it would have taken at least 90 tree-covered acres.) Lastly, the trees are only effective as a counterbalance when they lie between the pollution source and the potential human receptors. That means we need a 4-abreast row of major trees to each side of the airport
and "Oil Extreme" with an attendant "EX-3 Iriple Charger" (a juet-saver device), cutums 20% increase i MPG and 70-90% reduction in hydrocarbons, and are marketed in El Segundo. There could be a demonstrab Landa.	happy. (By the way, trees are about 100 times as effective of new cover for climate, polition, adar, and noise control.) If we account for the LAX-growth factor, today's 31 tons in the ESRA Plan grow to 34 – suggesting
potentially-feasible potation-reducer that comes along, a product set fast cancer by a measured of the LAX Airport Committee) to reduce the impact of the LAX ground-set/ce vehicles. They he called "Oil Charger 1.0.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1	meters, 1000 trees on a 15-meter grid require only about 225000 sq m or 22.5 hectares (about 56 acres). Sureh the LAX planners could scueeze in a mere 56-acres of trees to help keep the neichbors healthv as well as
preaking only in products like yet mitege-extension, miting product pressure for LAX to try even less-demanding motors, etc. Certainly, the most affected public should pressure for LAX to try even	counteract the pollution and particles normal to its operation. To counter the 31 torus of LAX-emissions would require a planted area of only about 3ne thousand mature large trees. With one tree covering about 160 source
Note: Pollution is like dealing with noise. Be wary of any claims (or promises) of future reductions based upo as-yet unproved technology. Yet, what a good (profitable) laboratory LAX could be for testing the late.	so it takes 150 meters to make up for night, cionas, rainy-adys, and winter). In the space of average city- streets, treelined streets will feature about 1/3 the particle-count of treeless streets in the same locale. Needless to say, an airport property should include as much of its area in tree-cover as it can possibly spare to
Segundo than they are at present.	oc, our nomes in a 100-year injerime - inta s a doncontinuation process of about 2-homes per ady. Furner, 23 square meters of leaf-surface will emit as much oxygen as man requires in the same period (sunlight hours only,
airplane-fuel-storage) are probably critical to operations. relocations must be shown on future plans. Further plans must show that the more noisy, toxic, or dangerous of these operations are not relocated any closer to F	1.5 gruns of CU2 per nour. A targe mature tree (with offer about 1000 sq.meters of green & brown active surface) will account for the CO2 escaping (as a product of heating, lighting, cooling, working-in, etc.) from
proposed new Western Terminal). <u>Recognizing that all activities currently located in central-fields (includin</u>	obnoxious odors with a stronger, more bearable or pleasing smell). I square meter of leaf surface assimilates
by whining motors being enecked during or arter engine adjustments. Autorough much of the current insurtants arg program may take place in a central location (far from residential neighbors), Concept-proposals all shot	600 tons of wateriacrefday. Moisture in suspension on and program and provide the humidity micro- dimetically and order or the virial second providence of the second providence of the contract of the second providence of
The Concept-Plans show no locations for needed maintenance/repair, nor for time/hour-of-day restrictions o handling such needs, nor for post-maintenance testing. Nearby residents are awakened in late hours all-too-offe	sprinking witt wash the particles off and usof them to the ground. Space between the branches and leaves of trees is relatively non-turbulent (a virtual void). This semi-void allows particles to settle-out of the contaminant-laden air. Air-Washing, Growing plants transpire much water (i.e. a local fig will lose 75-100 collones of under on an arrange and the second s
current butterfly-habitat. (A once-every-five-years sprinkling of Coastal-Buckwheat-seed hardly seems whole-hearted effort for an entity preparing to spend \$12B for profiles.)	normal to our urban-life generation is mixed and the product is diluted-polluted. Filtration/Precipitation. Leaves, branches, stems, and their pubescence (hairiness) trap airborne-particles and hold them. Rain or
Concert, while adding at least 20 more acres of presently excluded lands to the reserve – or even b Concept), while adding at least 20 more acres of presently excluded lands to the reserve – or even b committing I AY to hoving and sectory and the Balloni Wetherds in exclusive for intruding the the	contamination acceptable to humans is one-part polluted air to 3000 parts relatively pure air. (Along many hiways the ratio :nsy be as lew as 1:1000.) Dilution. With plants producing oxygen-rich air; the polluted air
residents. It seems that proposals showing a reasonable trade of lands and a whole-hearted habitat-restoration effort might expect rational consideration in seeking to balance human-zone impacts against current butterfl somes An easy cree is made for extending one or more runwars into the dunes (as in Concept-3 or the ESR	Plants condition and cleanse our air. In photosynthesis: in the presence of sunlight carbon-dioxide is removed from the air and oxygen is returned to it. Humans need oxygen. The minimum ration of air-
includes nearly 7 <u>D-acres of land still cove</u> red by street asphalt from the formerly removed housing community Further, the Butterfly has survived despite sharing more than 70% of the Preserve with its former huma	limit of no more than .08 parts per million in an eight-hour period. LAX and vicinity would certainly qualify for an EPA black-list most days each year at present.
Certainly, reasonable consideration must be given for preservation of habitat for endangered species (i.e. th 200+ acres of LAX-land set aside as El Segundo Blue Butterfly Preserve). However, that Preserve alread	microns not to be found in our air at a volume-level of more than annual average of more than 15 micrograms/cumeter of air and a 24-hour max not to exceed 65 micrograms. New ozone standards call for a
measuring, reporting, and cleaning up pollution must be apportioned in the future to the offender and not carrie by the taxpaying public.	advised not to play outdoors). The EPA is calling for new tougher standards of pollution control because scientific studies show that the existing ones fail toprotect public health, especially in children, the elderly and people with asthma and other respiratory problems. Federal (EPA) standards identify particles down to 2.5
hydrocarbons, and particulates released into the ambient air in the vicinity of the airport. The Plan should als include an acceptable limit on all pollutants and identify a penalty for exceeding those limits. The costs o	five-miles or more from point-sources (like LAX). With a slight breeze occasionally aiming our way, our air can be significantly unhealthy. Los Angeles experienced 13 Stage-13 Stage-1 smog alert days in 1996 (days when children are
ESRALAXPLAN planting trees must be included and shown on the Plan. Further, the Plan must include and site a facility to measure and report (on at least an hourly basis) the amounts of nitrogen oxides. carbon monoxide	the region's 14 oil refineries and more than what is released by the region's power-plants. It is the <u>largest single</u> industrial source of <u>air-pollution</u> in the Los Angeles region. Outward drift of pollution in still-air is known to be

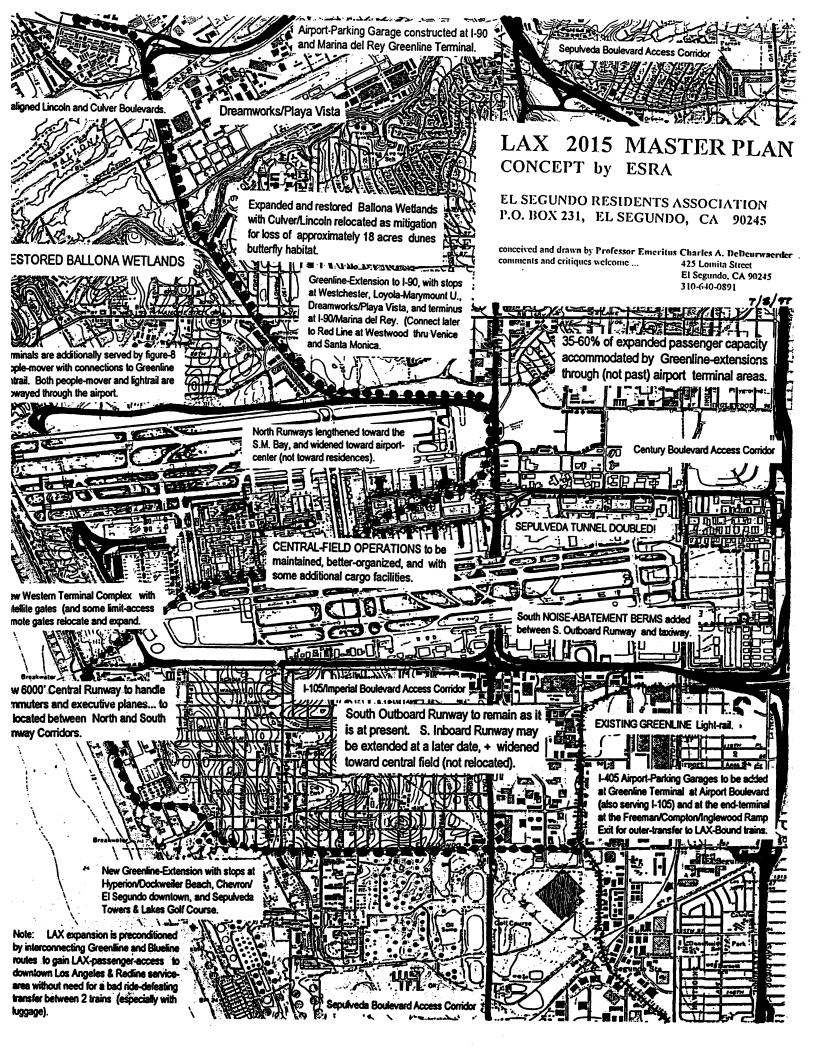
The 4-Concepts all rely upon similar terminal-configurations (central terminals with linear gates or piers and satellites). Piers offer greater security by processing and holding passengers in lounges immediately adjacent to aircraft parked along the pier. However, piers are inflexible (aprons and taxiways between cannot be adjusted for changing aircraft jazes) and limited to size-constraints in passenger-walking distances. Satellites increase aircraft maneuverability and parking space by placing concourses beneath aprons and taxiways. Linear configurations like Plan-Concept 1 provide direct relationships between linear ramp frontage and curb space and better integration of the terminal building with access/egress activity. However, that results in costly multiplicity of necessary terminal bystems and functions. Other ainports have conserved space by including service by transporter-facilities. Locating plane parking sites on a grand lot and servicing via transporter can lessen costly people-mover requilities. The systems giving more flexibility in field-operations. An acceptable plan should show consideration of several terminal/service facility-types matching passenger-needs with the advantages of each type. The promise of millions of dollars as benefits for expansion comes with no guarantee of an economic-benefit share to El Segundo. <u>Any acceptable Plan must include a method of assuring a reasonable benefit to each of the</u> <u>LAX neighbor-communities</u>. *Further, any assessment of benefits hereafter must include the downgrading of* property-values that might be associated with increases of air-traffic nearby. Although the LAX Plan is an attempt to guide us into the future, its accomplishment can only lead to a complete knot by 2015. The Plan offers no direction for where we go from there, and merely sets up a battle-royal when the next expansion-round comes up. More regional-balance and accommodation-beyond-2015 must be considered. <u>The 2015-Plan should be called an "Interim Plan" to be presented in tandem with a visionary long-</u> range plan. Momentum for LAX-Expansion and LAX-Plan Development relates directly to LADOA video releases aimed particularly at the regional-business-community). LAX's surrounding communities should <u>produce/distribute a</u> **TV** film presenting a more balanced image of conditions and consequences of airport expansion.

The Position-Paper would not be complete without a demonstration-document showing that issue-principles, concerns, and solutions-offered are workable and feasible, in context with a Master Plan for LAX that includes off-site considerations (as well as those strictly within airport-site boundaries). Such a Plan, with its development-study-const at over \$23,000 (on 7/8/97), was developed by the ESRA Airport-committee, and is included as addendum to the Paper hereafter. ESRA invite sources the LAX 2015 Master Plan Concept by ESRA from the Paper hereafter. ESRA invite the ESRA Airport-committee, and is included as addendum to the Paper hereafter. ESRA invite sources presented to El Segundo Feb. 5, 1997. Many fifthe suggestions for improvement of the ESRA-Concept have been offered by residents and others since its intil distribution. A modified ESRA-Concept Option-2 may be forthcoming if such a document is deemed useful in the development of an ultimately acceptable version of an LAX Interim Plan for 2015.

The Position-Paper Report was developed by the ESRA Airport-Committee, Chaired by Prof.-Emeritus Charles A. DeDeurwaerder, ... and reviewed and expanded in [ESRA-sponsored] public meeting at El Segundo's Library on 26 March 1997, and in subsequent communication with the membership, numerous unattached local citizens, the El Segundo Airport Projects Administrator [Harvey Holden], the El Segundo Chamber of Commerce [in their annual Business-Expo], and the El Segundo Economic Development Committee chaired by Bill Mason, President of the Chamber of Commerce. Input has been included from all of the above source-contacts. The paperof the Chamber of Commerce. Input has been included from all of the above source-contacts. The paperpublic discussion. Specific presentations of the El Nam have been made to the ESRA Board of Directors, the Association membership and members of the El Segundo public, and the El Segundo Economic Development Committee. A Plan-Review and Explanation has been shown on the El Segundo Community Cable TV Chamel.

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ESRA LAX PLAN	ESRA LAX PLAN 7/08/97
EL SEGUNDO RESIDENTS ASSOCIATION P.O. BOX 231. EL SEGUNDO, CA 9045	CONCEPT SIMILARITIES.
COMPARISONS of 4-CONCEPT-PLANS and ESRA-ALTERNATIVE Project Overview: LADOA-claimed Gross Earnings and Jobs: LAX responsible for 8.2% of Southern California economic output. Responsible for 8.35.5B (direct + indirect) in gross-product & earnings. Responsible for 393K-jobs in surrounding 5-County area. Expansion warranted to accommodate 370K new jobs, 537B more GP&E.	All four LADOA Concepts show a new I-405 ramp at ArborVitae, LAX ring-road service incorporating reworked ArborVitae, a new Western-Terminal entered from Pershing, continuation of the Century Freeway to the West-Terminal entrance, elimination/relocation of all the midfield facilities (replaced by multiple satellite gates), and expanded cargo handling facilities located variously around the perimeter of an expanded base-site. Greenline extension is assumed (but not shown) along Aviation, through Century Hotel Row, to current LAX transit center. New runways, when proposed have been set at 6000° as commuter/exec runways. Though commentary indicates current 145 gates increased to 245 by 2015, it's assumed that larger number reflects maximum-capacity figures and needs to be adjusted for lower figures identified in each concept proposal.
Passengers: International in 1996: 33% of 58MAP, 2015-projected 50% of 98MAP. Regional Demand (from SCAG Regional Transportation Plan): 73.05MAP (1995) to 150.65-176.97.MAP in 2020. LAX handled 77% of 1995 regional demand. Cargo: 1.9M tons in '96 (60% in passenger-aircraft), expects 4.2M ton demand in 2015. LAX handled 80% of all regional <u>domestic</u> air cargo in '96. LAX handled 100% of all regional <u>international</u> air cargo in '96.	Concept-1accommodating 86 MAP. Impact on asighbur-commt ⊐ity residents: Alleged reduction in the number of homes impacted by noise. [Note: Noise-reductions are explained as creditable to phase-out of Stage-2 aircraft (i.e. the noisiest) by 2001.] and are not due to design
Runway Design & Management: Ourset Assim use element	considerations. Concept shows acquisition of 200 acres east of airport (580 homes removed). Removals do not include 50-homes in RPZ in El Segundo.
Current was pratined to 100-1996 arctant (102 seats). Runway-stats: N-Outboard 150'x8925', N-Inboard 150'x12090, 745' apart. S-Outboard 200'x11095, S-Inboard 150'x12090, 745' apart. Handles 747-type arcraft(420 seats) by selective-guiding to suitable runways. New Large Aircraft (600+ seats) (if/when they come on line) would require a runway upgrade (i.e. 12,000'-length, 750' from nearest parallel-runway). 6000' runways would accommodate exec and commuter aircraft (16-32 seats).	North Complex: New 6000' nunway north of 24R (North Outboard) which is moved 400' south. Current 24R becomes taxiway between longest 2 new 24 rwys. 24L overlays current E taxiway adjacent to existing gates. New longer 24 runways shifted 2-3000' eastward requiring new Sepulveda north-field tunnel. 3 north-terminals replaced by single long terminal paralleling N-runways. The balance of gates shifts to southern terminals increasing demands on southern runways due to gate-distance.
Anticipated Expansion-Costs: 58-12 billion for any of the Concepts. The ESRA-Concept, while not having been costed-out, would spend more of the total off-site to mitigate current and anticipated negatives. LAX hopes to levy Passenger-Facility-Charges (PFCs) (@ 53/pax) to meet costs.	South Complex: West-end of South-Outboard-Runway is 1000' from nearest home. Concept moves the runway 200'further south (800' from home). Runway Protection Zone currently overlays 1/3 of the westend condo units south
LADOA releases distributed along with copies of the 4-Concepts concentrated on the areas of GROWING BUSINESSES, JOBS AND WAGES claiming LAX generates \$43.5 billion of economic activity and 393,000 jobs. 367,000 more jobs and \$37 billion more to the economy by 2015 are promised with Plan-implementation.	or imperial Ave. Southern move of runway would need an FAA warver-of-occupancy in an RPZ (clear- zone) or elimination of the homes (read LAX buyout). Move places entire block (as many as 50-homes) between Acacia and Imperial west of Hillcrest into the RPZ. Southern-edge taxiway moves to 100° from Imperial. All center-field facilities are relocated, primarily to southern side of the airport. Cargo expansion is shown only on the southern side of the field (and it's significant).
NEIGHBORHOOD PROTECTION AND URBAN DESIGN promised to focus on possible design improvements in residential-areas and business-districts affected by LAX operations. It indicated priorities will be considered in Phase III (not Phase II). It said berms or landscaping and trees would be	Concept-2accommodating 92MAP.
added and new aurport buildings would be inserted between runways and residential areas. Even people-movers to the Century Blvd Hotels were promised, although some concepts actually indicated removal of those hotels. ACCESS promised to maximize direct connections to the regional	Impact on neighbor-community residents: With South Outboard Runway shifted slightly (100') southward, major impact depends upon <u>actual use</u> of new 600° Exec/Commuter runway proposed east of Sepulveda and 100° south of the existing southern taxiway. If new runway actually becomes landing-only, maior inmact would relate to the redeing of the
transportation system, look for new ways to connect, minimize street impacts, and protect neighborhoods. NOISE MANAGEMENT claimed noise-recuttion is underway and only promised more of the same.	southern taxiway. Major noise-volume might remain aboy my surface that noise events to increase significantly (perhaps as much as double). Concept shows 450 acres acquired east of field (eliminating 1700 homes). Significantly the alignments of the new numway and the relocated anoth anyows ene elimination 2700 300 300 300 300 300 300 300 300 300
and the ENVIRONMENTAL REVIEW PROCESS which promised to correct any flaws determined in Phase II, and promised an EIR/EIS even before a single modified concept has been floated for public review (and/or questioning).	feet apart. (With different types of planes using each nurway and coming in at different angles, it is apparently safe enough to allow the parellel air corridors to come that close together.)
11 Additional AVE	12 ci Wainwordkamplatel LAX.6

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1/08.97	ESRALAX PLAN 70897 .
mplex: ot adds a 6000' rwy north of current North Outboard (at west end), shifts N.Outboard rwy eastward	ESRA-Concept 1st-Alternativeaccommodating 78MAP.
tion (necessitating a 2nd Sepulveda Tunnel on northside). Although S. Commuter-Ruuway is ed as one-way landing-only, no comment is offered for the North equivalent. Plan is obvious as a screen in that it urrealistically eliminates all of Century Blvd Hotel Row (replacing it with expanded Area). New Western Terminal and midfield Satellite Gates force all midfield facilities to be relocated. Terminal is added to the North Concurse of erminals (evening out the service-motential	Establish wind-energy farm covering west-facing slope of sand-dunes along Vista del Mar. Establish solar- energy collector-sites along northern edge of airport south of Westchester Parkway, outside northern service- road and pollution-filter greenbelt.
atio] to both north and south). mplex:	Impact on neighbor-community residents: LAX-sponsored urban-forest covers a band of residential streets approximately one-mile in each direction
000' runway starts about 2000'east of Aviation Blvd (forcing yet another tunnel). If planes take off on nement, they enter El Segundo airspace on a straight trajectory at a spot between Loma Vista and a straight trajectory at a spot between Loma Vista and so the Anthona Mista and a strainent str	(N-S-E) from airport-boundaries. Offsite:
ution. Dignitiant interess in tage mention (an on the occur of the second of the secon	Access/Egress: Connect the Greenline and Blueline alignments to assure service between downtown L.A. and Dockweiler Beach. Connect Greenline through LAX Terminal Areas (east and west) from the El Segundo Boulevard Station along Dockweiler Reach for a femory end-noist at LOU/Inter/Tincoln Realion Lincoln Blod
i similar to Concept-2 except that it locates the northern new and relocated runways closer to the coast ess land acquisition.	parking paylor for structure with free-rides to the airport at the projected Greenline I-90 Terminus.
n neighbor-community residents: Impact comments the same as for Concept-2. Concept shows a land-aquisition product of about 400 sliminating only 1100 homes. The northern runways run into the dunes across Pershing (but take care id the designated butterfly endangered-species habitat-zone).	Frovide a simular airport-parkinde payior/structure and tree-rides at the inglewood/1-40.5 terminus. Maintain the current Aviation/I-105 transit-connection to Terminal Areas changing current free parking policy to a paylor/structure arrangement. Street improvements shall assue an airport perimeter-road (with altered junctures at Pershing north and south favoring the ring rather than Pershing as a thru-road). Improvements to Lincoln at Westchester Pkw should improve access from the I-90 to the West Terminal area. Additional branchlines of the Aviation-aligned rail line shall serve most cargo facilities east of Sepulveda including those
mplex: ients duplicate those of Concept-2 except northernmost 6000' runway requires tunneling Pershing.	from Aviation to La Cienega.
reda is also tunneled on the north end of airport.	North Complex: Adds one terminal to north-side of existing (east) terminal complex (not shown on present drawing). Adds a
upres. sals are the same as in Concept-2.	new 6000' runway on a centerline 900' south of the north-inboard runway (24L) centerline. New commuter/exec runway serviced primarily by new terminal (where "1/95 LAX Layout-Plan" shows DOA-
4accommodating 94MAP.	Maintenance-Yard and the Federal Express Hangar). New runway goes from former-FederalExpress site to end in coastal-dune (conflicts with 18-acres of designated butterfly habitat). In turn, butterfly habitat
a neighbor-community residents: Impact would be similar to Concept-1. Calls for acquisition of about 500 acres east ot the airport and 300 in Hawthorne. About 300 homes would need to be removed in Hawthorn and 900 elsewhere,	extended at our or neways to an current LAAN dure-hands. Afout into a universe to 2000 and extended to 12000° westward into dure. A 5 trees-wide band of forest-cover parallels service-road along the north-edge of active field. Greenline subway adds stations at east-terminal loop (near theme-bldg) and relocated transit-center on Sepulveda adjacent to Westchester shops complex.
ntai. mplex: pt calls for moving north outboard runway 200° north to accommodate a new taxiway between the orthern runways.	South Complex: Leave runways as is. Add localizers. Add West-Terminal Complex south of existing west-entrance but restricted to area west of the existing centerfield operations. Retain central operations south of midfield. Add a Greenline Stop and an undergrounded Greenline from Pershing through to south of Bradley Terminal. Add a loon pacontemover fully examiner West-Terminal with a connection to an East Terminal basic
mptex: ay configurations remain the same as existing alignment and length. Apparently this is a livable on for LADOA. The Concept calls for the acquisition of the Hawthorne Airport to accommodate the d 6000'runway. A dedicated shuttle-route on surface streets (or new ones) would have to be shed connecting the terminals of both fields. The current Hawthorne Airport runway would have to be d to minimize conflict with LAX air corridors and with surface streets.	the through-figurent of a server of the subway. And a 32'-high tree-topped bern between the unchanged south-outboard runway and its southern taxiway (running between northward projection-lines of Maryland and Nash Streets). Add a 5-row bank of trees along Imperial Hwy from Main to Pershing.
- biant./XG	14 c:WarwortVertplate/LAX.6

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Concept-4...a Impact on ne Noise Imp about 300 1200 total

ESRALAX FLAN North Comple Concept ad to Aviation proposed as smoke-scret Cargo Area One new Te [gate-ratio] South Compler New 6000' r this alinemen Hillcrest. Al construction.

Concept-3...a

Concept is sim requiring less l

Impact on nei Noise-Imp acres elimi to avoid th

North Compl Comments Sepulveda South Compl Proposals

North Compl Concept ci two north two north South Compl Runway ci situation fi desired 60 establishec rotated to

ESRA LAX PLAN	STATISTICAL COMPARISONS LAX-Current-Condition CONCEPT-RESPONSES COMMENTS [1] [2] [3] [4] [E-A1]	Tunnel-expansion clarity. (Sepulveda) -0000- *1 *Double Sepulveda. Added tunnels needed. (Sepulveda or Pershing) 1 1 2 *1+ Rail *Con-4 to Hawthome.	Runway T-O-A-L Limits. None set at this time. No limits set by any of the Concepts. See options in ESRA paper. Runway Count/Descrip. 4: 2-N+2-S,-Heaviest S-O 5 6 5 5 5 5 5 ESRA shift N-S balance. New Runways Outboard. 1-N 2-N+S 2-N+S 1-@H 0 New Runways Inboard 0 0 0 1.00H 1	ility 25L Widest + Longest OK OK OK h0- 1-6K' 1-6K' 2-200' 1-100' 1-100' poth both	Offsite Residence-Grab. 2800parcels (1965 to '70). 580-630 1700 1100 1200 -0- ESRA nix on home-take. +350acres in 1989 Pollution Monitor Sites. None set at this time. No monitor-sites on any Concept.	Relocate Center-Facilities. Includes fuel+hangars. All S. All S. All S. All S. All S. "In-Place. *2-NC sites relocated to Imperial @ Aviation. Terminal-type variations. 3 2 2 2 4	Benefit Assurance to E.S. LAX cites jobs/economy No guarantees in any Plans.	7/7/97. With LADOA having shown absolutely no regard for citizen-input during Phase II of its Master- Plan Development, and still showing no respect for the long-accepted norm of public-participation in planning, as evidenced by the decision to move into Phase III (selecting one of the four rejected concept) with absolutely no attempt to modify or amend and then circulate a concept-plan, the public is left with only the scant hope that the State of California (enforcing CEQA), our Federal Aviation Administration representatives elected to protect us from such treatment, and the Federal Aviation Administration (responding to the NETA) will refuse to accept/review any EIR/EIS developed at this juncture. The neighbors have objected; and spoken clearly! El Segundo has determinedly opposed all four LAX Expansion Concepts (Resolution 4008, dated 4/17/97). LADOA is ignoring us and haughing at us.	Offered respectfully as contribution to the LAX planning-process. by Charles A. DeDeurwaerder, Professional Land-Use/Environmental Planner, Airport Committee Chair, El Segundo Residents Association 425 Lomita Street, El Segundo, CA 90245, 310-640-0891
PLAN	STATISTICAL COMPARISONS ITEM LAX-Current-Condition CONCEPT-RESPONSES COMMENTS [1] [2] [3] [4] [E-A1]	58MAP ('96) 86 92 92 94 78 engers 48% 59% 59% 62% 34%	Number of Gates 145. Goal:245=98MAP 215 230 230 235 195 @ current service-level. %age Reg'n-demand 58MAP=77% LAX 71% 76% 76% 78% 65% LAX pijem 98MAP 56MAP=73%.SCAG 61% 65% 65% 55% SCAG-pijem 120.5 MAP 56MAP=73%.SCAG 61% 65% 65% 55% 142MAP 2020	Cargo Load 1.9M tons 3.69 3.94 4.03 2.50 LAX max-load 4.2M tus. % Increase Cargo-haul 94% 107% 107% 107% 112% 32% 32% 50% 50% 50% 50% % age Reg 'nl-demand SCAG'95/3M tus=63% 87% 93% 93% 55% 60% SCAG '15=4.22M tus. Cargo-Handling Gates 7 7 7 7 7 7	Residence NoiseImpact 1311 within 65-70 zone 1250 1350 1350 1250 1100 With 1996 Aircraft-Noise " " " 1042 within 70-75 zone 1030 1050 1050 1030 815 " " " " " " " 215-450 within 75+ zone 650 215 215 650 215 " " " " " Total Homes Impacted 2568 within the 65+ zone 2930 2615 2613 2930 2120 " " " "	T-O-A-L per day 2000 by current est. 2966 3172 3241 2690 E.S. Noise-events per day 75 from S-O runway 111 119 119 122 100 E.S. Noise-events per day 75 from S-O runway 111 119 122 100 E.S. Noise-events per day 75 from S-O runway 111 119 122 100 Emission Volumes 31 tons/day (1/2 planes) 45 48 49+ 34 ESRA w/35% transit-use Emission-Balance Acres None identified as such. 0 0 0 180 ESRA + 1-mi offsite-belt	NoRenew-Res'ree Savings None identified now. 0 0 0 0 0 200 ESRA wind/solar acres. Gate Electrification 145 Passenger-gates. 215+ 230+ 230+ 235+ 195+ ESRA all-gates.	 Planned Cargo Rail Svc. Rail line along Aviation N/C N/C N/C N/C Ext. ESRA extends spurs. Light-rail Plan Inclusion Add to LAX Transit Carr N/C N/C N/C N/C Major ESRA adds N/C,S, &W Roadway Dependency 95% Surface Streets 90% 90% 90% 95% 65% LightRail Dependency 5% - Mostly Workforce 10% 10% 10% 5% 35% LightRail Dependency 5% - Mostly Workforce 10% 10% 10% 5% 35% LightRail Dependency 5% - Mostly Workforce 10% 10% 5% 35% 55% LightRail Dependency 5% - Mostly Workforce 10% 10% 5% 35% 55% LightRail Dependency 5% - Mostly Workforce 10% 10% 5% 35% 55% LAX Supported Jobs 50029 area jobs (LADOA) 64939 67459 68299 56959 71K jobs max projcm) LAX Supported Jobs 50029 area jobs (LADOA) 64339 67459 68299 56959 71K jobs max projcm) LAX Supported Jobs 50029 area jobs (LADOA) 64339 67459 68299 56959 71K jobs max projcm) LAX Supported Jobs 50029 area jobs (LADOA) 64339 67459 68299 56959 71K jobs max projcm) LAX Supported Jobs 50029 area jobs (LADOA) 64339 67459 65103 6443 35321 9780 with ESRA rail-service. LAX jobs rail-adjusted 231779 56105 66108 66108 70644 39560 CargoMove.Road-Impact. 1.9/M21365=2602 truckD 0503 3396 5396 5319 3423 W/O ESRA rail-service. CargoTruk (rd-tr pact) 5024 Min. Trips/day 10106 10792 10792 11038 6846 	 Daily-Avg Passenger load (58MAP/365 = 158, 9K) 235.6K 252.1K 257.5K 213.7K LAXpass Road-Impact Ride-alone: 50% X=79.5K 40[94K 40]101K 46]116K 25[53K X=Daily Avg Pass. Load Rideshare 2.4: 35%X=18.4K 35[2K 35[29K 35]29K 35[29K 30]14K X=Daily Avg Pass. Load ShuttleRide 4-8: 15%.17%=4K 15[64 K 15]6.4K 15[6.6K 207).3K X=Daily Avg Pass. Load ShuttleRide 4-8: 15%.17%=4K 10[3K 10].5K 15[6.4K 15]6.6K 207).3K X=Daily Avg Pass. Load ShuttleRide 4-8: 15%.17%=4K 10[3K 10].5K 15[6.4K 15]6.6K 207).3K X=Daily Avg Pass. Load Mass-Transit: 95%ac3X=35, 10[24K 10].5K 13, 5K 35[13, 58]1.3K X=Daily Avg Pass. Load (Trip-Mode assumptions (SCAG) = current 50%alone. 35%rideshare, 15.15.20%shuttle, 5%dramait future 45.40.25%alone. 35.35.20%rideshare, 15.15.20%shuttle, 5%dramait LAXpass Road-Impact totals: 102.1K Vehicles/day 139.2K 137K 137K 15.2.5K 76.3K Note: ESRA reduces by 35K/d LAXtotal daily Road-Impact totals: 107.44 157K 213.9K 213.9K 213.9K 213.7K 152.7K ESRA reduces by 35K/d

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John L. Graham July 21, 1997 Page 2	5. We would request that the FAA evaluate the quality of air pollution as emitted by aircraft, the noise problems with noise pollution, the problems with our local schools which are directly in the flight path, the continued violation of cutting of the landing patterns, and low-flying aircraft and jets that are flying into our airport at 2:00 in the morning.	You certainly would not want to live under these circumstances, and I hereby request that you would not demand that this kind of activity continue. Sincerely,	Edward Q. Carken Inja Parton							
Edmund A. Carlson, Ph.D. 2810 Butler Avenue Los Angeles, CA 90064 (310) 445-5604	July 21, 1997 John L. Graham	Chief of Airport Planning Department of Airports LAX Master Plan 1 Worldway, Suite 210 Los Angeles, CA 90045	Dear Mr. Graham:	I am fully aware of the Environmental Impact Statement and Report (EIS/EIR). I live in the air corridor of the Santa Monica Airport and have lived here since 1986. I own a single family home at 2810 Butler Avenue in West L.A., and I live here with my wife and two children. When we first bought the house, we had single aircraft flying overhead and everyone obeyed the rules of flights after 10 PM. Gradually, there have been more and more jets landing at the airport. We have had jets arrive and depart as late as 2:00 in the morring. This is not conducive to family, neighborhood, and safety.	I hereby would request that in the Environment Impact Report and in your planning for the L.A. Airport, make sure that we have no further activity in this particular area. I am informed that according to the Master Plan of LAX we might even find 737s from Southwest Airlines landing at Santa Monica Airport. This will cause the following to take place in our area:	1. We will have traffic concerns on local streets.	We do not have representation on the LAX Scoping Committee and would request this.	3. We have additional noise concerns affecting our schools.	4. If it should be that local jets are deleted from the LAX Master Plan, we would find ourselves taking up the slack. This would completely disintegrate our local neighborhood.	•

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Ma. Kalkryn L. Englw 424 W. Impovial slue. skoarlmant #E El Bayunda, Ca 90245

17, 1997 TT, 1997

Mr. Jack Braham, Chif of kirporl Planning, B.O.A. 24% Mader Plan Projed, 1 Norld Hay-Room 218, 26s Angela, Cd 90012 BE: Aisperd aparenian Plan

Dear Mr. Graham:

Naving tived have in A begunde for over 25 years, and 18 years at my current address abour, I ful that I must respond reporting the skyport Expansion Plan. I ful that I am some what an cutherity on the Yeats that the cirport has on the poople of A begunde being as I have lived directly corrors the sheet for the lad 18 years. The apochands where I have and most all of the apochands along Amporial Anorus are some of the olded in CH dogunds early for a fue. These older apochands were not built sund proofing, as they were built around the 1950. Because of this, the real is considerably houre. Most of the pools that live in them are beer income families the myself. Because most of us here on faced income, we carend alford the express of moving, or higher reals. They of the landlock will not put moving into sound to pools the texponse of moving, airpool has aqued to pay a pool of it. In addity, the buildings the buildings were though the airpool has aqued to pay a pool of it. In addity, the buildings themalows are not worth the express.

More I moved hero 18 years ago, the air braffe was probably less than half of what it is loday. It was noisy at times, but it was something that one could two with and you god used to. Now, it is so bad that you can't hardly hear yourself think. For example, you can't talk on the phone because you can't hear. If you want to watch a title IV or taken to the radies, poopt it. Mone somere doops in for a with you have to stop talking unry time a plane goes by because you can't hear what the person is saying. Now on balies, small children, elsior children, young adults, and so is soviers the myst who at two one and can't afford to pick up and nove even though we would the to. 30 make matters worse we are subjected to the pollution that the planes throw out when lating off not to mention the dominate that are used across the street in the maintenance hangers. I heard that they were were wing

combling that had advalor in it a while back. I am not xue if that was bur, but in any word you Should come here and so the pools that is on the window screens and on the cars that are parked outside. It ruins the paint (not to mention the inside and our furniture)! We are bracking that

Then you have be had shal pilob who refuse to achieve is regulations, repording early larne. The noise is so lead it kursh your saor. I have wen had thingo fall and break from the vehration. This were goes on up unlit 3:00 o'dook in the morning. As you have some planes are noiser than others. I have complained numerous times, as have a lot of poople. These for autiled I complained so much that I was practically on first name basis with them? They take your name and address down and you of a new practically on first name was not suping that hey walt investigate your complained, but realing is wer done. It is going to have a carson and suping that hey under won then, with money take have done I is a going to take a deader byton anyting is done, and wen then, with money take have bytes twee?

We are just little people brying to live the best are can. We are all for prograw. Iowever when it affects the tures of horned hard working people, their families, children, babies, and the debely, then a live must be drawn. People's mental and phyrical health are effected by the for bod's sole!

The beliem ties is, I am agained this apparion program because it is only going to make problems worse, not improve them. You asked that people responding this. Now I would the to know if this is going to change things. I doubt it as we till people really don't matter where morey and big turiness does. They said that they were going to do something about plats mationg each turns and so for nobling thes been done. I challenge you to do something about plats mationg due lofter is loo tale. If the been done. I challenge you to do something about these such a disarbe here, it will make things continue as bey have been, the day will come about you will have such a disarbe here, it will make the TMA coash took the making? It is really sad to think that morey is more important then a human ty. There is one more thing I would the to say, and it is to invite you over to my home and sit a gall. Hen you will know what I am talking about.

bincerely.

Kathryn & Engler

Kathryn I. Engler (310) 322–8743

John L. Graham Chief of Airport Planning Department of Airports LAX Matter Plan One World Way, Suite 218 Los Angeles, CA 90045	Dear Mr. Graham: This letter is in regards to the planned expansion of LAX. I recently moved to Manhattan Beach from the Westside. Despite my love for the community and the close proximity to the peach, my daily commune to work (UCLA) is a nightmare! After trying all the alternatives including vanpool and carpool, each one for a year, I am back, due to work schedule, driving myself to work everyday, on the dreaded and terribly clogged 405 Freeway. I most definitely thought, the City planners and our Mayor, well aware of the problem, would soon tackle this major hurddle that's chocking our city. However, to my dismay, there is no alternative planned by them, and for us commuters, no respite from the frustration, anger, rage, and eventual submission to the dreaded daily routine of driving 10 miles per hour, inhaling exhaust fumes from all the other		Just one last question, Mr. Graham: By the way, where do you live? I'm certain you and your family do not reside in Weschester, South Bay, or in the vicinity of the proposed expansion plans! Sincerely, WANN Lucy Artingan-Hoersch Manhattan Beach Co: Jane Harman, U.S. Representative
ly 18, 1997	s and I love it onths an increase ced an increase in s me greatly. I unity and fear tack up of planes e to expand their t want my town ion. With the ion cars and of our air.	o, or Thousand en you have to e room for further ty. No one that I hroats.	

July

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Mr. John Graham Chief of Airport Planning Dept. of Airports, LAX Master Plan One World Way, Suite 218 Los Angeles, ca. 90045

Dear Mr. Graham;

I have lived in Manhattan Beach for 22 years an here. I have noticed in the past several month in noise from the planes. I have also noticed soot on my outdoor furniture. This concerns me love the peace and quiet of our lovely communit that with the increase in flights and the stack already in the aincrease in flights and the stack flights over Manhattan and Hermosa. I don't wa ruined like Bl Segundo has been.

Also there is the concern of our air pollutic added planes and the additional congestion fi trucks, it is going to decrease the quality of

I beg you to go elsewhere. Palmdale, El Toro Oaks have a lot of open space. At lease when expand again after 2015, there will still be expantion when it becomes necessary.

I have talked to many people in our community know wants this expansion shoved down our thi

Sincerely,

mailene Konfren

MARLENE THOMPSON A CONCERNED CITIZEN

VIGGIAU

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Contraction of the second second

EDDIE ALBERT ARIAS 2388 Dewey Street Santa Monica, California

90405-6038

July 21, 1997

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John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045 Re: Environmental Impact Statement/Environmental Impact Report (EIS/EIR)

Dear Mr. Graham:

I live on the southwest corner of Dewey Street and Airport Way. We are located in the flight path of Santa Monica Airport, literally. Because I was assured that the airport had a noise abatement program. I wasn't worried about jets and other high-decibel aircraft. However, that is exactly what has been happening. When I had guests over recently, they felt that the last jet that flew by was going to "take my roof with it!" The office of noise abatement at Santa Monica Airport explained that they unmotive all flights for excessive noise levels. That's fine, but then what' I fit's a twenty-buck fine they against the officeders, then obviously that's not enough.

On the same note, if I (and other nearby homeowners) continue to suffer the noises from various aircraft, and the airport itself is unable to squelch it, then I request compensation for any sound-proofing done to my house in order to help stifle the aircrafts' noise. I hope the FAA seriously looks at the noise levels and environmental impact that the communities surrounding Santa Monica Airport are exposed to.

Please do not allow DC-9's or other large noisy jets to use Santa Monica Airport.

Please inform me when I may expect a response to these concerns. Thank you

Sincerel

Copy: Jim Donaldson, West L.A., CA

July 21, 1997

Mr. John Graham Chief of Airports Planning Department of Airports LAX Master Plan Project 1 World Way, Room 218 Los Angeles, CA 90045

RE: LAX Expansion

Dear Mr. Graham:

I am very concerned that expansion of LAX airport will adversely affect the surrounding communities.

Traffic to, past and around LAX is not good today. At any time of day, Sepulveda Blvd., La Tijera, Century Blvd., Aviation Blvd. and the 405 Fwy. is backed up. Any additional traffic will only increase this problem.

Noise from airplanes today is noticeable. An increase would have a negative impact on the health and quality of life for the communities surrounding the airport. An expansion of the Hawthorn airport is intolerable. When buying a home in an area, one of the issues is the surrounding infrastructure. To increase capacity at a small airport unfairly asked the communities in the flight path to suffer a safety, health and financial burden.

Please take the above mentioned into account.

Sincerely,

Mark C. Oliver 1617 Mathews Ave. Manhattan Beach, CA 90266

310/798-9313



TOM STEMPEL 2711 Coolidge Ave , Los Angeles , California , 90064	7997 YIU 12	Mr. John I. Graham, Chief of Airport Planm≢ng Department of Airports LAX Master Plan Project 1 World WayRoom 218		I am writing you to give you additional information for the Environmental Impact Statement/Environmental Impact Report you are preparing in regard to development and changes at LAX.	My concern is in relation to how this will effect the Santa Monica Airport, since I live directly under the approach lanes to the Santa Monica Airport, the third house from the corner south of Richland Elementary School. If you draw a line back from the runway at the airport, our house is under it.	My concern, dwiously, is that increasing commercial traffic at LAX may lead to increased use of the SM Airport by exeuctive jets, like the one that just flew over as I was writing this.	not the province went another onehas been within limits, since oops, there went another onehas been within limits, since the prop planes made no moreand sometimes lessnoise than cars and motorcycles on the ground.	In the last few months, however, the excutive, or as we refer to them, the movie star jets, have been coming in much lower and much louder. Woa, that last one must have been Travolta's jet. We are concerned, however, not only with the noise and pollution, but with the safety issue. In the 26 years	we have lived in this area, all the planes that have crashed have so far not killed anyone on the ground, but with the way the jets land, it would not surprise me if in the future they take outhey, that one was not too badthe Richland school and a few hundred children.	I think you really ought to consider making enough room for the executive jets at LAX for the forseeable future. Sincerely yours, P.S. You notice that I did not even mention the helicopters, which now that the Cirque de 0.J. has faded away, are not nearly so bad. See, there is hope.	
July 20, 1997	John L. Graham, Chief of Airport Planning Department of Airports LAX Mater Plan Project 1 World Way - Room <u>218</u> Los Angeles, Ca.	90012 Č Dear Mr. Graham,	I am writing in opposition to the expansion of LAX plan 4. I am one of thirty-four owners that reside at Plaza Townhomes. We are located three blocks west of Hawthorne Blvd. and one block south of 120th Street.	Today from the current traffic at the Jack Northrop Hawthorne Airport, most traffic fly's very near our homes and the noise and silt are bad. Any increase in traffic from larger planes will increase the noise level and lower our	property values. I happen to one of the many families that were bought our in Westchester to make room for Parking Lot C. Before our home was purchased I could wave to the pilots landing on the north runway from my kitchen window and back yard.	I am opposed to option 4 of the LAX 2015 plan.	Respectfully submitted Matthe A. Barlo Matthe Eaile	Maruna G. Balls 4634 W. Broadway Hawthorne, Ca. 90250-3608 310-644-2857	cc: Hawthorne City Council		

July 17, 1997

John L. Graham, Chief of Airport Planning Department of Airports LAX Master Plan Project 1 World Way - Room 218 Los Angeles CA 90012

Dear Sirs:

Once or twice a year I book flights out of LAX. Most of the time I try to make my schedule so that I may commute by bicycle. But, like most trips, traffic in the immediate area of the airport is much to be desired. Because I use my bicycle for transportation purposes, where the road is too narrow to share with a motor vehicle, by law I take the entire lane of traffic. I must deal with motorists who are in such a hurry that they harass me because I am taking up their space. I am not deterred by these inconsiderate individuals.

Now is the time to correct such transportation errors. By installing bike lanes on major arterials, trucks and busses would enjoy a better turning radius, employees in the airport complex would be able to use their bikes to commute and save time, not pollute, and be a part of a bigger solution with our air quality problems. Better yet, a bigger percentage of passengers could use alternate means of getting to the airport with better bike parking that you could install. "Bikes do Belong," say the League of American Bicyclists. Our Golden State has excellent guidelines for installation of bicycle facilities. The LAC MTA and the City of Los Angeles DOT are actively pursuing good bicycle projects. The Los Angeles Department of Airports needs to be a part of the solution to pollution.

You may contact me anytime at (310) 639-9348. I appreciate being able to submit input to this project.

Suth E. Barnes Verytuuly

Čity of Los Angeles Bicycle Advisory Committee Past President of the California Association of Bicycling Organizations

Past President of the California Association of Bicycling Organizations 1.68 August 1.19 California Association Dicyclists 1.16 member of the Lean of the Vanching Youth Hostels 1.16 member of Adventing Youth Hostels 1.19 member of Adventing Vanching

sc: 2nd Dist Supervisor, Yyonne Brathwaite Burke

4170 West 122 St. Hawthorne, CA 90250 July 15, 1997 LAX Master Plan Team Los Angeles World Airports P.O. Box 92216 Los Angeles, CA 90009-2216

Dear Master Plan Team:

Though much opposition has been expressed by some residents affected by one of the four concepts in the proposed airport Master Plan project, I wholeheartedly welcome concept 4; the acquisition of 300 acres west of the Hawthorne airport- the area in which I own a home.

Because these areas are more desirable, much is at stake for the residents and businesses in the more exclusive cities of Westchester, Manhattan Beach, Playa del Rey, and El Segundo. Businesses within proximity and adjacent to LAX that have an indirect or direct relationship with the airport, will be negatively affected; economically and environmentally. Because of this reason, if cost is any concern, considering any of the concepts other than 4, would have a devastating impact.

The city of Hawthorne is an economically depressed and blighted area. The economic boom of the defease industry has come and gone. If the plan is implemented, for the city of Hawthorne, it would be an improvement, relieve myself of the task in trying to sell my home, and, it would give me the opportunity of relocating.

I'd like to know how I can direct my opinions to the correct parties, so I might have an influence in their decision to use Hawthorne in the LAX expansion project.

Murhan O. D. agu Michael A. D'Aguilar Sincerely,

MD/md

Sie: en and Mary Ann Crecy 1148 Second Street Hermosa Beach, CA 90254 Tel: (310) 379-2316	July 15, 1997 John L. Graham, Chief of Airport Planning Department of Airports LAX Master Plan Project 1 World Way - Room <u>218</u> Los Angeles, CA 90012	RE: LAX Master Plan Project As area residents and LAX patrons, we are very concerned with the potentially significant environmental impact of the proposed expansion of the Los Angeles International Airport, known as the LAX Master Plan (no case number assigned). As residents of the nearby City of Hermosa Beach, we are concerned primarily with all scenarios (except the do nothing alternative) causing:	 The increase in vehicular traffic (vehicle trips) and traffic delays in and through our City and the region The increase in air pollution which would result from a large increase in air traffic at LAX and which is likely to affect the region The increase in noise pollution from additional flights generated by the proposed airport expansion 	 The increase in visual pollution of scenic vistas caused by numerous aircraft The increase in risk of air crashes in our area, due to the increase in air traffic The increase in vehicular collisions, resulting from increased vehicular traffic in the 	region The increase in taxiway collisions resulting from an expansion of airport operations The need for significant increases in Governmental Public service, including Federal, State and Local resources The increased demands on regional infrastructure
Date: July 15, 1997 To: John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045	I attended the LAX 2015 meeting in Hawthorne today because I am a Playa del Rey homeowner. But I am writing because I am very disappointed by the lack of business sense of the plan. I believe that it is possible to achieve or exceed the economic objectives without the massive expense.	What needs to be considered in the LAX 2015 plan are the relationships between LAX and the other Los Angeles and Orange County airports. Considering LAX alone would be similar to considering Kennedy alrport and disregarding LaGuardia and Newark.	examining LAX, Hawthome, Santa Monica, Burbank, Long Beach, John Wayne, Ontario, etc. altogether. Each airport could be marketed and minimally adjusted to focus on different air traffic. What is the most profitable for LAX? Commuter passengers? International passengers? Private planes? Cargo? Again my intuition is that LAX wants to focus on the most profitable and let the less profitable go to another airport (e.g., private jets to Santa Monica; cargo to Ontario, etc.).	I believe that the LAX 2015 plan should examine growth across the region without massive expense to LAX. I believe that the region can meet or exceed its objectives with minimal expense.	John Hotta, Playa del Rey homeowner John Hotta, Playa del Rey homeowner Home phone: 310-306-2423; home fax: 310-821-8368 8162 Manitoba Street Unit 311 Playa del Rey, CA 90293

5-	Comment Sheet	You may use these categories to organize your comments about what to include in the Environmental Turned Statemark University Invest Period (INSUP) are add categories of immediance to you	Air Quality Traffic/Circulation Land Use Public Services/Utilities Noise Employment Energy Conservation Population Population Housing Water Quality Safety/Kisk of Upset Cultural Resources		See attached letter)	Thul you	Build the airport in Palmelale !!!	•	Name March David Phond: AX D 649-1636 Organization (if applicable) Resident 0.4 0.0 0.0 0.0 Address 6513 U 84 0.0 </th
■The lack of funding for off-site improvements and or/mitigation measures and monitoring	■The potential loss of revenues which may be diverted from existing programs in order to support the expansion	Potential delays and inconvenience during the long construction phase	Peotential increases in crime, including auto theft, robberies and fraud The list of potential significant environmental effects noted above is not conclusive, however all are items which should be addressed by the Environmental Impact Statement	and the Environmental Report prepared for this project. Should the project be approved, mitigation measures which address traffic issues in Hermosa Beach and other South Bay Cities need to be identified and FUNDED, prior to expansion.	Please add our name to the list for notification on future hearings regarding the above noted project.	Sincerely,	Eleven A. Crecy Mary Ann Crecy Mary Ann Crecy	cc: Honorable Jane Harman, 36th Cong. Dist. City Council , City of Hermosa Beach		24

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	the catalyst of its destruction. In short i find all of the four proposals presented by the LA Dept of Airports on July 12, 1997 nothing short of:
Ruth Galanter, Councilmember	
L.A. City Council	 Community Holocaust (west to Santa Monica, south to Redondo Beach and east to San Bernardino)
Dear Ms. Galanter,	 Business and Local Economy Holocaust
I have attended the "Notice of Public Scooping Meeting" held on Saturday July 10 1007 at the Droud Bird Bostonicat composed by the I A Docement of	Transportation Holocaust
is, rest an use more and restaurant sponsored by use L.A. Department of Africorts. This was the first and only time to my knowledge, that the LA Dept. of Aircorts alan of extransion coind forward for the vear 2015, was ever made	Environmental Holocaust
available to the public. At this juncture it is important for me to properly identify myself. I am both a homeowner and resident of Westchester. California. And as	Health Holocaust
such and after attending the only meeting available to the public and carefully examining the paltry information given, one and only one conclusion is even possible.	Also I would like to add that it would not be sound proofing that would be needed with such proposals as advanced by LAX but rather bunkers would need to be constructed for the homeowners in the area.
This Plan Must Be Stopped!	I thank you for taking the time to read this letter. Further I am sure that with God's intervention and with fair, sound, well represented leadership and planning
Ms. Ruth Galanter, as our honorable elected representative of the 6 th district, I	this has the potential in being something truly great for all in the state and particularly, for southern California.
respectuary and extrements request that you see to it to <u>nave at resumming or use</u> placed immediately on ALL the LA Dept. of Airports expansion plans. Please obtain a court injunction if necessary. All documents and plans must be	Respectfully,
seized and turned over to a responsible, neutral and well represented regional council composed of community leaders and its citizens, educators, health care officials, regional business owners and leaders, scientists, transportation experts	
and leaders, regional positions of an experts, ecologists, and churchmen. It is insane to	Mary I. David
think that this is simply a business plan effecting the financial solvency of a single entity. Quite to the contrary. The expansion of an airport doubling the size and capacity of the existing LAX is something that will effect not only the LAX airport	CC John L. Graham, Chief of Airport Planning David Kessler, Environmental Protection Specialist Planner
but the communities, businesses, schools, churches, economy, transportation, law enforcement and ecology and health of every resident in southern California	
now and in the future as well. Therefore, it is only logical, reasonable and sound to have the ideas and involvement of the entire region to develop and implement a plan that will undoubtedly effect the life and well being all everyone in the entire	The a sport must be built
region. Please allow me the liberty to explain.	i Palmade no other
To place an airport of the dimension and capacity proposed in the center of one of the world's largest megalopolis is like putting a nuclear reactor in the middle of the city that it marginally serves. Now, no one would ever really desire to halt an expansion that has the capability of advancing the life of its citizens provided that such an expansion would enhance and develop a better quality of life and not be	folition is possible.
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3041 Airpoint Boulevrind, Suite isto los Angeles, CA 30045 Telephone: 310 215-0500 Fin: 310 216-4952 business owners whose properties and businesses are located on or adjacent to become a property-based Business Improvement District. The goal of the Gateway to L.A. Business Improvement District is to try to bring about physical and economic revitalization of the Century Corridor. Properties in the Century Corridor were the LAX improvement program should be supportive of economic development in the Gateway to L.A., Inc. ("Gateway") was formed by a group of commercial property and Century Boulevard*, leading to Los Angeles World Airport. Gateway's members Real Estate, Crowne Plaza Hotel, Sheraton Gateway Hotel, Travelodge Hotel, Holiday Gateway is in the final stages of formal approval by the Los Angeles City Council to significantly impacted by the recession, experiencing a significant decrease in property We understand that the Los Angeles World Airport (LAX or Airport) is planning a major expansion of passengers, cargo capacity, and Airport facilities, as well as the development of an automated people mover system and improvements to the ground access system. The proposed expansion of the Airport will have many impacts to commercial property and business interests in the Century Corridor, including but not limited to construction-related impacts, traffic and circulation impacts, and land acquisition by the Airport. Gateway intends to coordinate its investment in the Corridor Gateway to L.A. requests that as the EIR/EIS is being prepared, that the ownership interests of the commercial businesses and property owners in the Century Corridor be impacts to the Century Corridor from the project and any related projects (including but glare, noise, air quality, housing, and disruption to businesses), identify potential adverse impacts to the Century Corridor. Gateway believes that with proper planning Gateway also requests that an economic impact study be included in the EIR/EIS to include General Electric, Arden Realty, First Commercial Corporation, R&B Commercial considered. Gateway asks that the EIR/EIS identify and analyze potential adverse not limited to transportation/circulation, right of way, aesthetics, land use, light and mitigation of those impacts, and evaluate alternatives which could lessen or avoid Corridor, and LAX's investments should result in a net economic benefit to the area. address the economic impacts on Century Corridor properties and businesses from the Inn, Renaissance Hotel, LAX Hilton Hotel and others. with LAX's billion dollar expansion program. values and low occupancy rates. DEPARTMENT OF AIRPORTS One World Way, Suite 218 Los Angeles CA 90045 proposed LAX expansion. Chief of Airport Planning LAX MASTER PLAN Mr. John L. Graham Dear Mr. Graham: C E N T U R Y O 5 10: JOHN & ORTHAN CH 90244 MAN BCH NO EXPANSION OF UPYIS MOCH BULLU PUANNING. NEEDER THON THAT RAUE



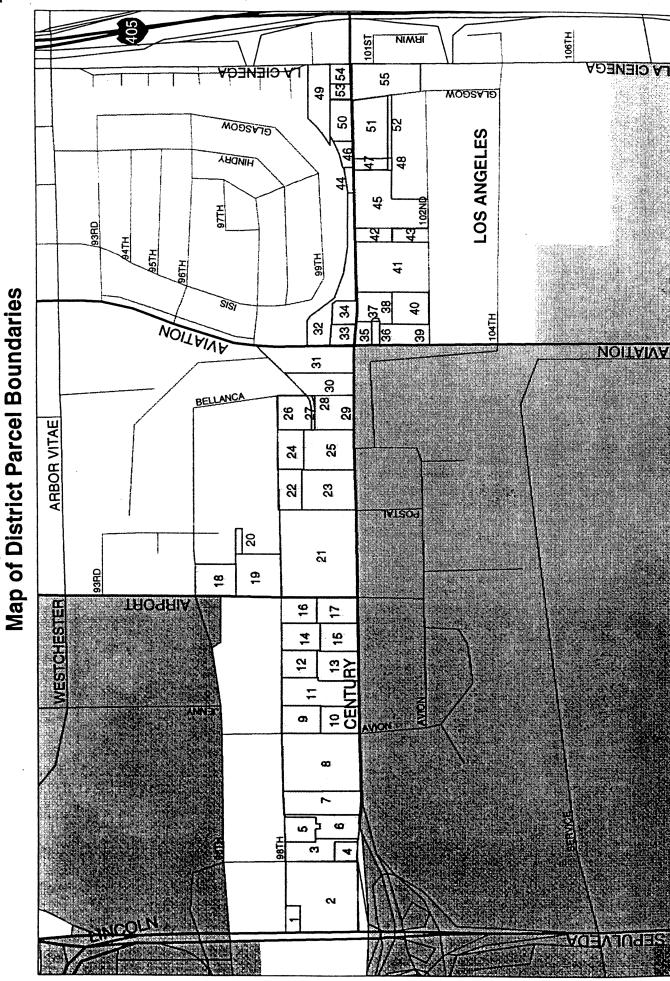
John L. Graham/DOA July 29, 1997 Page Two of Two Gateway to L.A. looks forward to working with the Department of Airports on these issues in a spirit of cooperation and partnership.

Very truly yours,

Allan Popper Chief Executive Officer GATEWAY TO L.A., INC.

The boundaries of the Gateway District, also known as the "Century Corridor", are as follows: Properties along the north side of Century Boulevard from LaCienega Boulevard to Sepulveda Boulevard, and along the south side of Century Boulevard from LaCienega Boulevard to Aviation Boulevard. The district also includes properties with physical addresses on LaCienega Boulevard, 102nd Street, 98th Street, Aviation Boulevard and Airport Boulevard. A map of the Century Corridor/Gateway District is attached.

czo 9841 Ampront Boulevino, Suite isto los Angeles, CA 90045 Telephone: 310 215-8500 Fax: 310 216-4952



Parcels in District (numbered)

© Prepared by Kosmont & Associates, Inc. April 11, 1997

Gateway to L.A. (Century Corridor)

Gateway to L.A. (Century Corridor) Property Business Improvement District Index of Parcels/Common Names

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	Pullqing Name/Use	Ist NationWide		6171 Continue Building	Almost Center I	Airport Center 1	Commercial Lot	Sheraton Gateway	Skyview Center	Skyview Center	Crowne Plaza	Parking Structure	Airport Center II	Parking Structure	Royal Airport Center	Embassy Suites	Airport Center III	Renaissance Hotel	Continental Plaza Hotel	Continental Plaza Hotel	Marriott Hotel	Century West Plaza	Century BI. Tower/Atrium	Centroplex III, Office	Hilton Hotel	Vacant Comm. Lot	Commercial Vacant	Vacant Comm. Lot	Vacant Comm. Lot	Cart's Jr.	Live Nudes	Travelodge	Texaco Gas Station	Denny's	Union Gas Station	Parking Lot	Light Industriat	Heavy Industrial	Light Industrial	Light Industrial	Light Industrial	Panding Lot	Terr Del	Westin Hotel	Parking 1 of	I inter industrial	Parking Lot	Holiday Inn	Quality inn Hotel	Office Building	Parking Lot	McDonald's	Arco Gas Station	Office Building
	DBM C Constructo Bhu	6261 M/ Canture Bhul	COL W. Century and	6171 M. Century Divu.	6151 W. Century Blvd	6151 W. Century Blvd	6135 W. Century Bhd.	6101 W. Century Bhd.	No Street Address	6033 W. Century Blvd.	5985 W. Century Blvd.	5960 W 98th St.	5959 W. Century Blvd.	5940 W 98th St.	5933 W. Century Bhd.	9801 Airport Bivd.	9841 Airport Bhd.	9620 Airport Bivd.	9750 Airport Blvd.	9750 Airport Bhd.	5855 W. Century Blvd.	5777 W. Century Bhd.	5757 W. Century Blvd.	5721 W. Century Blvd.	5711 W. Century Blvd.	No Address	No Address	No Address	No Address	5625 W. Century Blvd.	5601 W. Century Blvd.	5447 W. Century Bhd.	5551 W. Century Blvd.	5535 W. Century Bhd.	10000 Aviation Blvd.	10010 Aviation Blvd.	No Address	5540 W. Century Blvd.	10100 Aviation Blvd.	5535 W. 102nd St.	5535 W. 102nd St.	5440 W. Century BMd.	5307 W. Cuthu St.	5400 W. Century Dird.	5301 W Century Blvd	5310 W Century Blvd	No Address	9901 S. La Cienega Bhd.	5249 W. Century Bhd.	5260 W. Century Blvd.	No Address	5225 W. Century Bhd.	5201 W. Century Bhd.	5220 W. Century Blvd.
	I an Appello Bronch:	Lus Aligeres Fruperty Afamo Ladal J TD		Contract LLC	General Flortric Credit For Inc.	General Flectric Credit Eq. Inc.	Los Angeles County, MTA	LA Airport Hotel Venture	Arden Realty	Arden Realty	NAHOP Partners, c/o Westmont	General Electric Credit Eq. Inc.	General Electric Credit Eq. Inc.	General Electric Credit Eq. Inc.	KOAR Inti. Airport Cen. Inv. Pt.	FelCor Suites LP, c/o Promus Hotels	General Electric Credit Eq. Inc.	Hotel Property investments Inc.	Sitinvest USA Inc.	Sitinvest USA Inc.	Hotel Properties LP, Lehman Bros. Group	LAT Investment Corp.	5757 Leasing Inc.	California Investment Fund	Fortuna Enterprises LP	California Investment Fund	California Investment Fund	California Investment Fund	California Investment Fund	Century Investments Inc.	LRW Century Investments LLC	Airport Century Inn LTD	Loh, Daniel Y & Janet U	Airport Century Inn LTD	Lee & Kieter Devi. Co.	Lee & Kieter Devi. Co.	Lee & Kleter Devi. Co.	Lee & Kieter Devi. Co.	Lee & Kleter Devi. Co.		A & R Mgmt. & Devi. Co. and Black	MBGF Properties	Moor Frovenes Central Investments Inc	String investments inc. String Andelse IIC	Century Investments Inc	Second Part of Almort, Century Enternrise	Pacific Coast Properties	NAHOP Partners, c/o Westmont	Quality Inns Inc.	A & R Mgmt. & Devi. Co. and Black	Pacific Coast Properties	McDonald's Corp.	Attantic Richfield Co.	Arden Realty
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July 27, 1997

Mr. John L. Graham Department of Airports LAX Master Plan Project 1 World Way Room 218 Los Angeles, CA 90045

Dear Mr. Graham:

It is very hard for my family to believe that our beautiful Westchester is being picked upon again by the airport. Years ago, there were hundreds of families displaced and hundreds of family homes that were destroyed because of the airport. I can't believe that there is another plan in the works to harm our community for a second time. You are little by little destroying a family community. Your number one responsibility should be the welfare of the surrounding communities since the airport is the intruder, not the homes and families that are here. There is an airport in Ontario that is aching to get more business. They have the land to expand for years and years. Los Angeles is so greedy they want it all no matter the means they go about getting it. They want all the revenue from the airport no matter what it does to the people who live here. Face the fact that Westchester and the surrounding cities don't want this expansion. It is unconscionable of the Department of Airports to continue eroding away entire communities when there are alternative areas for an airport, and much safer areas I might add. Nobody wants a larger airport and fewer homes and places to live. It pollutes our neighborhoods where children are born and raised. The airport keeps moving closer and closer to homes and business. It is an accident waiting to thappen. It is unhealthy now and there are plans to make it worse. We smell the fumes and have the residue of the fuel on our cars and houses now and you still we are breathing into our lungs.

6/16/97 Kosmont Associates, Inc., 601 South Figueroe Street, Suite 4855, Los Angeles, CA 90017 Tei: 213-623-8484

Page 7B

	NORTHROP GRUMMAN Miltery Events Division Nontrop Grumma Corporation One Homeway El Segurito California 2015-2804 Telephone 3016-232-2804 Telephone 3016-232-2804	29 July 1997 John L. Graham Chief of Airport Planning Department of Airports, LAX Master Plan One World Way Suite Stine	Los Angeles, CĂ 90045 Subject: Scope of Draft Environmental Impact Report (EIR) - Proposed LAX Expansion Dear Mr. Graham: Northrop Grumman Corporation, Military Aircraft Systems Division, (MASD) would like to take this	opportunity to expand on the comments we made at the 12 July public scoping meeting relating to Concept 4. Issues of concern to us, which are addressed below, are land use, noise, safety, environmental releases, and air quality. Land Use: The expansion of the Hawthorne Airport would not only result in the demolition of MASD's Advanced Manufacturing Center building on Crenshaw, but it could potentially place constraints upon ongoing operations within the main manufacturing complex on Northrop Arenue between Crenshaw and Prairie (the East Complex). The EIR should include a detailed analysis of how Northrop Grumman facilities will be affected by this alternative. Mr. Loren Williams of our Corporate Facilities Department, phone 310-201-3041, should be your primary contact.	Noise: The EIR should include a detailed analysis of what noise levels would be experienced by employees and visitors at the East Complex as a result of the significantly increased activity at Hawthome Airport. Being located immediately adjacent to the airport, MASD is concerned about the adequacy of possible mitigation measures Safety: Again, because of the proximity of the East Complex to the Hawthome Airport, the EIR should provide a thorough explanation regarding the maintenance of the safety and security of both the people and the structures at this facility. The EIR should also address emergency response capabilities in the event of an accident fuel sulls, releases to the Dominguez Channel, etc.).	Air Quality: The EIR should include a detailed analysis of what air quality levels would be experienced by employees and visitors at the East Complex as a result of the increased activity at Hawthorne Airport. Further, it should consider the cumulative impact of the new operations and our existing manufacturing functions on nearby residents and workers. Environmental Releases: The EIR should provide an analysis of the risk to the environment due to fuel leaks and soils to the soil, groundwardrer, Dominguez Channel and air.	Resycted Paper
Mr. John L. Graham Department of Airports July 27, 1997 Page 2	Westchester doesn't get any benefit from the money that the airport collects but	every twenty years we do have to put up with our homes being condemned by the airport and more and more of the community being taken away from us. We want our community to stay as it is. This is where we live and raise our children. It is important to us. We have a right to say no to this expansion and to the <u>seizure</u> of our property. Most of these homes were here before the airport was enlarged. The sirror is encreaching on us the hore way anound. Go comentance also where	you don't have to uproot peoples lives in the process. People have put their entire lives into buying their homes in this community and raising their children here. The airport has always had its way with our community. If people don't agree with the, they condemn their property and take over the land in that manner. This is a barbaric way of doing business. It should also be illegal.	Sincerely, Mrs. & Mrs. Lang Llen Lacco Mr. & Mrs. Gary Steinhauer & Family 7617 Airport Blvd. Westchester, Ca. 90045			

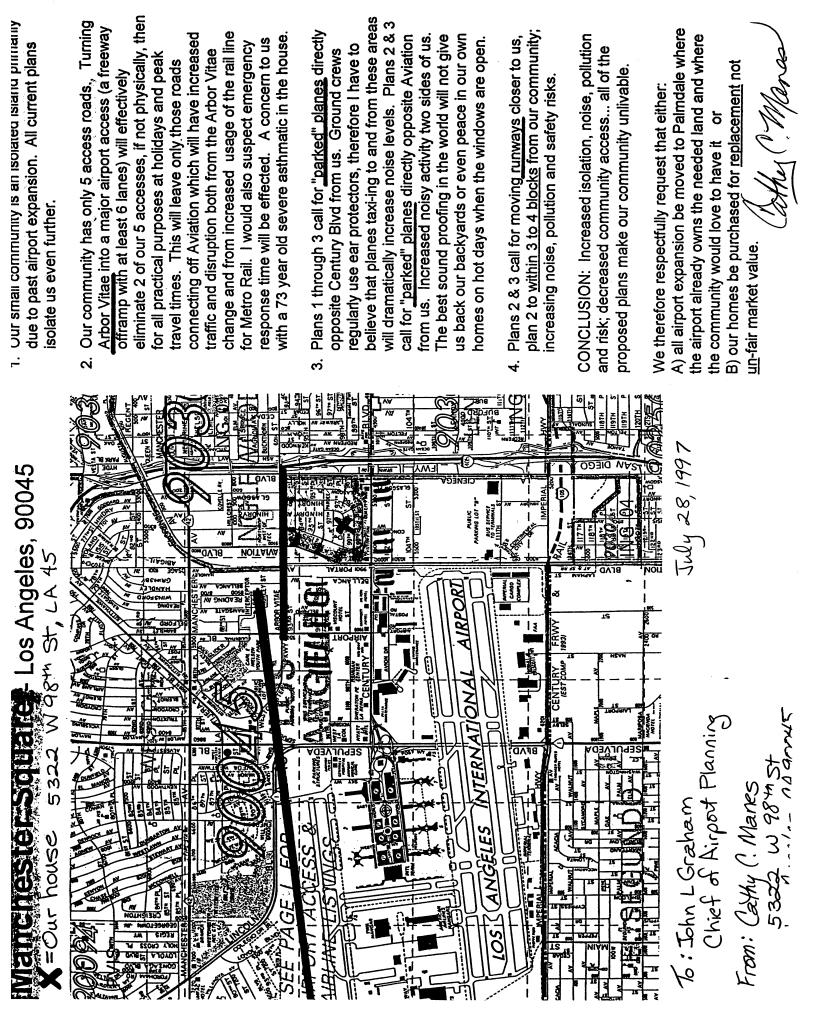
Ann S. Locke 5310 W. 137 th St. Hawthorne, CA 90250 July 28, 1997	John L Graham Chief of Airport Planning Department of Airports LAX Master Plan One World Way, Ste 218 Los Angeles, CA 90045 Dear Mr. Graham:	I would like to add to this letter the rollowing comments: First, the noise from LAX is already too loud in my community (Hollyglen area of Hawthorne). There are some nights when airlines are testing their jet engines, and it is so loud, you cannot concentrate. Other nights, the noise from the planes is very loud.	Dechapes) are incredibly loud. Several have taken off at 2 or 3 in the morning, and it vibrates our entite house, and wakes us, our baby, and our dogs up. We could not stand to have that happen all the time. That's why we oppose the LAX expansion to Hawthorne Airport. One thing you can be sure of if LAX does expand to Hawthorne Airport, is that you will have to sound proof the houses in Hawthorne, just as you had to for El Segundo. That will greatly add to the expense of the expansion.	Please vote for NU expansion at LAXI Sincerely, Ann S. Locke	
PA12-97-162 Page 2 Page 2 or would like to discuss them further, please contact					
J. L. Graham Department of Airports If vou have anv questions about these comments o	the undersigned at 310/331-7544. Sincerely, M. M. Yamada Director Air Quality Environmental Resources NORTHROP GRUMMAN CORPORATION Military Aircraft Systems Division	cc: L. Williams 90/127/CC T. Haltmeyer 30/PA12W9 R. Holiday 30/PA10W9 R. Shea 30/PA00W9 A. Uzemeck 30/WX00W7 J. Hart 90/173/CC			

July 29,1997 rattle my windows + The Tuffic is similaly affected - Dosaid this bluck soot one who is against enlarging LAX. her ben You my require me as added. (not to wention grine all over my cheri kings - and three of others - could be wel residue Right now it is noisy enough the so heavy at times around LAX That we click need anymore human out los purmiture that leads we argument Dear My. Frakami, covering come from ant? Lon My Angeles International Airport to acquire the Hawthorne Airport, is particularly disturbing on the citizens of the Hollypark housing tract will be devastating to their health, peace of risk. Los Angeles International Airport has simply run out of room in the South Bay and should start looking at alternatives such as El Toro, Pomona or Palmdale for its affect on the health of all of our families; with the elderly and children being the most at Airport. All four of the proposed plans would significantly reduce the quality of life for mind and to property values. In addition, Plan Four will have a devastating affect on all Hollyglen area where my family lives) and parts of El Segundo and Mathattan Beach. There is already too much noise, traffic and air pollution—we do not need to add more! While we are opposed to all the proposed expansion, Plan Four, which calls for the Los Hawthorne into a bustling metropolitan commuter center. The noise and traffic impact growing list of people opposing any and all expansion of the Los Angeles International The noise and air pollution caused by the proposed expansion would have an unknown nomes in its flight path, which includes much of the City of Hawthorne (including the to us. It turns a quiet airport next to one of the nicest residential areas in the City of My family resides in the City of Hawthorne and would like to add our voice to the Phone Number (optional) City, State and Zip We urge you to choose Plan Five: NO EXPANSION AT LAX! Signature Address Name 90250 2 citizens in the South Bay area 1374 3 One World Way, Suite 218 Chief of Airport Planning Delle Los Angeles, CA 90045 Department of Airports SCKE the THORNE B10-643-11 LAX Master Plan Dear Mr. Graham: 5310 W. expansion needs John L. Graham had uly 28, 1997 Sincerely. Ann

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Airport, Aviation, La Cienega, etc.) The plan should also include planned mitigation efforts to be 6. The plan should require the extension of the Green Line/Blue Line light rail systems to The plan should include methods of measuring and recording pollution levels generated by airport operations and establish acceptable limits and penaltics for exceeding those There should be no relocation allowed of noisy, polluting, toxic or dangerous facilities toward any residential neighborhoods. This should include fuel storage facilities. 7. The plan must clearly identify the proposed street improvements scheduled to connect 5. The plan must include transferring, to the greatest extent possible, the cargo facilities addressed as part of the proposed LAX 2015 Master Plan for Los Angeles International Airport. connect the terminals with the rest of the City. The plans should indiacte methods of achieving the goal of accommodating a minimum of 50% of the increased passenger traffic prior to the 4. Any future adjustments in operations should not be allowed to shift the heavier loads 1. The plan must identify not only noise contours but also identify projected maximum to other airports (Palmdale, Ontario, and Van Nuys) including the necessary connecting rail the airport with the adjacent freeways. (San Diego, Century, Marina) The plan should clearly The plan must include and identify methods of noise mitigation. For example, locations of berms, walls, trees and other methods to reduce the noise impact on Manchester 1 The following is a list of issues Manchester Square Property Owners feel should be į 3. Any additional or relocated runways must be located away from the Manchester identify the scheduled improvements for the adjacent surface streets. (Lincoln, Sepulveda, 10. All possible alternative landing and take-off approaches should be considered noise levels and frequency of events with comparisons to current noise levels including increased use of full over ocean operations at all times of the day Square area, no locations should be any closer to our residences. use during the construction of these road improvements. Square should be addressed. completion of the build-out. To All Concerned Parties, to the inboard runways. services. limits. Watchester, CA 90045 Janua (m an elment suffy yes dely ound, that , although it may been here 1th it was muce "The air part was been have only the equility in my home any not ", but after some research The years when I am um And was slited serves almeri 3 735 4 Femdele Ś I 2 0000 value Smeller--\$ ent made larace A NO : work

Marik you, Rudied & Maloney William D. Maloney with plans to live out our lives Please consider " Reople" in your plane, not merely the money that will come with expansion July 27, 1997 Alere. Weive Sured with the norse location. Sound proofing is not also, consider the attached letter compiled by property oursers in our We brught our horse in 1956 you retured on a fixed incorre and an pollution of the 1970's expansion and need no guither diaringtion in daily lives. wherewithal to move to another we have reither the desited or Whe are opposed to any further to whom it may loncern: expansion of LAX! the answer! arec. 11. The plan must address the issues of land use in Manchester Square. Residential use in this area that is completely surrounded by commercial, industrial, and airport facilities and is not compensation of past increases in noise levels when those easements will be used to continue the surrounding the attendants. The interior portion of the tract is single family residences which are 14. The Master Plan should be a truly long term plan developed to include all of the areas 12. The planned home insulation program scheduled for Manchester Square will not be now 25 years later that it is getting around to the soundproofing. The "interim plan" adopted in Westchester by previous expansions of the airport. There is no "open space" within the Square around the airport with a maximum capacity build-out identified for the limited space available to the airport. The airport should be required to implement all aspects of the approved plan, not expansion or land acquisitions and promised soundproofing for the effected neighbors. It is just ever expanding desires of the Department of Airports. Sound insulation may make the interior Manchester Square as "Medium Density" housing but the Planning Department never rezoned station/liquon store and another liquon store both of which have 1" thick bullet proof glass 1980 called for connections to mass transit, a people mover on Century Blvd. and Sepulveda Neither of these projects have been completed or even started. The list of broken promises is 13. Manchester Square is in a unique location. It is already isolated from the rest of adequate compensation for the loss in quality of life, property values and general nuisance Bivd. It called for Lincoln to be tunneled to Imperial Highway with access to the terminals. surrounded by apartment buildings. The Westchester Community Plan identifies all of just the portions it finds useful. In the 1970's the airport said there would be no further 5311 W. 98th ST. Los Angelés, CA 90045 the property. We are probably lucky they didn't but it has lead to a very dysfunctional created by the airport. It is not fair or just to demand "air casements" in exchange for and there are no places for children's activities. The only stores or markets are a gas appropriate and will only become more unacceptable with the planned expansion. life more bearable but it does nothing to address the loss of use of the "backyard" Judith & haloney very long. Why will it be any different this time? <u> </u><u>s</u><u></u><u></u><u></u><u></u><u></u> JUL 3 0 1997 community. Sincerely,



11. The plan must address the issues of land use in Manchester Square. Residential use in life more bearable but it does nothing to address the loss of use of the "backyard". S M J very long. Why will it be any different this time? Los Angeles UA 20045 532/2 W 98th St community. Sincerely, Airport, Aviation, La Cienega, etc.) The plan should also include planned mitigation efforts to be 6. The plan should require the extension of the Green Line/Blue Line light rail systems to generated by airport operations and establish acceptable limits and penalties for exceeding those 9. There should be no relocation allowed of noisy, polluting, toxic or dangerous facilities 7. The plan must clearly identify the proposed street improvements scheduled to connect 5. The plan must include transferring, to the greatest extent possible, the cargo facilities to other airports (Palmdale, Ontario, and Van Nuys) including the necessary connecting rail connect the terminals with the rest of the City. The plans should indiacte methods of achieving the goal of accommodating a minimum of 50% of the increased passenger traffic prior to the addressed as part of the proposed LAX 2015 Master Plan for Los Angeles International Airport 4. Any future adjustments in operations should not be allowed to shift the heavier loads 1. The plan must identify not only noise contours but also identify projected maximum the airport with the adjacent freeways. (San Diego, Century, Marina) The plan should clearly locations of berms, walls, trees and other methods to reduce the noise impact on Manchester The following is a list of issues Manchester Square Property Owners feel should be identify the scheduled improvements for the adjacent surface streets. (Lincoln, Sepulveda, 3. Any additional or relocated runways must be located away from the Manchester 10. All possible alternative landing and take-off approaches should be considered 8. The plan should include methods of measuring and recording pollution levels 2. The plan must include and identify methods of noise mitigation. For example, toward any residential neighborhoods. This should include fuel storage facilities. noise levels and frequency of events with comparisons to current noise levels. including increased use of full over ocean operations at all times of the day Square area, no locations should be any closer to our residences. use during the construction of these road improvements. Square should be addressed. completion of the build-out Fo All Concerned Parties, to the inboard runways. services

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14. The Master Plan should be a truly long term plan developed to include all of the areas around the airport with a maximum capacity build-out identified for the limited space available to the airport. The airport should be required to implement all aspects of the approved plan, not expansion or land acquisitions and promised soundproofing for the effected neighbors. It is just now 25 years later that it is getting around to the soundproofing. The "interim plan" adopted in Neither of these projects have been completed or even started. The list of broken promises is 1980 called for connections to mass transit, a people mover on Century Blvd. and Sepulveda Blvd. It called for Lincoln to be tunneled to Imperial Highway with access to the terminals. ust the portions it finds useful. In the 1970's the airport said there would be no further



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	DEAR M.R. GRAHAM: I MUST OBJECT TO THE LAXPANSION LANIS BEING PREPARED FOR INCLUSION MADING THOUSANDS OF THE LAXPANSION NO CREASING THE TONS (1) FER DAY OF MODING THOUSANDS OF THREOFFS, MICLERSING THE TONS (1) FER DAY OF SMOLE CAMPONELL THOUSAND THE MUNDERDS OF DISSEL TRUCKS TRAVELING OUR RECEMPTS TO GNISOLIDATES IN CARSON, TARAMCE, LONGBERTH AND RANCHO DOMINGLEEL THIS TO HAVE A NEGATIVE EFFEET ON OUR REGIONAL ANNY BUSINESSES HAVE TAKEN THE ANNY BUSINESSES HAVE TAKEN THE RISK OF MOUNDLE INTO THE ABANDONED RESK OF MOUNDLE INTO THE ABANDONED RESK OF MOUNDLE INTO THE ABANDONED RESK FRANS PROVIDE NON- AKAFEIGHT ENTRY CONSTRUC CONSTRACT TO BUILD THEIR WONEY AND EFFORT TO BUILD THEIR ENTRY POINTS OF ANOLUTS OF MONEY AND EFFORT TO BUILD THEIR ENTRY PRISE OF HOMES THAT CAR RANS INVESTING CHARES THAT CAR RANS ON DEMOLISHING.

John L. Graham Chief of Airport Planning Department of Airports, LAX Master Plan One World Way Suite 218 Los Angeles, CA 90045

June 20, 1997

RE: Airport Expansion: Noise

Mr. Graham:

As a professional architect, I have dealt with issues of community planning and the construction of livable environments throughout my career. A significant consideration to any planning effort is the impact a development will have on its surroundings. It is my hope that through the upcoming public process the final LAX Expansion Plan will be a significant improvement over any of the plans now on the table. It seems, in the very least, quite likely that the airport cannot expand without serious, detrimental effects to the surrounding communities. Whether these effects can be mitigated remains to be seen. With respect to noise, the current condition has worsened in the nine years that I have been a resident of Playa del Rey. I believe this is a result of both an increase in air traffic that has occurred over that time period and the increased frequency of departing aircraft not maintaining the runway heading after take off. This practice results in aircraft fying hundreds of yards further north (in the case of the northern runways) than might otherwise be the case, and causes the noise level to be significantly greater in the adjacent community. Based on the evidence the current conditions provide, construction and utilization of runways further to the north would, in my opinion, make the neighborhood unlivable; even if departing aircraft strictly maintain the runway heading until well beyond land. If it is determined that it is in the City's overall best interest to expand the airport, and if it is demonstrated that any of the currently proposed plans effectively achieves the goal of better airport service to the City, (the fulfillment of these two criteria is far from evident at this point) it will be incumbent on any plan to honestly account for the impact this expansion will have on the surrounding community. As currently stated, none of the alternative plans does this in a serious way.

While it sounds drastic, it may be that an expanded airport and the existing community immediately adjacent to the airport cannot coexist. If the City's need for an expanded airport is real, and a plan can be found to meet that aneed, the Airport and the City must determine a course of action which fully acknowledges and justly accommodates the members of the community who are affected by the chosen plan. A thorough and honest investigation of these considerations must be part of the EIR process. What should not be an option is the apparent, current strategy which barely gives consideration to residents' concerns and does not acknowledge the full impact of the proposed plans on the quality of life in the community.

I would be glad to assist you in your planning efforts, both as a professional and as a member of the community. Please feel free to contact me at any time in the future. My neighbors and I will be following the process with great interest.

Sincerely

the low l

Peter M. Mitsakos, AIA 307 West Manchester Avenue Playa del Rey, California 90293

cc: Ruth Gallanter David Kessler

David Cross 1201 Tennyson Manhattan Beach, CA 90266 July 27, 1997 Mr. John L. Graham Chief of Airport Planning, Department of Airports LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045

Dear Mr. Graham:

I am hereby submitting my written comments on the proposed LAX expansion, in advance of the as yet unscheduled Manhattan Beach community forum on this subject. I understand from the local press that there are four alternatives currently under consideration for the expansion, all of which would involve a fifth runway (either at LAX proper or the current Hawthorne airport), and at least some of which would involve the acquisition of land from nearby communities; if more detailed information is available at this time, I would appreciate a copy of whatever is available, in advance of the forum.

I would like to express my profound opposition to any plan which would involve an increase in air traffic over the predominantly residential South Bay area, or a significant increase in surface traffic over the limited number of already overbundened traffic arteries through this area. The resulting noise and pollution would destroy the quality of life in this area, and further devastate a residential real estate market that has only now begun to stabilize in the atermath of the wave of foreclosures and steep declines in value induced by the collapse of the aerospace industry starting in 1989. The effects of such noise and pollution on the still moribund commercial real estate market in the area would be even more devastating; the former Douglas Aircraft and North-American/Rockwell sites in El Segundo, for example, remain razed and vacant after years on the market, despite whatever advantages their **current** proximity to LAX may hold.

Moreover, from the point of view of surface traffic, even the most casual rush-hour observation of major streets in the area, such as Aviation, P.C.H./Sepulveda, Inglewood, or Hawthorne Boulevards, would indicate that these streets are already at or over capacity, and could not handle the dramatic increase in volume that a southward airport expansion would create. Widening any of these streets would be prohibitively expensive, not only in terms of the acquisition cost of the many business and residential properties along them, but also in terms of the tax revenue which would be lost to the cities, county, and state caused by the removal of these properties; Hermosa Beach, for elosture of the many small and medium-size businesses than portate out of these properties; Hermosa Beach, for example, could well lose 25% of its commercial businesses from even a modest widening of P.C.H, endangering the already fragile financial viability of the city. Furthermore, as the mid-air collision above Cerritos in approximately July 1986 tragically demonstrated, air traffic is incompatible with inhabited living spaces below; that is presumably one of the reasons why LAX was located adjacent to the ocean in the first place, with a traffic pattern that took outbound aircraft up to a safe altitude over the ocean before directing them back eastward over land. Even this minimal procedure has gone by the wayside within the last week or two, as indicated by the local press as well as by my own dismayed observation yesterday noon of a 747 proceeding northeastward directly over my home - on the southern end of Manhattan Beach most distant from the ariport - at no more than 2000 feet or so, barely above the marine layer. As the volume of air travel has increased over the past several years, so has the number of deadly incidents, as well as the significantly larger number of near-misses, to the point where news of such events and injuries to people on the ground. Given the volume factor in all of these, so far at least, is the low number of deadhs and injuries to people on the ground. Given the very high population density of the Los Angeles area, a single incident over any point of land near LAX would change all of that instantly, and

profoundly redefine the nation's view of the safety of air travel. This is especially significant in light of the fragile state mishap somewhere near LAX would increase 40-50%, directly with the volume of traffic. Moreover, the likelihood of the devastation on the ground that would have been caused by any of these incidents, all of which I am recalling from a mid-air incident would increase by far more than this, considering that each and every pilot and air traffic controller of health of the nation's air traffic control system; press reports on ATC computer and communication outages have and that some other equipment is so old that vacuum tubes must be imported from Poland, the last remaining source, in the already crowded LAX airspace would be forced to contend with 40-50% more traffic. Consider for a moment know or care whether the out of control aircraft bearing down on them is bound from Pomona, Pittsburgh, or Paris commercial air travel than automobile travel is totally irrelevant to victims on the ground; they are in no position to quoted in the local press, and the probability of a mishap per takeoff/landing remains constant, the probability of a FAA's computers are long-obsolete IBM mainframes running non-portable code on antiquated operating systems, to maintain operability. The standard industry argument that deaths and injuries per passenger mile are lower for indicator of the likelihood of an incident; if the volume of air traffic is expected to increase by the 40-50% figure all are equally deadly. Also, it is far more relevant in the case of LAX to consider the density of air traffic as an recently become quite common, mostly in the northeast hubs and Chicago O'Hare, but have included significant ground control equipment outages at LAX. Less publicized, but far more ominous, are reports that many of the the top of my head, were they to have occurred in the vicinity of LAX:

BurgenAir charter 757 crash in the Caribbean due to pilot misinterpretation of erroneous instrument readings US Air crash en route from LAX to San Jose, CA due to airline employee killing both pilots in flight Near-crash of an Eastern Airlines 727 off the castern U.S., caused by total oil loss in all 3 engines American Airlines DC-10 crash near O'Hare airport due to detachment of left engine on takeoff United Airlines DC-10 "cartwheel" crash near Des Moines due to disintegration of #2 engine American Airlines 767 crash in South America due to pilot-ground miscommunication Martin Air 777 near-crash off the eastern U.S. due to total loss of cockpit electronics US Air 737 crash on takeoff near Romulus, Michigan due to improper flap settings Foreign-flag 707 crash near New York ca. 1992 due to total fuel depletion in flight "Gimley Glider" incident in Canada, caused by total fuel depletion in flight Air Florida Flight 90, a 737 crash near Washington National Airport American Eagle Super ATR crash due to de-icing system deficiency Two Embraer "Brasilia" crashes due to propeller disintegration Unexplained United Airlines 737 crash near Colorado Springs Delta Airlines Flight 191, an L-1011 crash near DFW airport TWA Flight 800, a 747 mid-air explosion over open ocean Pan Am Flight 003, a 747 mid-air explosion over Scotland (Flight number unknown) ValueJet DC-9 crash in Florida Unexplained US Air 737 crash near Pittsburgh

Now consider the even more grim possibility that any such incident to the south of LAX could rain down on the nearby Chevron refinery and oil storage facility in El Segundo; the Allied-Signal facility in El Segundo that stores and uses deadly Hydrogen Flouride onsite, the TRW facility in Manhattan Beach that stores and uses Hydrogen Flouride sassociated with semiconductor production; the Northrup-Grumman complex in El Segundo, which undoubtedly houses similar chemicals; or the Hyperion sewage treatment plant just south of LAX, damage to which would produce an environmental disaster of unparalleled dimensions in Santa Monica Bay.

I thank you for your consideration of these points, and hope that my correspondence has proven useful in your deliberations.

Cordially,

Cuel Curr Alue Cross David Cross Amis Cross

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Dear Mr. Graham,	property owners.A study of the impact of the LAX Master plan on roads and on freeway traffic.
I am writing to express my concern about possible repercussions to my neighborhood resulting from the LAX Master Plan and to urge the FAA to include the following considerations in its Environmental Impact State/Environment Impact Report.	Thank you for your consideration. I look forward to a reply. Sincerely,
I live in a residential area of Santa Monica a few blocks from the Santa Monica Airport and the flight path. With the exception of the airport, it is a quiet neighborhood with very little traffic and a lot of young families with children. In the past few years there has been a noticeable increase in the number of jet planes taking off and landing over our house and, as a consequence, an increase in noise and pollution. As I write at 9:30 pm on a Saturday night, planes are passing overhead every few minutes. This increase in noise level makes it nearly impossible to concentrate at certain times of the day. My neighbors	Aught Pur Susan Shapiro

consequences for my neighborhood. A particular concern is the installation of an adequate during and after the development period. Any reduction or deletion of these facilities will cause an exponential increase in the noise and pollution levels if non-commercial jets are I am especially concerned that implementing the LAX Master Plan will lead to an number of Fixed Base Operator Facilities at LAX to handle non-commercial jet traffic even greater increase in jet and helicopter traffic at Santa Monica Airport with dire diverted to Santa Monica Airport and other local airports.

report that it affects their babies and children. It affects children in schools and pre-schools complained bitterly about the noise and there are times when I find it very difficult to work

and people who work in their homes. My son, who is a musician and composer, has

at home.

informed of developments in the LAX Master plan and related plans to divert jet traffic to Santa Monica Airport. I want to urge you to allow a representation from our community to be a part of the LAX Scoping committee so that a dialog can take place between the Residents in the communities adjacent to Santa Monica Airport need to be various parties and our local concerns can be expressed.

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I would also like the following subjects included in Environment Impact Report:

sound proof homes also include the installation of air conditioning now that the windows must remain closed? The use of ones property also includes the use of the patio and back yard. What about noise level increases to our local elementary, middle and high schools, which will be impacted by the increased frequency of flights? Again, a comprehensive study of the longer range impact should be conducted. 5) PROPERTY VALUESWhile you are planning, building, and delaying, the local residents are going to be held hostage again by the airport expansion plan. Property values will be adversely impacted. Do you remember West Westchester? It was near impossible to sell a home in this area for a number of years because our "neighbor" would not divulge the real expansion plan for LAX. Fair Market Value? We had to go to court.	 6) GREEDGreed is the driving force behind your expansion plans. Consideration of impact on the surrounding area is subterfuge. You are only interested in inputs from the air carriers and businessmen. What about a plan to increase the use of regional airports, such as Palmdale, El Toro, Norton, and others? You own how many acres at Palmdale? Sincerely, Sincerely, William Dawson \$117 Chase Ave. Los Angeles, Calif. 90045 	cc David Kessler Environmental Specialist Planner Federal Aviation AWP-611 P.O. Boxs 92007 World Way Postal Center Los Angeles, California, 90009
26 July 1997	concerned over the proposed ently saturated. I understand ue of the most dangerous airports ed, can only increase the risk to nothing to increase the safety at he ocean. ants discharge from jet aircraft <i>s</i> regarding discharge from ion from jet fuel, and its impact would recommend that a dy unacceptable levels. Not all	traffic conditions, both for the comprehensive plan must sist District, and LA City traffic enough before the Century from three to one. And the rail the to reduce traffic. These t, and state and regional traffic ddressing only airport property ddressing only airport property flurther congestion, Increasing flow thru the surrounding area flow thru the surrounding area sample, those mid west hearing aids. Will your plan to
John L Graham John L Graham Chief of Airport Planning Dept of Airports, One World Way, Suite 218 Los Angeles, Calif 90045 Reference: LAX Master Plan Gentlemen:	As residents of Westchester, my wife and myself are very concerned over the proposed expansion of LAX. Our primary concerns are: 1) SAFETYLAX, according to your information, is currently saturated. I understand that the Airline Pilots Association considers LAX to be one of the most dangerous airports in the courtry. Increasing the number of flights, as proposed, can only increase the risk to passengers, area and local residents. Your proposals do nothing to increase the risk to passengers, area and local residents. Your proposals do nothing to increase the safety at LAX, especially when the weather requires landing from the ocean. 2) POLLUTIONWe consider the present level of pollutants discharged from jet aircraft to be unacceptable. California continues to tighten the laws regarding discharge from automobiles, yet no one seems concerned about the pollution from jet fuel, and its impact on the environment and the health of local residents. We would recommend that a scientific study be conducted before you increase the already unacceptable levels. Not all the odor of jet fuel comes from the El Segundo refinery.	 3) TRAFFICLets see a comprehensive plan regarding traffic conditions, both for the current airport and as part of your expansion proposal. A comprehensive plan must include the Department of Transportation, the Rapid Transit District, and LA City traffic planners. Traffic through the Sepulveda Tunnel was bad enough before the Century Freeway opened. It now reduces the thrun lanes effectively from three to one. And the rail link which effectively stops at Imperial and Aviation did little to reduce traffic. These show the lack of effective cooperation between the airport, and state and regional traffic planners. The proposed "ring road" is window dressing, addressing only airport property Added freight volume well result in increased trucking and further congestion, Increasing the traffic without a comprehensive plan involving traffic flow thru the surrounding area will result in gridlock. 4) NOISEAs a resident of Westchester, one wonders when and where your sound levels were measured. Run-up of engines still occurs in late evening, and the older planes still seem to have the long range effects are devastating. For example, those mid west farmers who rode tractors for years who now must wear hearing aids. Will your plan to

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July 27, 1997

John L. Graham, Chief of Airport Planning Dept. of Airports, LAX Master Plan Dom World Way Suite 218 Los Angeles, CA 90045

Dear Mr. Graham:

I am writing to express my stand AGAINST closing LAX to small aircraft. The proposed plan is UNACCEPTABLE. This will force small planes to use alternative airports, the most likely to be effected because of its proximity to LAX is Santa Monica Airport. This result makes the LAX plan unacceptable. My wife and I live directly under the flight path of Santa Monica Airport. Each and every jet that flies overhead is unnerving to us both. The noise levels are extremely loud. There is a school directly in the flight path. How can children concentrate when they are continually buzzed by low flying, extremely loud aircraft? This is not fair to the children of our community who deserve a quality eucation. The jets also fly by at times of day and night when they are not allowed to land and takeoff. All we can do is complain. There is no formal enforcement of the flight rules. This disregard for the neighborhood around the airport will only increase with more air traffic. Once the change at LAX has been made to reroute small air traffic, the community around Santa Monica airport has no more rights. In a future of heavier air traffic we can predict that if we in the community around the airport were to complain, air officials will change the rules to accommodate the fliers. The LAX proposal must stop now!

The following are a few of the problems presented by the LAX ban on small aircraft.

Automobile traffic will increase causing more problems for an already crowded community. Only a handful of people who have investments at the airport and don't live in the area will benefit by increased air traffic, while those who live around the airport will suffer. Mnat do we gain but an environment that is unlivable? No, this must not come to be.

Jet traffic should not be landing at Santa Monica airport in the first place because it has a short runway. The area is also heavily populated around the airport. Planes crash. It's only a matter of time before a let crashes and kills numerous people on the ground. I witnessed the crash of a small airplane into the house across the street from our home. Fire immediately erupted engling the plane. A passenger burned to death screaming for help while the rest of us were powerless to asist him.

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Valkyhie Productions, 2739 S. Barrington Avenue, Los Angeles, Ca 90064 310 479-1269



It was a tragedy on a small scale- claiming one life too many. A jet plane crash at Santa Monica airport will be devastating to those on the ground, just as the crash at Cerritos was. Why promote the inevitable disaster? Who will be responsible for the victims? I say NO to routing more small aircraft to Santa Monica Airport, increasing the risks which are already too high at this airport. LAX is the appropriate place for an airport. Increase services at LAX to accommodate the needs of all air traffic.

There must be representation from the community around Santa Monica airport present at all discussions to deal with closing LAX to small planes leading to increased traffic at Santa Monica.

Sound proofing is not an acceptable solution. Anyone who understands the properties of sound knows that the only way to make effective use of sound insulation is to close all windows and doors at all times to eliminate noise. Even one window opened one inch will defaat the effects of the soundproofing in a building. We do not have air conditioning in our home, nor do we need it because to keep all of our doors and windows closed at all times to keep out the noise of air traffic. This would require continuous air conditioning to cool the house, creating an unbearable expense and it will destruy our open air lifestyle. This is unacceptable. We live here because we can open our windows and let in the air. That would all end with increased air traffic. Where is the environmental impact study that a plan of this nature requires!? Air pollution is already a problem which will get much worse with increased air and ground traffic in and around the airport. The exhaust from the air traffic and its effects can be seen as it settles on the paint on our cars. If this crud eats away at automotive paint, it must be doing terrible harm to our bodies. An increase in air traffic must result in higher levels of air pollution. Aircraft must meet adequate pollution standards, which are sorely missing, to protect the people around airports. This issue has never been properly addressed.

I want to be included in the processes which effect the quality of my life and I ask that you inform me of your plans. I am very unhappy with the controls presently in place regarding the use of Santa Monica Airport. I don't want things to get still worse. The proposal to send small aircraft away from LAX is wrong. Centralize the airport services. Route 105 was built to increase sevices to LAX. Why are you sending air traffic elsewhere!? Don't only acerbate the poor conditions at Santa Monica Airport and every other small airport in the Los Angeles area. I will be watching this situation carefully.

Randy Vandegrift 3 Sincerel

Valkymie productions, 2739 S. Barnington Avenue, Los Angeles, ca 90064 310 475-1269

July 28, 1997

John L. Graham, Chief of Airport Planning Department of Airports LAX Master Plan Project I World Way, Room 218 Los Angeles, CA 90012

Dear Mr. Graham:

In my efforts to develop an opinion of support or non-support for the current LAX expansion project. I find that I am hampered by confusion. There are communities that offer both support and non-support. Also within these communities there are groups and individuals professing their support and non-support. With this type of fractoric it is difficult to formulate an opinion. In addition I am further confused by the following.

Approximately 30 years ago (circa 1970) the Los Angeles City/ Airport strategic planners developed and implemented a solution for the condition now existing at LAX. These Planners developed and executed a plan for an International Airport in Palmdale. Millions of dollars were spent acquiring the necessary land, master planning the City of Palmdale, installing some of the infrastructure, (e.g. streets/road sizes, fire hydrants installations, zoning.). Additional tarpayer funds were spent on litigation expenses answering the many ecological and envionmental challenges. Los Angeles was ultimately granted the legal authority to proceed with construction. However, the timing was not opportune. We were experiencing a recession. A recession that the Palmdale area has not yet fully recovered.

My question is, "Why don't we reactivate this forward looking plan?" Let's put into action the creation of this airport, which would solve the current LAX problem; of expansion, off loading some air traffic to other airports, (e.g. Hawthorne, Torrance and Santa Monica), possibly for the next 75 years or longer.

Realistically, no matter what expansion is accomplished at LAX it is temporary, "if you will", a "Band-Aid" solution.

Los Angeles's unique characteristics of ethnicity, academic availability, economic diversity and conmercial adaptability insures the areas continued growth.

Since the strategic planning of the 1960's and '70's proof of \cdot this growth, even in periods of recession, are reflected in the population increase, the creation of the City of Santa Clarita,

Page 2 John L. Graham, Chief of Airport Planning the development of Valencia, Newhall and even to some degree Palmdale and Lancaster. This is movement to the north. But the majority of the residents must now come south for employment and major transportation needs. San Diego's growth is restricted by Mexico on the south and Orange County on the north. Orange County growth is restricted by San Diego on the south and Los Angeles on the north. Los Angeles is restricted on the south by Orange County but has ample growth opportunity to the north.

So if we are going to spend our money; why not spend it for the future while at the same time solving today's problems.

Now seems, to me, to be an excellent time to pursue the Palmdale International Airport plan. The economic input to the area would encourage additional outside investment. One such company could be the Boeing Corporation. Their acquisition of the large Rockwell International manufacturing facility in Palmdale could be a major employment center.

If at all possible, I would like a response to the following question: "Why don't we pursue the Palmdale International Airport Project"?

Sincerely,

Royce E. Steward Royce E. Steward 2624 Corinth Ave. Los Angeles, CA 90064 (310)479-8130

RES/ds cc: Mayor Richard J. Riordan Councilwoman Cindy Miscikowski

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Roy Hefner - 6548 W. 80th Place - Westchester Ca 90045	project is not adopted.
Jack Graham Chief of Airport Planning Department of Airports One World Way Suite 218 Los Angeles, CA 90045	FAA regulations require that the 'total proposal' be considered. The regulations state the "total proposal includes the proposed action and all other actions reasonably related to it in time and probability." On this basis I have the following questions and comments. The EIR/EIS should address any mitigation activity they might incorporate as a result of the LAX Master Plan evolution. (Maybe I should say revolution.) #3. What will be the landing and takeoff patterns for all five concepts?
Dear Jack Graham, The Notice of Public Scoping indicated that "The EIS/EIR will analyze the potential adverse impacts that could result from the implementation of the project. The draft EIR/EIS will also identify potential mitigation of those impacts and analyze possible alternatives to the proposed project which could lesson or avoid adverse impacts while	 #4. What will be the impacts and mitigation measures for any change in landing and takeoff flight paths? #5. What will the environmental impact be when more commuter planes are jets and carry 50 or more passengers on any proposed runway used for primarily commuter aircraft? What mitigation measures will be implemented?
still achieving the basic project objectives. All references in this NOP to the EIK should be considered to refer to the joint EIR/EIS". These statements indicate that the project is going to go forward regardless of any potential negative impacts created by the project. I surmise that your job is to identify the potential negative impacts and suggest what can be done to reduce those impacts but in the final analysis the project will be approved.	#6. What affect will the increase capacity of LAX have on over ocean takeoff and landing procedures from 12:00 a.m. to 6:30 a.m.? Will this over ocean window be decreased as a result of increased operations?#7. What affect will increased aircraft traffic have on preferential runway utilization of 24R and 25L?
Page 9, bottom paragraph of the Notice of Preparation states, "Forecasts show that by the year 2015, LAX will service approximately twice as many passengers and more than two time the amount of cargo tonnage as currently occurs". This is true only if one of the four expansion concepts is approved. If the no project alternative concept is approved these projections are totally inaccurate.	#8. Will a new Primarily Commuter Runway be used for west to east takeoffs in inclement weather? If so what will be the landing and takeoff flight path patterns? What will be the mitigation procedures? A. How about flyovers and wave offs of possible west to east landings? What will be the mitigation procedures?
The EIR of 1978 which allowed for the expansion of LAX to forty MAP was reached and surpassed in 1986. The 'Draft EIR 2000' indicated a growth to 65 MAP by the year 2000. That draft was subsequently taken off the table to be replaced by the LAX Master Plan Process. Lax will service 60 MAP in 1997 and this is without any significant expansion programs done at LAX without an EIR.	 B. How about flyovers and wave offs of east to west landings? What will be the mitigation procedures? C. Where will the air traffic controller direct those aircraft to fly? Where will the flight paths be located? D. What size planes would be <u>able</u> to use the so-called commuter runways? (727, A320, 757, etc.)
#1. Project the number of passengers, number of aircraft operations, amount of cargo tonnage, etc. that would exist in the year 2015 if no LAX expansion takes place.	#9. What effect will the changing of the landing and takeon thresholds have in changing the noise contours and the distribution of polluted air if any of the existing runways are extended to the east and/or south? (The thresholds will no doubt change if any runway is extended especially toward the const here here and constructions of the conserve.)
#2. Project the number of potential job losses or gains if one of the four expansion	#10. How will the FAA improve on the methods to enforce its own rules and regulations
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of the LAX Master Plan process is to allow the Los Angeles Department of Airports the best means possible to determine. How best to ensure (my highlight) that the impact of LAX improvements will also improve (my highlight) the environment and quality of life." It appears that this is a commitment by the LAX Department of Airports to the local communities.	#21. Explain how you plan to ensure and improve the environment and quality of life. #21. Explain how you plan to ensure and improve the environment and quality of life if of the approximate 91 'Initial Study Checklist' items 20 say no impact and the other 71 say yes there is an impact or maybe there will be an impact.	#22. Please give all the potential new runways an identifying number such as 26, etc. #23. Provide the exact boundaries by street name and number of dwelling units, historeses botals, etc. in each concept that may be included in any land	acquisition program. #24. Describe commuter aircrafts that may be using a new 'commuter' runway.	 #25. Prepare noise contour maps to project the noise contours for five year periods for all Lax Master Plan Project concepts. #26. All direct and indirect impacts of the proposed actions and their alternatives must be considered Americal America (traces). 	 Air space. Air space. Water quality Social impacts Laradous use Air quality 		arts the cloning address the noise inpacts resulting non-up due compliation of the airside expansion proposed, such as constructing new runways and extending and moving existing runways.	#28. The EIS must address the increased noise impacts resulting from the increase of operations, as well as the dispersion of the noise over a larger area to the east, north, and south	4
pertaining to: A. no turns until the aircraft crosses the shoreline, 1. Under what conditions may this rule be changed? B. utilization of the inboard runways at all possible times instead of outboard runways, 1. Under what conditions may this rule be changed?	#11. What changes in your 'Rules and Regulations' could be anticipated with the expansion of LAX? #12. What potential flight paths, for take offs and landings, will be used for all existing runways and all potential new runways in each concept?	#13. What effect will 'single' event noise have on the adjacent neighbors as a result of LAX expansion? Please include in your studies this very important item of single event noise.	#14. The FAA should include in the EIS information pertaining to increase minimum flying elevations to 2000' of all helicopters in the LAX area. This should be studied as a mitigation factor.	#15. The FAA should consider 60 DNL (CNEL) as a new measuring standard since single event operations will increase at LAX as well as most every major airport in the U.S.A. and we know people complain about singles event noise not DNL (CNEL) noise. This concept should be included in the EIS/EIR.	#16. If the FAA is no longer involved in the 'promoting of air commerce, then I suggest you allow LAX to use the ARTS III system of reporting procedures of aircraft operations to be used for enforcement purposes of FAA and LAX Rules and Regulations. This should be included as a mitigation measure to lessen negative environmental impacts as a result of increased aircraft operations.	#17. Will one of the mitigation measures be to have the ATC hold an aircraft in a landing pattern longer in order to avoid a wave-off when there may be congestion on the runways? This should be considered.	#18. What impact will reducing the separation of independent parallel instrument approaches below 4500° or even going as low as 2500°?	#19. Consideration should be given for the FAA to help LAX enforce their Rules and Regulations to mitigate noise? The Master Plan Brochure states on the first inside page, first paragraph, "The purpose	m

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- #29. The EIS should address single event noise analysis. (The FAA specifically has agreed to include single event analysis at Minneapolis-St. Paul International Airport, Memphis International Airport, Detroit City Airport, Philadelphia International Airport, and Baltimore International Airport.)
- #30. The EIS must not only examine the combined effects of the actions proposed in the Master Plan, but also consider the combined effects of the proposed actions with other projects both on and off airport property.
- #31. Consider another Master Plan option of expanding the airport without adding any new runways.
- #32. Consider limiting the new runways to turbo prop aircraft only.
- #33. Consider the availability of other airports when their existing restriction expires such as Long Beach and John Wayne Airports.
- #34. Consider the mitigation measure of expanding the existing airports or building a new airport in the distant future.
- #35. Consider mitigation measures pertaining to the health of children and adults as a result of air and noise pollution.
- #36. Considered mitigation measures which will lessen the harmful effects of noise and air pollution in the learning process of young people.

There are many other area to be considered in the EIR/EIS process. Time does not permit me to delve further into this important subject. I hope that others will fill in the voids.

Westchester, CA 90045 Tury Nuther 6548 W. 80th Place 1-310-670-8958 **Roy Hefner** Sincerely -j

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July 26, 1997

Mr. John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way Suite 218 Los Angeles, CA 90045

re: LAX Master Plan EIS/EIR Scoping Process

Dear Mr. Graham:

As a homeowner and resident living a mile east of the Santa Monica Airport, I am requesting that you address the concerns I will state in this letter and that you respond with a statement of your position regarding these concerns. Those of us living east of the Santa Monica airport have a serious situation. In the late '80s, the City of Santa Monica and the FAA came into an agreement allowing jet traffic at the airport. This agreement was made without the permission of residents in the surrounding communities who would be affected by the increase in noise and pollution that we suffer today. Indeed, residents were not notified about the agreement in any way. The response of the Santa Monica Airport Commission to resulting environmental complaints is simply to echo "...but we have an agreement with the FAA" and to do nothing.

To illustrate, let's assume I have a contract for trash removal with the City of Oxnard and, without your permission, we have decided to dump the trash on your front lawn. When you rightfully complain about the effects of the trash on your health, family, and life in general, our response is to throw up our arms and state that there is nothing that can be done because, after all, we have a legal agreement. Can you imagine your frustration and outrage if this were to occur?

The LAX Master Plan has the potential to negatively affect the quality of life for thousands of households like ours. We ask that you acknowledge the following considerations as part of the scoping process in the Environmental Impact Statement/Report for the LAX Master Plan:

Safety

Any measure that would result in the diverting of jet aircraft to Santa Monica Airport would place greater numbers of jets directly above three schools in the landing path. Crashes of small private planes have been unfortunate in the past; the crash of a much larger and faster jet in a schoolyard would be many times more devastating.

LAX must maintain a sufficient number of Fixed Base Operator Facilities to accommodate corporate and commuter aircraft. Without proper facilities, jet and helicopter traffic will redirect to community airports such as Santa Monica.

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Traffic

LAX has street access and parking to accommodate the volume of traffic into and out of the traffic. Los Angeles (on Centinela Ave.) already suffers 50% of the traffic to and from Santa Monica Airport. This must be considered in the LAX Master Plan. airport. Santa Monica Airport has limited access and the City of Santa Monica has no plan to modify access to the airport such that Santa Monica streets would suffer an increase in

Health and Environment

transfer to community airports and the resulting increase in jet traffic will worsen an already Pollutants from jets already affect us. Children in the homes closer to the airport can't play outside when jets are waiting for clearance with engines running. If it becomes difficult for commercial and commuter jets and helicopters to do business with LAX, that business will poor situation. The impact on air quality needs to be addressed in the LAX Master Plan.

helicopter traffic at Santa Monica Airport affect the quality of life for the thousands of us east of the airport, it will more frequently disrupt classroom instruction in the schools under the flight path where instruction already must pause until jet and helicopter noise dissipates. Noise pollution is also an important consideration. Not only will an increase in jet and

Representation

Scoping Committee. The quality of information in the decision making process is a concern To effectively voice our concerns we must have representation on the LAX Master Plan for all of us in the communities surrounding Santa Monica Airport.

I am certain you will find my concerns justified. I look forward to your response.

Sincerely,

Los Angeles, CA, 90064-3811 2811 Ceilhunt Avenue David A. Greene

c: North Westdale Homeowners Association

ni SQI ·.... 4

The city of Los Angeles need to do what Kansas City did years ago when they expanded. They did not attempt to expand a bad location they moved the airport 70 miles North of town and it did not ruin Kansas City or drive business out of town. The expansion plan number four will put aircraft over my house all day and night as the FAA will not turn the aircraft taking off from the Hawthorne airport to the North into the flight path of LAX, they will turn to the South over my house. Aircraft operating out of Hawthorne that need to make a missed approach going West will not make the normal right turn as this will put them in LAX flight plan but will turn left over my house to make a correct off. When I moved into my present residence it was a very quite area, and it has become increasing much more noise. When we first move in we very seldom hear a aircraft not we have Jets flying over out house on a regular basis. My family live in the city of Hawthorne, Ca. in the South West part of town in a area called Hollyglen near Isis and 135..St. , and I will add my voice to the list in opposing the four expansion plans as all four plans will reduce my You need to approve plan Five and move to where you will not effect the quality of life in South Bay. Page 1 28 July 97 LAX Master Plan One World Way, Suite 218 Los Angeles, Ca 90045 John L. Graham Chief of Airport Planning Department of Airports 5330 W. 141 St. Hawthorne, Ca. 90250 Billy M. McKInzey quality of life. Mr. Graham 310-363-63 approximately • east as sensitive auput, 202 branches austru 5 5 Z 2 22 polozz U la bl や , reJardless 90045 t v 30 Far Q 2 3544 arspecture the notturation acoport itself head 33 2 9 Europariz 220 ð for sleep a SSUM states efficient 4 tobrana that 3 withof Gertain Thus 2 RCarso 7300 around len. ť H for and y round Delleve acquisition AIr Port ę 2 + He Sour Findlesund Q Jue room reed place CXDUNS13 eardrows are t and e 55 raftic. roffu 4602 () mpict 01 13 almaa VITENO an position or MINE, YOUR 2 appropriate 2-and CONGP RISON Suffers Laupa V . promozed e mohas iz 2 2 14 14 3 3 -shot X SSS Jug Sar Ses 1 orthansie 40 EQEIVE SSWISD C F Feuer JUL 2 9 1997 a bor 2002 2002 ead 5005 K ICH 2 Par for-Ē ara and -two H S Deed And

Juy ve 1997

JULN L GRAHAN THIEF OF AND DE PRANNING DEPARTHENT OF AIRPORTS IT IS IN 4 OPINION PLAT THE ENDET TO EXPONENT A CLART VALLE SUPPORT TO EXPOND LAT VERCUS COCATONS IN THE AUTEROPENALE PORTAN ORANSE COUNTY, IS THAT THE EXPONDIN OF LAT WOULD GENERATE RODITIONAL PEUENUES POR AN EVER EXPANSING COSANDELES CITY BUDGET,

This Read Shows That The city of UN AMELES AND The DEPARTAENT OF AIRDORTS, HAS AN ASSOLUTE DISPERAD FOR THE COMMUNISES That SUBROUND LOS ANSELES AIR PORT.

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S. Martin 2912 W. 138th St. Gardena, CA 90249

July 25, 1997

John Graham Chief Airport Planning Department of Airports Los Angeles International Master Plan Project 1 World Way Rm. 218 Los Angeles, CA 90012

Dear Mr. Graham:

The purpose of this letter is to communicate my displeasure and formal objection to the proposed expansion of Los Angeles International Airport, specifically the Master Plan Concept 4. The displeasure and objection is that as a property owner that would be severely affected by this proposal neither I nor any of my neighbors received notices of the recent public hearings regarding this matter. This project obviously will greatly and negatively alter the enviroment in our area and reduce property values. My further objection is that this proposed Concept 4 will bring blight, noise and distress not only from aircraft but also from land transportation.

Sincerely,

S. Martin

224 Avenue D Redondo Beach, CA 90277-4910 ALEC R. MCTURK

Phone: (310) 540-2552

July 26, 1997

John Graham, Chief of Airport Planning LAX Master Plan Project **Department of Airports** 1 World Way, Room 218 Los Angeles, CA 90045

Dear Sir,

In reference to the proposed expansion of Los Angeles Airport, I speak only regarding the southern part of Redondo Beach City and the Riviera Village. Based on aircraft noise that presently exists, day and night, seven days per week, I suggest that any increase in noise from that source would be very destructive of the economic and residential quality of all of this area.

From early in the morning to late at night, small loud planes fly low over this area, and more noisily, helicopters travel continually over these coastal Cities. In addition, large passenger planes fly north over western Torrance and others fly south offshore, as if from LAX, then turn and fly over Riviera Village. The noise from them is very penetrating, work interrupting, fatiguing and at night makes sleep difficult. Occasionally passenger planes fly north-easterly over here, so low that even colors of the planes are clearly visible.

Beach shore, often more than one at a time. They despoil the beaches, where even "no advertising" laws attempt to keep the beaches enjoyable, and unmuffled harsh loud engines cannot be ignored. Another noise contributor is a blimp with loud engines, which hovers overhead up to twenty minutes at a time. Every weekend and public holiday, small planes tow banners above Redondo

justification exists for attempting to build an airport bigger than the existing one in its present overcrowded location. There are other places that could and should be selected for a Southern California Airport, where future development and expansion In view of present aircraft noise pollution levels, it is impossible to accept that Los Angeles City should be allowed to destroy our Cities and communities. The present local air space usage should obviously be curtailed, not increased. No will be possible.

costs of building the freeway from LAX to the West, show that extra traffic facilities for that airport are not cost feasible or taxpayer affordable. Additional vehicles on Pacific Coast Highway and the 405 Freeway, are unthinkable where rush hour crawling is already too expensive in time and money. Airport ground transport needs, contribute to very dense highway use and delays in our local beach Cities. Transport facilities to and from LAX are already overloading and unbelievable

levels, exacerbated by increased slower heavier traffic and aircraft runway exhaust Expansion of passenger and freight conveyance will increase our local smog fumes.

alle R. M. Tut Sincerely,

Alec R.McTurk

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John L. Graham, Chief of Airport Planning, Department of Airports, LAX Master Plan, David B. Kessler, Environmental Protection Specialist Planner, U.S. Dept. of Transportation,

14 mile from the Sauta Monica Airport) quite measy. It is increasingly difficult to sleep at night when any jet roars nearby. People disturbed during sleep by external noise have much more difficulty driving the roars nearby. People disturbed during sleep by external noise have much more difficulty driving at roars nearby. Beaned from Santa Monica Airport. All daytime air raffic must be hanned from Santa Monica Airport. All daytime air raffic must be hanned from Santa Monica Airport. All daytime air raffic must be hanned from Santa Monica Airport. Property values can decrease aircraft – NO JETS of any kind. Increased air pollution is also a problem. Property values can decrease traffic. The single biggest problem is the noise jets create. This jet roar makes living in my house which is The quality of life in the community around Santa Monica airport is being seriously compromised by jet from this. Do not allow any expansion of Santa Monica Airport and remove all jet traffic of any kind from the airport now.

Grusseve Larry Rousseve Law / Thank you,



July 28, 1997	July 22, 1997
Dear Mr. Graham:	John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan
I have just become aware of the possible acquisition and expansion of the Hawthorne airport by Lax. As a resident of Hawthorne, I oppose this action in the strongest terms and I an prepared	One World Way, Suite 218 Los Angeles, CA 90045
to assist in anyway to help persuade the Department of Aurports of the mappinghuateness of its plans for such an acquisition.	Dear Mr. Graham,
I would like to be informed of all public meetings on this subject, particularly those meetings where one can address the Airport Commission.	I am writing as a concerned homeowner. When I moved into my house about 16 years ago, I found the noise of the propeller aircraft at the sente worder accentable as well as the muality of
By copies of this letter I am requesting my elected representatives to be aware of the conneaves and to do eventhing in their nower to keen this proposition from becoming a	une bailed multica alignet acceptante as well as will yauted acceptante as well as the yauted.
reality.	A few years ago, the frequency of jets and their deafening noise, at landing and take off, made me, my family and neighbors aware that our guality of life has been taken away. This trend seems to continue when I hear details of the Master Plan for LAX.
	Jet aircraft burn more fuel than the small propeller aircraft for which Santa Monica Airport has been designed. This fuel leaves a
/Jm-	very visible black exhaust without an additive, which has been added since the first 707 Boeing jets visited LAX (that was about
S. B. Inch	35 years ago!). I believe the air pollution from jet engines is much greater than from one or two engine piston engines. Making the exhaust "invisible" deceives the public.
	I am aware of the expected increase of passengers and freight in the near future. This will benefit selected businesses and employs more people.
	However, increase of noise, air pollution, and street traffic around the Santa Monica Airport is not acceptable by the thousands of people who live and work around the four sides of this small airport.
	The Santa Monica Airport is not suitable for jet aircraft. My family and my neighbors urge you consider our concerns at the next Master Plan meetings.
	sincerely
	Lon J
	Homer Worf 2542 Barry Ave Los Angeles, CA 90064
	cc: J. Donaldson, NWNA

2668 Colby Avenue Los Anĝeles CA 90064 310 477-5317	July 27, 1979 John L. Graham, Chief of Airport Flanning Department of Airports, LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045	Dear Mr.Graham, A careful scrutiny of the entries in the current a nuisted customer or that you do NOT live in Santa Monica, an unisted customer or that you do NOT live in Santa Monica, an unisted expansion of Santa Monica Airport takes place. Hence, culver City, Venico, Brentwood or in any of several other communities that are now (or soon will be) affected if the planned expansion of Santa Monica Airport takes place. Hence, the increase of noise, pollution, safety hazards and traffic the increase of noise, pollution, safety hazards and traffic the increase of noise, pollution, safety hazards and traffic the increase of us who live 24 hours a day in the vicinity of Santa Monica Airport and already under the flight pattern. I'd like you to know that never a day goes by that I don't have to pause for whise the valehone that until the plane has passed over no conversation can continue. Tour tenure as Chief of Airport Planning is not for life. So, while you still have the authority that you now only, why not use it for the benefit, rathor than the detriment, of all of your fellow-citizens would hirport? Tour struly, fart would a Airport? Herman P. Grutz ManMAMA	cc. Jim Donaldson, David B. Kessler,
July 26, 1997	Jack Graham Chief of Airports Planning Los Angeles Department of Airports LAX Master Plan Project #1 World Way, Room 218 Los Angeles, Ca 90045 Dear Mr. Graham,	I am writing to express my concern regarding the proposed expansion of the Los Angeles airport. As a resident of Westchester it seems to me that this expansion can only have a strong negative impact on the quality of life for those people living in the communities surrounding the airport. Specifically, I am concerned that there will be a tremendous increase in the volume of traffic on the major streets and freeways in the area, especially Sepulveda, Lincoln, and the San Diego freeway. As it is now, the traffic is too heavy, especially during peak hours. It also seems to me that expansion on the north side of the airport will result in increased levels of noise and pollution, especially for residents of Westchester. A final point I would like to make is that such a huge increase in air traffic raises serious safety issues, both for those in the air and those on the ground in the vicinity of the airport. Thank you. Marten Scott Wright Warren Scott Wright Uasten Angeles, CA 90045	

July 27, 1997

LAX Master Plan One World Way, Suite 218 Chief of Airport Planning Department of Airports Los Angeles, CA 90045 John L. Graham

Dear Mr. Graham,

plans of the LA International Airport. All four of the expansions plans will significantly increase the noise pollution that LAX's neighbors must suffer. Noise and air pollution from the proposed expansion will further degrade the quality of life, as well as mental and physical health of all the residents of the As a resident of the City of Hawthorne, I would like to express my deep distress concerning the expansion surrounding cites.

My husband and I recently left EI Segundo because the noise level from LAX was detracting from our quality of life. Even as far south as Loma Vista and Grand the sound of jets taking off at night would rattle our front door and interrupt our rest. While I'm opposed to all of the proposed expansion plans, I find plan 4 of most concern. Plan 4 would create an entirely new noise footprint. largely over the neighborhoods of Hawthorne. Now that we have invested in a home in Hawthorne we are suddenly threatened by the very problem we left EI Segundo to escape. More efficient use of the existing facilities can handle passenger traffic at LAX, and facilities like El Toro and Palmdale have the space required to properly handle expanding commercial shipping.

I urge you to choose plan 5: no expansion at LAX.

Yme Milesed Lynne A. Michaels Sincerely,

Hawthorne, CA. 90250 5325 W. 138th Place (310)643-0850

July 27, 1997

One World Way, Suite 218 **Chicf of Airport Planning** Los Angeles, CA 90045 Department of Airports LAX Master Plan John L. Graham

Dear Mr. Graham,

As a resident of the City of Hawthorne, I would like to express my deep distress concerning the expansion plans of the LA International Airport. All four of the expansions plans will significantly increase the noise pollution that LAX's neighbors must suffer. Noise and air pollution from the proposed expansion will further degrade the quality of life, as well as mental and physical nealth of all the residents of the surrounding cites.

My wife and I recently left El Segundo because the noise level from LAX was detracting from our quality of life. Even as far south as Loma Vista and Grand the sound of jets taking off at night would rattle our front door and interrupt our rest. While I'm opposed to all of the proposed expansion plans, I find plan 4 of most concern. Plan 4 would create an entirely new noise footprint, largely over the neighborhoods of Hawthorne. Now that we have invested in a home in Hawthorne we are suddenly threatened by the very problem we left El Segundo to escape. More efficient use of the existing facilities can handle passenger traffic at LAX, and facilities like El Toro and Palmdate have the space required to properly handle expanding commercial shipping.

f urge you to choose plan 5: no expansion at LAX.

Sincerely, Michael 5325 W. 138th Place Hawthorne, CA. 90250 (310)333-6702 David R. Michaels

Los Angeles CA Pourd 2843 Stoner Ave Jet meath's at the sim. Arrow. Rebeue Enmand deuver the wey haved and my healthe is delicate lecured B an a conver parend, floors don't divert any more set Dypt. of airyords, LAX MASTER PIAN One would when SU 218 Los Anseles, us 90045whithing breaker I an concerned about the increased heli copter and It disturbs on parce and awing Santa manica Ar Roard, and I an I ama Hono owner hear the JULN L. Graham mk, Granam, JUAR P.C ŧΗ My family resides in Hawthorne (Hollyglen at Aviation and Rosecrans). We are opposed to any expansion of Los Angeles International Airport. One World Way, Suite 218 Chief of Airport Planning Los Angeles, CA 90045 Department of Airports Hawthome, CA 90250 5408 West 140th Street Dear Mr. Graham: LAX Master Plan John L. Graham Jawed (310) 643-8796 July 28, 1997 Carol Mayer Sincerely,

	July 28, 1997	John L. Graham Chief of Airport Planning	Department of Airports	Det World Way, Stite 218	Los Angeles, CA 90045 Dear Mr Graham	My family resides in the City of Hawthorne and would like to add our voice to the	growing list of people opposing any and all expansion of the Los Angeles International Airport. All four of the proposed plans would significantly reduce the quality of life for	unceils in me sourd bay area. The moise and air collution caused by the reconceed expansion would have an unknown	affect on the health of all of our families; with the elderly and children being the most at	nsk. Los Angeles international Auport nas simply tun out ot routi in the Jounn Jay and should start looking at alternatives such as El Toro, Pomona or Palmdale for its	expansion needs.	While we are opposed to all the proposed expansion, Plan Four, which calls for the Los Angeles International Airport to acquire the Hawthorne Airport, is particularly disturbing	to us. It turns a quiet airport next to one of the nicest residential areas in the City of Hawthorne into a bustling metropolitan commuter center. The noise and traffic impact	on the citizens of the Hollypark housing tract will be devastating to their health, peace of mind and to property values. In addition, Plan Four will have a devastating affect on all	homes in its flight path; which includes much of the City of Hawthorne (including the Hollyglen area where my family lives) and parts of El Segundo and Manhattan Beach. There's is alriside tob much noise, heaffic tind air pollutionwe do not need to add more!	We introe you to choose Plan Five: NO EXPANSION AT LAX!	Sincerely, AMEN'	, ,	a Level d' Cereptor Signature	1100 L. Comess Name 13/2.3 Strongues VE. Address	<u> Haurthachte (Cit. Poaso-⟨и/u</u> City, State and Zip (31 <i>c)</i> 643-5237 7 (31 <i>c)</i> 643-5237	WHEN I WAS BAN YALINID AT THE MULES MARRANTY HOST. CONTHIS IS WAT WHEN I'VE AND AN AREA KUNWA AS MULES FIELD. THIS IS WAT I'VE AND ANARA KUNWA AS MULES FIELD. THIS IS WAT	HAVE NOW WHAT	
16/5Z/10	John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan	One World Way, Suite 218	Lus Milgeles, LA 90040	Dear Sir, We have lived in this community since 1968. When we moved in two work	aware of the Santa Monica airport since recording the right under the flight path of the incoming air traffic. We were not hothered highse aircrafts because their	were mainly small private aircrafts with reciprocating engines. However, over the years, the size of the aircrafts have increased considerably, particularly in the	jet-powered aircrafts. This resulted in a greater increase in noise and air pollution. There have been several air crashes near by since we moved in Fortunately,	they were all small aircrafts with limited damages and no lose of life. One main concern, besides the increase in noise and air pollution with the increase in air	traffic, is the possibility of jet-powered aircraft accidents which would result in	curisiuer auly costitier damages and possible loss of tives. We've been informed that some of the changes at LAX mau result in the smaller	aircrafts to be diverted to the local airports, such as the Santa Monica Airport. This	increase in traffic may also include the larger aircrafts with reciprocating engines as well as the larger jet-powered aircrafts, such as the "737" now being flown by	sume an nues. This kind of changes is entirely unacceptable to the communities surrounding	the Santa Monica Airport. In the past, we have visited friends who lived under the incoming traffic to the LAX and found it impossible to carry on a conversation when	a jet airliner came in for a landing. This is bad enough for residents of the communities but what kind of consequences will this have on local schools and	usinesses and any other activities young on in the local communities. There must be other concerns just as important as the few we have addressed	nere. Prease keep these in mind as you make your decisions regarding the LAX Master Plan. THANK YOU.	YOURS TRULY,	GEORGE S. UCHIDA	FRANCES S. UCHIDA	KIMBERLY T. UCHIDA	KELLY T. UCHIDA		

July 28, 1997

John L. Graham Chief of Airport Planning Department of Airports LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045

Dear Mr. Graham:

My family resides in the City of Hawthorne and would like to add our voice to the growing list of people opposing any and all expansion of the Los Angeles International Airport. All four of the proposed plans would significantly reduce the quality of life for citizens in the South Bay area. The noise and air pollution caused by the proposed expansion would have an unknown affect on the health of all of our families; with the elderly and children being the most at risk. Los Angeles International Airport has simply run out of room in the South Bay and should start looking at alternatives such as El Toro, Pomona or Palmdale for its expansion needs.

While we are opposed to all the proposed expansion, Plan Four, which calls for the Los Angeles International Airport to acquire the Hawthorne Airport, is particularly disturbing to us. It turns a quiet airport next to one of the nicest residential areas in the City of Hawthorne into a bustling metropolitan commuter center. The noise and traffic impact on the citizens of the Hollypark housing tract will be devastating to their health, peace of mind and to property values. In addition, Plan Four will have a devastating affect on all homes in its flight path; which includes much of the City of Hawthorne (including the Hollygien area where my family lives) and parts of El Segundo and Manhattan Beach. There is already too much noise, traffic and air pollution—we do not need to add more!

We urge you to choose Plan Five: NO EXPANSION AT LAX!

Phone Number (optional) 9025 City, State and Zh rat 1 Signature the noise due Address Name Jush aFIBUL 6282 ドンチ TAUS CUP 643~ 5 YER YE 3716 2/5 Sincerely,

July 28, 1997

John L. Graham Chief of Airport Planning Department of Airports LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045

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We urge you to choose Plan Five: NO EXPANSION AT LAX!

Sincerely,

(optional) City, State and Zip Signature Address Name CRALE MR-MRS KIRK BERSWED 9'02.50 FIRST STREE HAW BERCH Arin Mue Kink MANHB inn Inn

[] 79 1007	
July 20, 1997	
John L. Graham	
Chine of A iman Discourse	

Chief of Airport Planning Department of Airports LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045

Dear Mr. Graham:

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Sincerely

July 28, 1997

John L. Graham Chief of Airport Planning Department of Airports LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045

Dear Mr. Graham:

My family resides in the City of Hawthorne and would like to add our voice to the growing list of pcople opposing any and all expansion of the Los Àngeles international Airport. All four of the proposed plans would significantly reduce the quality of life for citizens in the South Bay area. The noise and air pollution caused by the proposed expansion would have an unknown affect on the health of all of our families; with the elderly and children being the most at risk. Los Angeles International Airport has simply run out of room in the South Bay and should start looking at alternatives such as El Toro, Pomona or Palmdale for its expansion needs.

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We urge you to choose Plan Five: NO EXPANSION AT LAX!

THALE.

Sincerely,

Phone Number (optional) City, State and Zip Signature Address Name 90250 20 9 See 9

July 28, 1997

One World Way, Suite 218 Chief of Airport Planning Los Angeles, CA 90045 **Department of Airports** LAX Master Plan John L. Graham

Dear Mr. Graham:

Airport. All four of the proposed plans would significantly reduce the quality of life for growing list of people opposing any and all expansion of the Los Angeles International My family resides in the City of Hawthorne and would like to add our voice to the citizens in the South Bay area.

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We urge you to choose Plan Five: NO EXPANSION AT LAX!

Sincerely

Phone Number (optional) Ihut 90250 City, State and Zip FEDEK Signature Address Name i. O-huliun Con すなき CLYOHHAWTHORNE eluci PTRICK 13219 2 Thur puer liku

July 28, 1997

One World Way, Suite 218 Chief of Airport Planning Los Angeles, CA 90045 Department of Airports LAX Master Plan John L. Graham

Dear Mr. Graham:

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We urge you to choose Plan Five: NO EXPANSION AT LAX!

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July 28, 1997	John L. Graham Chief of Airport Planning Department of Airports LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045	Dear Mr. Graham:	My family resides in the City of Hawthorne and would like to add our voice to the growing list of people opposing any and all expansion of the Los Angeles International Airport. All four of the proposed plans would significantly reduce the quality of life for citizens in the South Bay area.	The noise and air pollution caused by the proposed expansion would have an unknown affect on the health of all of our families, with the elderly and children being the most at risk. Los Angeles International Airport has simply run out of room in the South Bay and should start looking at alternatives such as El Toro, Pomona or Palmdale for its expansion needs.	While we are opposed to all the proposed expansion, Plan Four, which calls for the Los Angeles International Airport to acquire the Hawthome Airport, is particularly disturbing to us. It turns a quiet airport next to one of the nicest residential areas in the City of Hawthome into a bustling metropolitan commuter center. The noise and traffic impact on the citizens of the Hollypark housing tract will be devastating to their health, peace of mind and to property values. In addition, Plan Four will have a devastating affect on all homes in its flight path; which includes much of the City of Hawthome (including the Hollyglen area where my family lives) and parts of El Segundo and Manhattan Beach. There is already too much noise, traffic and air pollution—we do not need to add more!	We urge you to choose Plan Five: NO EXPANSION AT LAX!	Sincerely,	<u>A. F. N. K. N. Signature</u> <u>GHESTER B. K.N. Name</u> <u>J. D. H. 142 P. Name</u> <u>J. D. H. 142 P. Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Address</u> <u>Addres</u>
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E HOWARD HUGHES CORPORATION**	
Michael P. Russel	
July 30, 1997	1. As a threshold question, what is the "proposed LAX Master
VIA FACSIMILE AND REGULAR MAIL	0 0
John L. Graham Chief of Aimort Planning	alternatives. The NOB eteres that the LAV Meeter Dire to the term
Department of Airports LAX Master Plan Project	three Phases. Phase II of that process is described as "an listrative concept development process is described as "an interative concept development process is described as "an interactive concept development process is the product of the process is the process
1 World Way - Room 218 Los Angeles, California 90012	that the result of that Phase II process would have been a proposed Project description. Instead the pronoced Project
David B. Kessler, AICP Environmental Protection Specialist, AWP - 611.2	alternatives (four development alternatives and one No-Project alternative), none of which "would satisfy the unconstrained 2015 forecast for passenger demand and aircraft oneretions" NOD or 1.1 The ElsCreip chould overlate other
Planning Section, Airports Division Federal Aviation Administration	the proposed project is not one which would satisfy the uncounstrained 2015 forecast and, as required by CEOA and NEPA, the FIS/FIR should identify and
Western-Pacific Region P.O. Box 92007	analyze possible alternatives to such proposed project which could lessen or avoid the significant environmental Immarks thereof while setill achieven or
World Way Postal Center Los Angeles, California 90009-2007	basic project objectives. To be the theory of the NOP states (at p. 2) that the draft EIS/EIR will so Identify and analyze alternatives but if is not clear whether the
Re: Los Angeles International Airport (LAX) Master Plan Project Notice of Preparation/Notice of Intent	five alternatives described in the NOP/NOI are the only alternatives to be so analyzed. If so, the scope of the alternatives analysis of the EIS/EIR would be too limited.
Dear Mr. Graham and Mr. Kessler:	2. The NOP states that during the Phase II Iterative concept
The Howard Hughes Corporation ("Hughes") is the owner and developer of, or has an interest in the development of, approximately 70 acres of largely undeveloped land within 4 miles of Los Angeles International Airport	development process, over 30 different airport development concepts were considered. The EIS/EIR needs to discuss this process in detail and explain why the other 26 concepts were rejected and not otherwise analyzed in the EIS/EIR.
r Levy J. As such, Highes is vitally interested in the proposed LAX Master Plan Project (the "Project"). Accordingly, Hughes welcomes this opportunity to provide in concerce.	3. As another threshold issue raised by the NOP/NOI, why is

metropolitan area that will sustain and advance the economic growth and vitality of <u>the South Coast Basin</u>"? (NOP, p. 8, emphasis added.) In particular, the Project objectives include meeting "local and regional air transportation needs during the period 2000-2015." (NOP, p. 8 emphasis added.) Given that the scope of the EIS/EIR limited to the proposed expansion of LAX when the NOP/NOI admits that the intention of the Project Sponsor is "to provide, in an As another threshold issue raised by the NOP/NOI, why is environmentally sound manner that is compatible with surrounding land uses, additional airport capacity for passengers and freight in the Los Angeles . .

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HOWARD HUGHES CENTER

Project:

Environmental Impact Statement/Environmental Impact Report (the "ÉIS/EIR") to be prepared by the City of Los Angeles Department of Airports and the Federal Aviation Administration (the "Joint Lead Agencies") for the proposed

provide, In response to the Notice of Preparation and Notice of Intent (the "NOP/NOI"), the following comments on the appropriate scope of the joint

6701 Center Drive West, £1400 Los Angeles, California 90045 Tel 310/417-5330 Fax 310/417-5329

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> the Project Sponsor itself owns and operates 3 other airports in the Los Angeles metropolitan area (namely, the Palmdale, Ontario and Van Nuys airports), why doesn't the scope of the project description include a Master Plan for how all of these facilities can be expanded to meet local and regional air transportation needs? At a minimum the scope of the EIS/EIR's atternatives how the four Project Sponsor-owned and operated airfields, in coordination with Burbank, Palm Springs and Long Beach) and the military bases that are scheduled for conversion to civilian or joint civilian use alrowed within five counties that presumably comprise the South Coast Basin, can work together on a regional approach to meeting local and regional air transportation meeds.

the forecasts of aviation demand set forth in the study dated February 26, 1996 (which study should be included as a technical appendix to the EIS/EIR so that states on page 12 in connection with a description of the No-Project Alternative the assumption that other regional airports will continue to grow. On its face, it approach, as suggested in paragraph 3 above. At a minimum such statement suggests that the EIS/EIR should analyze an alternative that involves an regional airports is considered, the demand at LAX is projected to increase to between 68 and 72 MAP within the next 20 years. These statements appear to contradict one another. More importantly, the latter statement underscores assume other airports within the region take an increasing share of domestic origin and destination (O&D) passengers." On the other hand, the NOP also On the one hand, the NOP states on pages 9 and 10 that the importance of broadening the scope of the EIS/EIR to address a regional the four future airport improvement alternatives described in the NOP) under it can be subject to review and comment by all interested parties) "take into increase of MAP to between 68 and 72 (not just the 88-96 MAP assumed in would appear that such an alternative would have substantially less adverse that "even when continued growth of domestic passenger demand at other account aviation demand within the entire Southern California market and environmental impacts while still achieving the basic project objectives. 4.

As noted in the NOP (p.1), the LAX Interim Master Plan was neighboring communities. As a result, the growth of LAX during this period has made or were caused to be made by LAX in order to mitigate such impacts on expanded except by traffic improvements made by others. For example, much increase in traffic impacts on neighboring communities. Hughes is unaware of improvements that Hughes has made at or in connection with the development historical pattern of unmitigated off-site traffic impacts should not be allowed to increased substantially to nearly 58 million. This increase lead to a significant consumed traffic capacity on surrounding streets which capacity has not been transportation facility improvements that fully mitigate where feasible the traffic identify feasible ways that this goal can be achieved and that all feasible ways sound manner that is compatible with surrounding land uses, additional airport remaining capacity of the City street system that provides access to LAX, and any instance where off-site street or other transportation improvements were Master Plan must include specific street and other, freeway and non-freeway, approved Master Plan would be to bring all traffic impacts on local streets in that any future LAX growth can fully mitigate its traffic impacts. Further, it is development of airport facilities with that of surrounding communities." It is apparent that In at least one important respect - namely, the creation of an neighboring communities - the Interim Plan failed in this coordination effort. commercial and residential neighborhoods from current and future alrport imperative that any future expansion of LAX should not consume the entire impacts on neighboring communities. Indeed, an appropriate goal for any of the capacity created by the millions of dollars of regional-serving traffic continue in connection with any further expansion of LAX. Any approved so that the stated Master Plan objective "to provide, in an environmentally related traffic up to a level of service C. It is incumbent that the EIS/EIR integrated ground transportation system that does not adversely impact of Howard Hughes Center has been consumed by growth at LAX. This For example, between 1981 and 1996, annual passengers using LAX adopted in 1981 *as a short term, general guide for coordinating the capacity" (NOP, p. 8) can also be achleved. ഗ്

6. As with other major projects, there should be a schedule of specific traffic improvements. These improvements should be made prior to any actual construction is completed, so that the traffic generated from the expansion can be effectively mitigated.

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7. The capacity limitations of the current transportation infrastructure surrounding LAX, particularly the City's surface streets that are frequently used by traffic accessing LAX, should be added to the list of "planning considerations" referenced on page 6 of the NOP that create "constraints" on future LAX expansion. These capacity limitations must be thoroughly addressed in the EIS/EIR. In addition, assuming that the proposed LAX Master Plan contemplates LAX constructing, or causing to be constructed, off-site street improvements in order to reverse the historic pattern described in paragraph 4 above, the list of City of Los Angeles Approvals on page 6 of the NOP should include "highway improvements or modifications," and these should be identified in the EIS/EIR.

8. On page 8 of the NOP, it is stated that the need for additional airport capacity in the "South Coast Basin" during the 2000-2015 period has been widely acknowledged. Assuming that the South Coast Basin includes the five counties of Los Angeles, Ventura, Orange, Riverside and San Bernardino, all the more reason why, as suggested in paragraph 3 above, the scope of the EIS/EIR should be expanded to address a regional approach whereby all of the airport facilities within the South Coast Basin participate in meeting the "widely acknowledged" need. 9. As noted in the NOP on page 11, none of the five alternatives would satisfy the unconstrained 2015 forecast for passenger demand and alrcraft operations, but all four development alternatives would, however, be expected to accommodate the anticipated 2015 cargo demand forecast of 4.2 million annual tons. The EIS/EIR needs to explain the reason for this difference, which may have important implications with respect to certain environmental impacts of the alternatives. For example, which will have more impacts on the ground access system, passenger demand or cargo

10. The NOI references the "minor development plans" that are a part of the No Action Alternative but the NOP does not do so in connection with the No-Project Alternative. The EIS/EIR should include a description of such plans and should analyze any environmental impacts associated therewith.

11. The EIS/EIR must include all of the details with respect to the proposed project under each alternative that is analyzed. For example, with respect to Alternative 1 in the NOP, Figure 1.3 does not indicate where the 2.9 million sq. ft. of new and redeveloped cargo space is to be located, and the precise location of the "remaining ancillary facilities" (see p. 17 of the NOP) is also not identified. In addition, the EIS/EIR should explain why more acres (249 instead of 240) are required for less cargo space square footage (4.7 million instead of 4.8 million) in Alternatives 2, and 3 as compared to Alternatives 1 and 4. Also, in Alternatives 2, 3 and 4 the location of the vacant land south of Imperial Highway at La Cienega Boulevard that is proposed for acquisition is not identified on Figures 1.4, 1.5 or 1.6. Finally, where would the "remote" additional parking for the terminal facilities referenced in Alternative 4 (see NOP at page 26) be located?

12. Is there any phasing plan or schedule anticipated for the proposed airport improvements? If so, this needs to be disclosed and thoroughly analyzed in the EIS/EIR. In that regard, the EIS/EIR should also identify the mitigation measures that must be completed prior to the operation of each expansion phase.

13. To what extent would each alternative described in the NOP/NOI alter the existing approach and/or departure flight paths at LAX? This needs to be disclosed and addressed in the EIS/EIR because of the Implications such flight path changes would have on noise and public safety issues. 14. Needless to say, the EIS/EIR needs to address the numerous land use compatibility issues that any expansion of LAX creates for the Westchester community.

15. Potential crash hazards should be included in the human health issues to be addressed in the EIS/EIR.

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July 28, 1997	City of Los Angeles Department of Airports Attn. John L. Graham, Chief of Airport Planning	One World Way - Room 218 Los Angeles, CA 90012	Re: LAX/Hawthorne Expansion	Dear Mr. Graham::	I AM WRITING THIS LETTER TO PROTEST THE EXPANSION OF LAX.	Unhealthy Air . As I write this letter, I already have an oily type substance on my lawn furniture and soot on the window seals of my home	How can we think of adding to this pollution?	My home is located in Manhattan Beach, and not only do we have the pollution from LAX we also have the added pollution of Chevron in this area.	How much pollution can one area take? I believe our air is already polluted to the MAX!	I believe that the air we breath is already at an unhealthy level. In the last 7 years I am suffering from allergies, something that I had never had before and do believe it has to do with the quality of air.	Manhattan Beach is a lovely community and we have many young children in this area. How can we put their lives at risk? We also, have many elderly, who are unable to handle pollution as another problem to cope with.	Do we even know how this increased pollution will affect our beautiful ocean?	How can we think of expanding LAX and adding to this pollution?	We use to have a very rural and quiet neighborhood, but now I am awaken in the night with the roar of aircraft. As I understand these flight patterns were created long ago, but not used.	How can we think of adding more noise?	
	16. As a federal agency that is subject to Executive Order 12898 relating to Environmental Justice, the FAA should include the required analysis in the EIS/EIR.	Finally, we would appreciate receiving a copy of any Scoping Report that may be issued by either Joint Lead Agency.	Respectfully submitted,		Minut Carolica	wichael P. Kussell Vice President		cc: Councilwoman Ruth Galanter		LA_DOCS/122894.1						

The expansion needs to me moved out of the area where it is less populated. There are many other choices, but again, the City of L.A. wants the Money.	James Lissner 2715 El Oeste Hermosa Beach, California 90254
I can remember back when a Golf Course was considered for the sand dunes at LAX. And if I remember right, that was unable to go forward because of the Blue Butterfly, an endangered species. And now we can add runways and more than twice the aircraft and this is OK?	(310) 376-4626 July 28, 1997
How are we going to address the traffic? We have an anticipated Marina Del Rey Project that will increase traffic. And now we want to double the passenger travel and more than double the cargo. This will cause an impact on our daily lives. WHY? LA wants the MONFY1	John L. Graham, Chief of Airport Planning Department of Airports LAX Master Flan Project 1 World Way, Room 218 Los Angeles, California 90045
What about the safety issues? As I look out at the planes coming in, I can see them stacked. We are now allowing planes to fly lower, from 1500 to 1000, (more noise and more pollution), so we can stack more in one area? Are we going to cut the space between the airplanes so we can get more to land quickly. How dangerous is this? What will it take? A great disaster at the expense of passengers and people. AGAIN, THIS IS ABOUT MONEY.	Dear Mr. Graham: These are my scoping comments for the LAX Master Plan Project EIS/EIR.
THIS REQUESTED EXPANSION IS NOT ADDRESSING, AIR QUALITY, TRAFFIC STUDIES OR SAFETY. I believe they want to sweep all of these problems under the rug at any expense to succeed in their goal of making MONEY.	 I reside south of LAX and very near two of the routes used by helicopters going to and from LAX. I believe that with the projected general increase in airplane passenger and freight traffic there will come an increase in the number of superconstruct and the amount of freight shuttled to
This will truly only benefit the coffers of L.A. at all of our expense.	number of passengers and us amount of instantance the airport by helicopter (particularly as surface streets become more congested and crime-ridden), and this additional helicopter traffic will mean more noise and more air pollution for us on the ground. I suggest these mitigations:
Peggy Wyss 608 - 31 ^ª Street Manhattan Beach, CA 90266	(a) To mitigate noise impact, institute and enforce a 1500' or more minimum altitude for helicopter flights south of the airport - as you have done for a number of years north of the airport in Westchester. This minimum altitude should apply not only to the Industrial/Sepulveda route, but to the Shoreline route as well.
	(b) To mitigate air pollution, limit helicopter flights through this area to "essential" only - bar the tours and the training flights.
	2. Your Concept 4 proposes extension of the runway at Hawthorne airport. I am very concerned that the longer runway will permit the operation of much larger planes which, I believe, have lower take off angles and stronger

זא אראיו עדודדאואם אויכ כפבי-כפב-פוב פביאנגע ארגדואז זא	July 30, 1997	John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan Project 1 World Way Room 218 Los Angeles, CA 90012	Dear Mr. Graham. The Santa Monica BayKeeper and the Natural Resources Defense Council are concerned by the expansion plans of the Los Angeles International Airport ("LAX"). While the Environmental Impact Report/Environmental Impact Statement ("EIR/EIS") itself must serve to identify and comprehensively review environmental impacts; we believe that even at this preliminary stage, a number of issues may be identified that must be part of the analysis:	 OVERVIEW OF THE AIRPORT We believe that a thorough description of LAX management and finances must We believe that a thorough description of LAX management and finances must be included in the EIR/EIS, since virtually all environmental impacts, and any attematives to the project, are weighed against cost, technical feasibility, and municipal jurisdiction or laws. A full disclosure of the Rems listed below is essential to the decision-making process underlying the EIR/EIS process. Therefore, the overview section should inctude, at a minimum: 	 Brief History of Past Airport Development/Expansion Map/Physical Description Current Management/Ownership Structure Current Management/Commissioners Appointment/election format, term length, qualifications, etc. Current Operating Income/Expense Statement Known Environmental Impacts of 50 Years of Airport Operations 	 EXPANSION PLANS/ALTERNATIVES The EIR/EIS must consider autematives which would utilize the other actual or potential aviation facilities in the region to meet the projected demand for air services. Presently, the alternatives tentatively stated for analysis largely ignore the possibility of meeting the project's goals outside the footprint of LAX and outside the immediate area. For example, the potential of the Palmdale Airport must be included in this calcutation. 	-
	low frequency noise. I do not think that the usual mitigation, sound insulation, can stop the low frequency shaking from being felt inside our frame-construction dwellings. Further, I am concerned that commuter or freight operations at Hawthorne would operate all night, whereas, at this time, there is very little nighttime	traffic there. I suggest these mitigations: (a) An early evening curfew for larger and non-Stage Three aircraft, or,	(b) No project at Hawthorne. 3. I am concerned that the proposed LAX expansion will increase particulate pollution throughout the LA basin. I suggest the following mitigation: Develop a program to equip homes with higher efficiency air filters, either as retrofits to forced- air units, or in portable filter units. Either of	these is quite inexpensive to do. Thank you for the opportunity to comment on the project. Sincerely, MULLMM			

	4. AIR POLLUTION IMPACTS There is no question that the project will cause significant impacts to air quality in the region with the worst air quality in the nation and among the worst air quality in North America. This issue deserves detailed analysis and highlights the need for North America. This issue deserves detailed analysis and highlights the need for air operations, but stationary facilities at the airport and mobile sources on the ground also contribute significant pollutant loads. One of the many related issues that deserve study is the manner in which use of a non-LAX air terminal to address projected air transportation needs would diminish both the concentration of impacts and the socio-economic and racial distribution of pollution receivers. Further, careful study of secondary air impacts (for example, caused by increased vehicular congestion) associated with various alternatives is necessary. With respect to this issue, and others, it will be extremely important that the EIR/EIS authors not only carefully document impacts but propose meaningful and creative miligation measures.	5. GROUND TRANSPORTATION IMPACTS The dramatic projected increase in passengers using LAX, or another local air transportation facility, will cause significant surface transportation impacts in the surrounding area, leading to additional air emissions and increased trip time, among other impacts. Route 405 near the airport is already one of the most congested stretches of highway in the nation. We believe that a thorough analysis of this issue, including means to mitigate such impacts, such as public transportation alternatives, is required. In this regard, consideration of the extension of the Green Line light rail line to the airport and new, dedicated natural gas-powered (or other "clean") bus service as the airport and new, dedicated natural gas-powered (or other "clean") bus service as the airport and new includes construction of a dedicated link between the airport's terminals and the BART rapid transit line to alleviate the sort of impacts described above.	6. WATER POLLUTION IMPACTS Given the NOP's conclusion that stormwater runoff could increase, the EIR/EIS should study the manner in which the project will cause stormwater runoff to sansitive areas, including the Santa Monica Bay, and should document measures to eliminate these impacts by installing new treatment devices and retrofitting existing facilities in similar fashion.	 ENDANGERED SPECIES IMPACTS We are extremely concerned about impacts to species which are threatened or 3
1 1 1 1 1 1	Also of concern is the fact that according to the "Master Plan Objectives" Also of concern is the fact that according to the "Master Plan Objectives" acction of the Notice of Preparation's ("NOP"), the proposed expansion is designed to meet local needs through the year 2015. How do project benefits outweigh project impacts, on the environment and surrounding communities, if less than 15 years impacts of the environment and surrounding communities, if less than 15 years anticipated growth beyond 2015? Einally, the NOP "No-Project Alternative" makes the statement that "Passenger demand at LAX will continue to growresulting inincreased aircraft flight delays, demand at LAX will continue to growresulting inincreased aircraft flight delays, demand at LAX will continue to growresulting inincreased aircraft flight delays, demand at LAX will continue to growresulting inincreased aircraft flight delays, demand at LAX will continue to growresulting inincreased aircraft flight delays, demand at LAX will continue to growresulting inincreased aircraft flight delays, demand at LAX will continue to growresulting inincreased aircraft flight delays, demand at LAX will continue to growresulting inincreased aircraft flight delays, demand at LAX will continue to grow for and a code upon which the NOP has based this passenger terminal crowding and vehicle ground access system congestion There are no facts given or comprehensive studies cited upon which the NOP has based this impot the region may siphon demand from LAX substantially and many other factors may the region may siphon demand from LAX substantially and many other factors may impact the ultimate demand and quality of service. Absent thorough, thoughtuil studies ind projections, we belleve this provocative, unsupported statement in the NOP more and projection with a Elpicis norowari.	 COMPLIANCE WITH ENVIRONMENTAL REGULATION COMPLIANCE WITH ENVIRONMENTAL REGULATION The history of LAX's environmental compliance, including its supervision of tenants through leasing and other administrative processes, may be seen as a tenants through leasing and other administrative processes, may be seen as a forecast of its ability to protect the environment under any expansion plan. The forecast of its ability to protect the environment under any expansion plan. The EIR/EIS must therefore include a description of how LAX currently is regulated by and complies with: Air quality regulation Air quality regulation Air quality regulation Stormwater Pollution Prevention Plan (SWPPP) Waste disposal Solid waste disposal Recyclip practices of tenants Hazardous waste (used oil, solvents, etc. from aircraft maintenance) 	 Tenant Compliance with environmental regulation What does the Airport do to ensure compliance? Cleanup programs Cleanup programs LAXFUEL LAXFUEL Status of cleanup of contaminated sites. A description of the fate of polluted groundwater extracted. A description of the remainder of the latel system at the airport 	- What other leaks, ground containing with a visual - What other leaks, ground containing with a visual - Potential impacts on the El Segundo Blue Buttenfly & related habitat 2

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endangered, or may become so, especially in connection with the alternative which would extend west into El Segundo Dunes.

8. ENVIRONMENTAL JUSTICE

The EIR/EIS must by law (see, e.g., Title VI of the Civil Rights Act of 1986 and federal executive order) consider the environmental justice components of the proposed expansion, including, for example, the way in which alternatives may disproportionately impact minority communities. In this respect, it seems clear that enhanced air service to LAX would have the impact of increasing noise and air pollution to areas east of the actineded runway centerlines of the alrport, in largely minority south and southwest Los Angeles.

9. MANDATORY FINDINGS OF SIGNIFICANCE

The questions posed in Findings 22(a) & (d) should be answered "yes," given the analysis contained in the NOP.

10. GROUNDWATER IMPACTS

An additional concern is the statement in the NOP (2.1 - 1k) that "LAX may be situated over an aquifer." This statement is misleading and ignores the fact that LAX is most assuredly situated over several aquifers, at least one of which is contaminated with jet fuel from the LAXFUEL facility and is currently the subject of a Cleanup and Abatement Order.

By this letter, please notify the undersigned, as interested parties, of any future hearings, actions or public meetings regarding this EIR/EIS and any future LAX expansion plans. Thank you.

Sincerely,

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Captain Terry Tamminen, BayKeeper PO Box 10096 Marina del Rey, CA 90295 310-305-9845

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David S. Beckman, Esq. Natural Resources Defense Council 6310 San Vicente Blvd. #250 Los Angeles, CA 90048 213-934-6900

LAW OFFICES AUGUST G. CARLONI 5455 WIGHTRE BOLLEVARD, SUTE 1706 LOS ANGELES. CALIFORNA 0035-4217 (23) 938-2878 AND 935-5551 (23) 938-7809

July 28, 1997

JOHN L. GRAHAM, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218 Los Angeles, California 90045 DAVID B. KESSLER, AICP Environmental Protection Specialist Planner U.S. Department of Transportation Federal Aviation Administration - AWP-611.2 Post Office Box 92007 World Way Postal Center Los Angeles, California 90009-2007

Re: LAX 2015

Dear Mr. Graham and Mr. Kessler:

I have recently attended a meeting sponsored by the Los Angeles Department of Airports, requesting comments relative to the proposed expansion of the existing Los Angeles Airport, hereinafter referred to as LAX. The purpose of the meeting was to receive comments from residents of the area, which may be impacted by the proposed expansion and a request from such residents as to what subject matter should be included in the required EIS/EIR that will be prepared for this project. First of all, I am concerned that the EIS/EIR will only be confined to the proposed expansion. The reason for my concern is that LAX had embarked on an ambitious program approximately fifteen to twenty years ago to secure land by eminent domain for purpose of constructing the propsed Palmdale Intercontinental Airport in the Lancaster-Palmdale area of North Los Angeles County.

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JOHN L. GRAHAM, Chief of Airport Planning DAVID B. KESSLER, AICP July 29, 1997 Page 2 The area condemned consist of approximately forty square miles, which includes the existing U.S. Air Force Plant 42, with acquisition of property to 110th Street East and from Avenue M South to Palmdale Boulevard. I am informed that only a portion of the airport extended as far south as Palmdale Boulevard, with the majority of the southern boundaries being approximately Avenue P-12.

This undeveloped area will appear to present the best area for expansion of LAX, with the absolute minimum impact upon members of the public that reside in the areas of El Segundo, Hawthorne, Manhattan Beach, Hermosa Beach, and areas east of the Hawthorne Airport. This area is highly developed and has density of population that would be more than substantially impacted in the areas of air quality, excessive noise, safety, housing, traffic circulation, and employment. The utilization of the undeveloped land in North Los Angeles County that is already owned by LAX would greatly minimize the impact upon existing residents and would provide a great degree of flexibility in planning for air traffic into Los Angeles not only through the year 2015, but far beyond.

I would specifically request that the EIS/EIR include a comparison of the various impact of developing that site as opposed to attempting to develop an already congested airport in a heavily developed residential and commercial area. I believe the notice of proposal made reference to the balancing of needs between the existing residents and the number of passengers that may use the airport. In determining this balance, it should be noted that the proposed approximately nine hundred eighty thousand operations would affect the residents immediately surrounding the airport at the time of enduring each operation. Whatever may be decided will only affect an airline passenger whenever that passenger may fly in or out of LAX. Certainly the resident that is affected nine hundred eighty thousand times a year has a greater concern than a passenger who may use LAX. Assuming an absurdity, if a passenger flew in and out of LAX every day, he would be involved in seven hundred thirty operations a year whereas affected residents would be affected by nine hundred eighty thousand operations a year. The balancing is required in favor of the existing residents.

LAW OFFICES AUGUST G. CARLONI JOHN L. GRAHAM, Chief of Airport Planning DAVID B. KESSLER, AICP July 28, 1997 Page 3 The proposed EIS/EIR should take into account the following subject matters:

 The impact upon air pollution that would occur by the residue of jet fuel and other contaminants that may be discharged from aircraft. The greatly increased noise levels that would be experienced by surrounding residents from the annual nine hundred eighty operations that are contemplated.

3. The traffic congestion that would be created, especially if proposal four is adopted.

4. The proposal makes reference to a dedicated thoroughfare between LAX and the existing Hawthorne Airport but otherwise appears to treat the Hawthorne Airport as an independent existing airport which will thereafter be subject to further expansion that is certainly contemplated beyond the year 2015. 5. The affect upon existing educational requirements of the surrounding residents by virtue of the increased traffic, especially to the west and east of the Hawthorne Airport that will be directly affected by diverting commuter traffic to the Hawthorne Airport. The number of existing schools should be set out and because of harmful decibel levels and those that may need substantial soundproofing to alleviate excessive noise levels.

6. Safety factors are always an issue and should be explored.

7. Proposed land acquisition would appear to result in displacement of home owners and residents. Attention should be given with respect to the availability of replacement housing within the areas and the cost that would be incurred by those who may be displaced by the various proposals.

I would submit that the least impact of each of the foregoing would be realized by the utilization of the LAX owned land in North Los Angeles County and that attention be given to that development rather than attempting to "shoe horn" additional facilities at the current LAX site.

July 18, 1997	John L. Graham, Chief of Airport Planning Department of Airports LAX Mazer Plan Project 1 World Way - Room 218 Los Angeles, Ca. 90012	Dear Sir, This letter is in response to your 'NOTICE OF PUBLIC SCOPING MEETINGS' for preparation of an environmental impact statement/environmental impact report (EIS/EIR) for the LAX master plan project.	Since I was unable to attend your general public meeting of July 12 through July 16, I am hereby voicing my input in writing. Please pass it on to the appropriate parties of the EIR/EIS report as follows:	 I have no objection to the plans to expand LAX to provide for the projected capacity requirements of the near future. It has been brought to my attention that LAX is planning to use other airports to handle a lot of their existing noncommercial jet traffic during the expansion period. 	3.) I live three blocks west of the Santa Monica Airport.	4.) I strongly object to the divergence of any more jet traffic than we already have for the following reasons:	• The impact on our health from jet fumes. (It's already bad and sickening.)	 Noise (it's already too much and too often causing great stress to our nervous system). 	• The impact to our quality of life. (We purchased this property in 1973 because of the peace and quiet surrounding it. The small-plan traffic was minimal and of no real concern. Plan traffic has since increased and includes a few jets now and then. The community pulled together to strongly object to any more jet traffic.	• The safety concerns on our community and schools. (Two years ago, a small plan made a forced landing in front of my house. Before that a	
law offices August G. Carloni	JOHN L. GRAHAM, Chief of Airport Planning DAVID B. KESSLER, AICP July 28, 1997 Page 4	I am a concerned resident for I live in Manhattan Beach, California, and I envision substantial impact upon a residential community that is well developed, is of high population density and should not be subject to deleterious affects of the proposed airport commerce, especially when an alternative is available in North Los Angeles County.	Respectfully submitted,	AGC/rb cc: DAVID DOYLE, City of Manhattan Beach JANE MANMAN, U. S. Representative DEANE DANA, Supervisor DIANE FEINSTEIN, U.S. Senator BARBARA BOXER, U.S. Senator							

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To All Concerned Parties,	The following is a list of issues Manchester Square Property Owners feel should be addressed as part of the proposed LAX 2015 Master Plan for Los Angeles International Airport.	 The plan must identify not only noise contours but also identify projected maximum noise levels and frequency of events with comparisons to current noise levels. 	2. The plan must include and identify methods of noise mitigation. For example, locations of berms, walls, trees and other methods to reduce the noise impact on Manchester Square should be addressed.	3. Any additional or relocated runways must be located away from the Manchester Square area, no locations should be any closer to our residences.	4. Any future adjustments in operations should not be allowed to shift the heavier loads to the inboard runways.	5. The plan must include transferring, to the greatest extent possible, the cargo facilities to other airports (Palmdale, Ontario, and Van Nuys) including the necessary connecting rail services.	6. The plan should require the extension of the Green Line/Blue Line light rail systems to connect the terminals with the rest of the City. The plans should indiacte methods of achieving the goal of accommodating a minimum of 50% of the increased passenger traffic prior to the completion of the build-out.	7. The plan must clearly identify the proposed street improvements scheduled to connect the airport with the adjacent freeways. (San Diego, Century, Marina) The plan should clearly identify the scheduled improvements for the adjacent surface streets. (Lincoln, Sepulveda, Airport, Aviation, La Cienega, etc.) The plan should also include planned mitigation efforts to be use during the construction of these road improvements.	8. The plan should include methods of measuring and recording pollution levels generated by airport operations and establish acceptable limits and penalties for exceeding those limits.	9. There should be no relocation allowed of noisy, polluting, toxic or dangerous facilities toward any residential neighborhoods. This should include fuel storage facilities.	10. All possible alternative landing and take-off approaches should be considered including increased use of full over occan operations at all times of the day.	
small plan crashed into a house two blocks away [on Barrington Av near National Rivd1 the house humed and one person in the plan	At near reaction brug, are nouse course and one poison at are plan was killed.) If von check the accident records for Canta Monice Aircort von will	probably find an accordant records for barria mounts zu poit, you will probably find an average of one or two plan crashes per year in the immediate vicinity of the airport in the last twenty years. For LAX to divert iet plans to Santa Monits Airport will increase the statistical	probabilities of more accidents and deaths. The impact on our property values. Since people buy property as an investment to build equity, it is ludicrous to impose upon their	valued domain issues that could cause great financial losses. We have enioved a close-knit community with a Neichborhood Watch	Program, wonderful people and friends. We intend to keep it that way.	Sincerely yours,	Mary C. Malles Mary L. Rubio 11913 Brookhaven Av. Los Angeles, Ca. 90064					·

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Mr. John L Graham Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045 Dear Mr. Graham,	I understand that there is some discussion about landing larger planes at the Santa Monica Airport. I live 2 blocks to the east of the Airport and I am amazed and troubled by the increase in larger planes landing and all of the helicopters that are around. Over the past four years there have been 3 or so planes crashes in our area: 1) on Barrington Avenue crashing into a house 2) by the 10 FWY and the Barrington underpass 3) on Brookhaven Avenue where a plane actually landed on the street	Now I am seeing more corporate jets coming over our house. And I actualy saw a DC3 coming in for a landing last Saturday. I understand from our community people that LAX is going to make it very difficult, if not impossible, for small business and corporate jets to land there after the expansion of the airport. I vould like the following concerns to be addressed by the FAA during their scoping Process: 1) Increase in traffic on local streets and the various freeways around our community. 2) Irequest that a member of our community have representation on the Scoping Commutity. 3) The noise and pollution problems that will be created by increased air traffic and larger planes. 4) How the Santa Monica Airport and LAX will deal with the loss to property values by having larger planes and more traffic. 5) LAX must install enough Fixed Base Operator Facilities to accommodate corporate and commuter airplanes and helicopters during and after the development period. 5) LAX must install enough Fixed Base Operator Facilities to accommodate for the development period. 7) Include to know when I can exports and helicopters during and after the development period. 8) The out of the Santa Monica Airports of the loss to grow the factor fa
11. The plan must address the issues of land use in Manchester Square. Residential use in this area that is completely surrounded by commercial, industrial, and airport facilities and is not appropriate and will only become more unacceptable with the planned expansion. 12. The planned home insulation program scheduled for Manchester Square will not be adequate compensation for the loss in quality of life, property values and general nuisance created by the airport. It is not fair or just to demand "air easements" in exchange for compensation of past increases in noise levels when those easements will be used to continue the ever expanding desires of the Department of Airports. Sound insulation may make the interior life more bearable but it does nothing to address the loss of use of the 'backyard'.	13. Manchester Square is in a unique location. It is already isolated from the rest of Westchester by previous expansions of the airport. There is no "open space" within the Square and there are no places for children's activities. The only stores or markets are a gas station/liqueur store and another liqueur store both of which have 1" thick bullet proof glass surrounding the attendants. The interior portion of the tract is single family residences which are surrounded by apartment buildings. The Westchester Community Plan identifies all of Manchester Square as "Medium Density" housing but the Planning Department never rezoned the property. We are probably lucky they didn't but it has lead to a very dysfunctional community.	14. The Master Plan should be a turly long term plan developed to include all of the areas around the airport with a maximum capacity build-out identified for the limited space available to the airport. The airport should be required to implement all aspects of the approved plan, not just the portions it finds useful. In the 1970's the airport said there would be no further expansion or land acquisitions and promised soundproofing for the effected neighbors. It is just now 25 years later that it is getting around to the soundproofing. The 'interim plan' adopted in 1880 called for connections to mass transit, a people mover on Century Blvd. and Sepulveda Blvd. It called for connections to mass transit, a people mover on Century Blvd and Sepulveda Blvd. It called for connections to the soundproofing for the list of broken promises is very long. Why will it be any different this time?

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CHARLES F. WILLSON, JR. 2722 STONER AVENUE LOS ANGELES, CALIFORNIA 90064 July 28, 1997	Mr. John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045	Mr. Graham, I have lived in the community to the east of Santa Monica airport for almost 6 years. My house is in the landing flight path to Santa Monica Airport. I can tolerate small aircraft coming in to Santa Monica airport, but I have been unable to tolerate the small jet aircraft coming n to the airport. This	jet aircraft traffic has steadily increased over the past 6 years. It is very noisy and can occur at any time during the day or even in the middle of night. This is unaccepatable to me. These jets are very noisy when flying over head. They are exceptionally noisy while landing on the runway as they create a lot of noise revving their engines upon landing.	My house and front door face the west and there are times when I have my front door open and I can smell the jet diesel fuel fumes blowing in my front door from the airport 4 blocks away. This is unacceptable. I have a 5 year old son in my house and it disturbs me that he is exposed to this unhealthy situation. I think an environmental impact study should be conducted on the quality of the air around Santa Monica Airport, especially to the east of the airport.	I am asking you to please allow non-commercial jet traffic to fly in to LAX even after the planned expansion. Please plan for the development of Fixed Base Operator Facilities at LAX for this jet traffic. Our neighborhood can not tolerate the continuing escalation of jet and helicopter traffic any more. The jet traffic must stop before we have big jets landing at Santa Monica Airport all the time. Sincerely,	Charles F. Willson, Jr.	cc: David B. Kessler	
PATRICK DEL DUCA 515 South Flower Street Suite 1100 Los Angeles, CA 90071 213/688-8203	July 28, 1997	John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218 Los Angeles, California 90045	David B. Kessler, Environmental Protection Specialist Planner U.S. Department of Transportation Federal Aviation Administration - AWP-611.2, P.O. Box 92007 World Way Postal Center, Los Angeles, California 90009-2007	Gentlemen: I have been informed that the Federal Aviation Administration is preparing a draft Environmental Impact Statement/Environmental Impact Report. It is unclear from my information whether this process concerns LAX or the Santa Monica airport. Can you please clariv the marter for me.	I am a resident of Santa Monica near the end of the Santa Monica airport runway. I am concerned by noise, safety (you are aware of the various airplane crashes in the vicinity of the Santa Monica airport over the last few years), pilots deviating from the approved flight path in and out of the Santa Monica airport, air pollution from planes, and related issues. Any draft environmental documentation relative to the Santa Monica airport should address these concerns.	Please keep me apprised at the above referenced address. Thank you for your attention to the matter.	Yours truly,	

July 19, 1997 Mr. John L Graham Chief of Airport Planning Department of Airports	LAX Master Plan Project Room 218 1 World Way Los Angeles, CA 90045 Dear Mr. Graham,	I wish to provide the following comments with respect to the preparation of the EIS/EIR for the LAX Master Plan Project.	I live in the City of Manhattan Beach and I have observed a disturbing increase in the frequency and level of noise from aircraft flying overhead. As a parent of young children, I find this especially disconcerting.	In your Environmental Impact Statement/Environmental Impact Report for the LAX Master Plan Project, please study and address these very important issues of overhead aircraft noise and their frequency. I am greatly concerned about the frequncy and new levels of noise from both LAX and the Hawthorne airport.	We have a very large ocean located right next to our citys and airport. let's route the planes over the ocean instead of our homes. I would also like see addressed the issue of traffic congestion. Further expansion of either LAX or Hawthorne airports will add additional traffic congestion to our streets and freeways, which are already being crowded past their limits. It already takes significant amounts of time just to travel short distances.	Thank you for your time and attention. Sincerely,	Basil Ung Jr. 4 Village Gircle Manhattan Deach, CA 90266
Brigitta M. Dower 7 Lafayetta Court Manhattan Beach, C.A. 90266	Mr. John L. Graham Chief of Airport Planning Department of Airports LAX Master Plan One World Way, Suite 218 Los Angeles, CA. 90045	July 28, 1997	Re: LAX Proposed Expansion / EIR Dear Mr. Graham:	I am a resident of Manhattan Village, a residential community of Manhattan Beach located East of Sepulveda Boulevard and North of Marine Avenue. I am very concerned about the proposed plans to expand LAX airport, and am writing to express my opposition to any plan which would increase the noise or air pollution affecting Manhattan Village.	I understand that an environmental impact report will be prepared, and that residents have at this time the opportunity to comment on the scope and content of the report. Accordingly, I respectfully request that the report show the expected noise and air pollution impact of each alternative on each community separately. I mean that I am interested in a report showing the environmental impact of each alternative on Manhattan Village itself, as a separate community within Manhattan Beach.	I think the report should also take into consideration other expected changes such as different types of planes used flying patterns, and that all such assumptions should be identified in the report.	I would very much appreciate being kept informed of the evolution of your study. I thank you in advance for considering my concerns, and very much appreciate any action you may take to protect Manhattan Village's environment. Sincerely,

July 28, 1997

One World Way, Suite 218 Los Angeles, CA 90045 Chief of Airport Planning Department of Airports LAX Master Plan John L. Graham

Dear Mr. Graham:

Airport. All four of the proposed plans would significantly reduce the quality of life for growing list of poople opposing any and all expansion of the Los Angeles International My family resides in the City of Hawthorne and would like to add our voice to the citizens in the South Bay area

affect on the health of all of our families; with the elderly and children being the most at risk. Los Angeles International Airport has simply run out of room in the South Bay and The noise and air pollution caused by the proposed expansion would have an unknown should start looking at alternatives such as El Toro, Pomona or Palmdale for its expansion needs.

on the citizens of the Hollypark housing tract will be devastating to their health, peace of Angeles International Airport to acquire the Hawthorne Airport, is particularly disturbing mind and to property values. In addition, Plan Four will have a devastating affect on all There is already too much noise, traffic and air pollution—we do not need to add more! While we are opposed to all the proposed expansion, Plan Four, which calls for the Los Hawthorne into a bustling metropolitan commuter center. The noise and traffic impact homes in its flight path; which includes much of the City of Hawthome (including the Hollyglen area where my family lives) and parts of El Segundo and Manhattan Beach. to us. It turns a quiet airport next to one of the nicest residential areas in the City of

We urge you to choose Plan Five: NO EXPANSION AT LAX!

Sincerely,

J NI TH DUT Phone Number (optional) A MESS City, State and Zip 20 PLREADY し Signature Big PLANES THYING OVER Address Name HAWTHORNEL CALIF & 250 310-4436816 THIS TOWN INS 2 marco Q 7882 13474 MA 3 MAN 5345 W CARLOS

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July 28, 1997

One World Way, Suite 218 Chief of Airport Planning Los Angeles, CA 90045 Department of Airports LAX Master Plan John L. Graham

Dear Mr. Graham:

Airport. All four of the proposed plans would significantly reduce the quality of life for growing list of people opposing any and all expansion of the Los Angeles Internationai My family resides in the City of Hawthorne and would like to add our voice to the citizens in the South Bay area

affect on the health of all of our families; with the elderly and children being the most at risk. Los Angeles International Airport has simply run out of room in the South Bay and The noise and air pollution caused by the proposed expansion would have an unknown should start looking at alternatives such as El Toro, Pomona or Palmdale for its expansion needs.

Angeles International Airport to acquire the Hawthorne Airport, is particularly disturbing on the citizens of the Hollypark housing tract will be devastating to their health, peace of mind and to property values. In addition, Plan Four will have a devastating affect on all While we are opposed to all the proposed expansion, Plan Four, which calls for the Los There is already too much noise, traffic and air pollution—we do not need to add more! Hawthome into a bustling metropolitan commuter center. The noise and traffic impact homes in its flight path; which includes much of the City of Hawthorne (including the Hollyglen area where my family lives) and parts of El Segundo and Manhattan Beach. to us. It turns a quiet airport next to one of the nicest residential areas in the City of

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Phone Number (optional)

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John L. Graham Chief of Airport Planning Department of Airports LAX Master Plan One World Way, Suite 218

Dear Mr. Graham:

Los Angeles, CA 90045

My family resides in the City of Hawthorne and would like to add our veice to the growing list of people opposing any and all expansion of the Los Angeles International Airport. All four of the proposed plans would significantly reduce the quality of life for citizens in the South Bay area. The moise and air pollution caused by the proposed expansion would have an unknown affect on the health of all of our families; with the elderly and children being the most at risk. Los Angeles International Airport has simply run out of room in the South Bay and should start looking at alternatives such as El Toro, Pomona or Palmdale for its expansion needs.

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We urge you to choose Plan Five: NO EXPANSION AT LAX!

: *f*/, Phone Number (optional) City, State and Zip Der Minnehmult auport. Signature COD BALANC Address Name sincerely, Dain against the Jaw Hume Beter Jain lune a Z Jawa. COLE) plant lo ani

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July 28, 1997

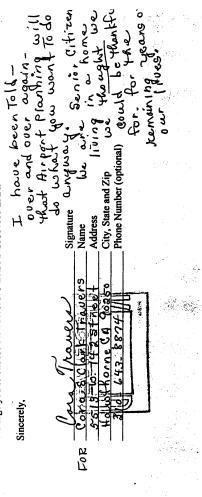
John L. Graham Chief of Airport Planning Department of Airports LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045

Dear Mr. Graham:

My family resides in the City of Hawthorne and would like to add our voice to the growing list of people opposing any and all expansion of the Los Angeles International Airport. All four of the proposed plans would significantly reduce the quality of life for citizens in the South Bay area. The noise and air pollution caused by the proposed expansion would have an unknown affect on the health of all of our families; with the elderly and children being the most at risk. Los Angeles International Airport has simply run out of room in the South Bay and should start looking at alternatives such as El Toro, Pomona or Palmdale for its expansion needs.

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July 28, 1997

One World Way, Suite 218 Los Angeles, CA 90045 Chief of Airport Planning Department of Airports LAX Master Plan John L. Graham

Dear Mr. Graham:

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We urge you to choose Plan Five: NO EXPANSION AT LAX!

Sincerely,

VIOLET I. YOUNG 356 C, trestond 510-643 whether

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July 24, 1007

John L. Graham, Chief of Airport Planning Dept. of Airports, LAX Master Plan One World Way, Suite 218 Los Angeles CA 90045 Re: EIS/EIR

Gentlemen:

we are concerned with increased traffic, noise, pollution problems extremely concerned how the proposed LAX Master Plan will affect the quality of life and safety in our neighborhood. In particular, and most of all safety if additional aircraft were allowed to use As a resident in the immediate Santa Monica airport area I am Santa Monica Airport. also feel that our community must have representation on the LAX Scoping Committee.

basis. To increase the amount of noise and contamination would be We are now exposed to jet fuel and noise pollution on a daily hazardous to all of the community, and inparticular to our schools.

I would be interested in receiving any comments or future information regarding plans that will affect our community.

Sincerely,

W. Kos Angeles CA 90064 URSHICE AND rea 2753 R

Enviromental Protection Specialist Planner Federal Aviation Administration U.S. Dept. of Transportation AWP-611.2, P.O. Box 92007 Los Angeles CA 90009-2007 World Way Postal Center David B. Kessler :00

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BARRY C. VAUGHAN 2029 CENTURY PARK EAST 34th FLOOR LOS ANGELES. CALIFORNIA 90067 TELEPHONE (310) 552-3400 111/1 31 1007 111/1 31 1007	DUY J1, 227 BY FAX TO 310 646 1891 AND TO 310 536 8606 AND BY HAND DELIVERY	John L. Graham, Chief of Airport PlanningDavid B. Kessler, AICP EnvironmentalDepartment of AirportsProtection Specialist, AWP-611.2,Department of AirportsProtection Specialist, AWP-611.2,LAX Master Plan ProjectPlanning Section, Airports Division,I. World Way - Room 218Federal Aviation Administration, Western-Los Angeles, CA 9004515000 Aviation Blvd., Room 3012	Los Angeles, CA 90009 Re: Preparation of Joint EIR/EIS for LAX Master Plan	Gentlemen: The following comments are respectfully submitted on the scope of the joint Environmental Impact Statement ("EIS") / Environmental Impact Report ("EIR") for the proposed future development of the Los Angeles International Airport ("LAX") recommended by the Master Plan for LAX prepared by the Los Angeles Department of Airports (the "Master Plan").	Comment 1: Underestimation of Project LAX Annual Domestic Commuter Aircraft Operations	Chapter III of the Master Plan, Forecasts of Aviation Demand, dated February 26, 1996 ("Chapter III") contains in Figure III-10.2 at page III-10.6 historical and forecast LAX Annual Domestic Aircraft Departures. The forecast trend is without explanation substantially less than the historical trend since 1985, and appears to be without basis. This not only would cause the EIR/EIS to incorrectly assess the environmental impacts of the implementation any of the alternatives of the Master Plan but would also cause the EIR/EIS to incorrectly assess the	environmental impacts of the Master Plan on "reliever airports" as discussed in Comment 3 below. In the EIR/EIS, the forecast trend should either be corrected or explained. Comment 2: Failure to Distinguish Between Types of General Aviation Aircraft Operations	Chapter III also contains section 10.4 on "General Aviation Aircraft", which is accompanied by a forecast of general aviation contained in Table III-10.4 of the Master Plan at page III-10.15. This forecast and the historical data upon which it is based fail to distinguish	(₁)
July 28, 1997 John L. Graham Chief of Airport Planning Department of Airports	LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045	Dear Mr. Graham: My family resides in the City of Hawthorne and would like to add our voice to the growing list of people opposing any and all expansion of the Los Angeles International Airport. All four of the proposed plans would significantly reduce the quality of life for citizens in the South Bay area.	The noise and air pollution caused by the proposed expansion would have an unknown affect on the health of all of our families, with the elderly and children being the most at risk. Los Angeles International Airport has simply run out of room in the South Bay and should start looking at alternatives such as El Toro, Pomona or Palmdale for its expansion needs.	While we are opposed to all the proposed expansion, Plan Four, which calls for the Los Angeles International Airport to acquire the Hawthorne Airport, is particularly disturbing to us. It turns a quiet airport next to one of the nicest residential areas in the City of Hawthorne into a bustling metropolitan commuter center. The noise and traffic impact on the citizens of the Hollypark housing tract will be devastating to their health, peace of mind and to property values. In addition, Plan Four will have a devastating affect on all homes in its ficht node.	noutes in its tright path, which includes inder of the City of rawmonic (including the Hollyglen area where my family lives) and parts of El Segundo and Manhattan Beach. Theor is clored, too much action theory of an anti-mission and act and to add to add	We urge you to choose Plan Five: NO EXPANSION AT LAX! We urge you to choose Plan Five: NO EXPANSION AT LAX! Sincerely, 2.08 CD PluS of his Laffur write received	<u>A Security Sequence</u> <u>A Security Name</u> <u>A Security Addres</u> <u>A Security Addres</u>	h the set of the se	

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John L. Graham, Chief of Airport Planning Department of Airports LAX Master Plan Project	David B. Kessler, AICP Environmental Protection Specialist, Federal Aviation Administration	 John L. Graham, Chief of Airport Planning Department of Airports LAX Master Plan Project	David B. Kessler, AICP Environmental Protection Specialist, Federal Aviation Administration
July 31, 1997 Page 2		 July 31, 1997 Page 3	
between light aircraft operations, turboprop airc ack of distinction may cloak an actual historica. It LAX which would require an upward revision uircraft general aviation operations. This is impleted temand for general aviation jet aircraft services	between light aircraft operations, turboprop aircraft operations and jet aircraft operations. This lack of distinction may cloak an actual historical increase in turboprop or jet aircraft operations at LAX which would require an upward revision of the forecast with respect to turboprop and jet aircraft general aviation operations. This is important because an accurate forecast of the market demand for general aviation jet aircraft services at LAX is essential to determining the extent of any conventent increase to distinct of the market demand for general aviation jet aircraft services at LAX is essential to determining the extent of any conventent increase to distinct of the market and increase to a distinct of the extent of any conventent increase to a distinct of the extent of a distinct of the distinct of the distinct of the distinct of the avaitance of the extent of a distinct of the distinct	Thus, it is apparent that an actual or implicit component of the Master Plan, althou explicitly stated as such, is to divert turboprop and jet aircraft general aviation from L nearby reliever airports, such as Santa Monica Airport ("SMO"), for example. There consideration in the Master Plan, however, as to the environmental impacts that this diversic cause nearby reliever airports such as SMO and the surrounding residential commuties.	Thus, it is apparent that an actual or implicit component of the Master Plan, although not explicitly stated as such, is to divert turboprop and jet aircraft general aviation from LAX to nearby reliever airports, such as Santa Monica Airport ("SMO"), for example. There is no consideration in the Master Plan, however, as to the environmental impacts that this diversion will cause nearby reliever airports such as SMO and the surrounding residential commuties.
a curviouncing impacts the Masker radi with nave on relevent at ports as of 3 below. In the EIR/EIS, the forecast trend for general avaition aircraft oper distinguish between light aircraft and turboprop and jet aircraft operations. Comment 3: Failure to Consider Impacts of Master Plan on "Reliever Airpo Residential Areas	3 below. In the EIR/EIS, the forecast trait with nave our relative and poils as unsussed in Conninent 3 below. In the EIR/EIS, the forecast trend for general aviation aircraft operations at LAX should distinguish between light aircraft and turboprop and jet aircraft operations. Comment 3: Failure to Consider Impacts of Master Plan on "Reliever Airports" and Surrounding Residential Areas	 The EIR/EIS should include an accurate Master Plan will have on "nearby reliever airp SMO, and on the residential neighborhoods sur- the Master Plan to accommodate anticipated dem at LAX and on the west side of Los Angeles gen	The EIR/EIS should include an accurate analysis of the environmental impacts that the Master Plan will have on "nearby reliever airports", including, but not necessarily limited to, SMO, and on the residential neighborhoods surrounding those airports, caused by the failure of the Master Plan to accommodate anticipated demand for turboprop and jet aircraft general aviation at LAX and on the west side of Los Angeles generally.
Chapter IV of the Master Plan, Facility Requirements, dated May 8, 1996, 6.2.1 on General Aviation. This section recommends that "no additional acreage general aviation purposes" based on the assumption that the "average annual general aviation activity is project to remain relatively constant over the three pl	Chapter IV of the Master Plan, Facility Requirements, dated May 8, 1996 contains section 6.2.1 on General Aviation. This section recommends that "no additional acreage be reserved for general aviation purposes" based on the assumption that the "average annual growth rate of general aviation activity is project to remain relatively constant over the three planning levels."	 revised to adequately accommodate accurately projected demand for tu general aviation at LAX and on the west side of Los Angeles generally. Yours very truly,	revised to adequately accommodate accurately projected demand for turboprop and jet aurcratt general aviation at LAX and on the west side of Los Angeles generally. Yours very truly,
t ins assumption appears to be based on the forest discussed in Comment 2 above. Because that for between light aircraft general aviation, on the or other hand, the assumption upon which said rec and the recommendation thus without basis.	This assumption appears to be based on the forecasted that demand for general aviation operations discussed in Comment 2 above. Because that forecast may be in error for failing to distinguish between light aircraft general aviation, on the one hand, and turboprop and jet aircraft, on the other hand, the assumption upon which said recommendation is based may be equally in error, and the recommendation thus without basis.	Barry	Har UNZ
In addition, the Master Plan does not consider the probable incre- corporate turboprop and jet aircraft general aviation services in the wes the movement and of various motion picture and high technology busis side of Los Angeles and the need to accommodate that traffic at LAX.	In addition, the Master Plan does not consider the probable increase in market demand for corporate turboprop and jet aircraft general aviation services in the west Los Angeles area due to the movement and of various motion picture and high technology business operations to the west side of Los Angeles and the need to accommodate that traffic at LAX.	cc: Councilwoman Ruth Galanter	
Accordingly, it appears that the Maste commuter operations at LAX and the potential o aircraft general aviation services at LAX. The M that:	Accordingly, it appears that the Master Plan underestimates the forecast growth in commuter operations at LAX and the potential or actual growth in demand for turboprop and jet aircraft general aviation services at LAX. The Master Plan does state, however, in section 6.2.1 that:	 •	т.,
"Demand for increased general avia accommodated at LAX should be encor facilities at nearby reliever airports."	"Demand for increased general aviation services that cannot be accommodated at LAX should be encouraged to develop full-service facilities at nearby reliever airports."	 	
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30 July, 1997

Mr. Jack Graham Chief of Airport Planning City of Los Angeles Department of Airports LAX Master Plan Project 1 World Way, Rm 218 Los Angeles, California 90045

Mr. Graham:

It has come to my attention, as it were through the local grape-vine, that Los Angeles Airport is entertaining serious plans to expand (profoundly) over the next two decades, thereby raping the surrounding community once again. Not surprisingly, there appears to have been little publicity of this dastardly prospect - I guess such deeds are always better done in the dark. That this proposed expansion would entail a variety of dramatic and alarming effects on the surrounding area is obvious to the meanest intelligence, and I oppose your plan in the strongest possible sense. As a recent home-owner in Westchester I am furious and enraged that a once explicit understanding with the community is apparently being treated with utter disregard and cold disdain: I learnt from long-time home-owners on my street that some twenty years ago LAX explicitly guaranteed to the surrounding community that such wanton expansion as seems currently to be in the works would never come to pass. Now you are going back on your word! You have suceeded spectacularly in amplifying my cynicism and rage at fascist bureaucracies out-of-control, interested only in power and financial gain: I really didn't think it possible, but you've done it! I thought that LAX was there to serve the community - now it appears it's immediate purpose is to destroy it, at least locally.

It serves no real purpose for me to continue to vent my spleen like this; so permit me a few sentences of rational argument. I have learnt from Councilwoman Ruth Galanter's office that the existing Palmdale tracts are still a viable (if, to you, unpopular) option as far as handling increased air-travel in the greater LA. area is concerned. So I should very much like to hear what rationale your office has for abandoning plans once slated for the particular purpose you are now trying to serve by pumping LAX up to even more unwieldy dimensions. For what it's worth, I implore you to return to the Palmdale expansion plan, lest huge problems ensue in the areas surrounding LAX: more noise, more pollution, much more traffic, more crime, more disgruntled citizens, dramatically lower property values, &c., &c. And I, as a professor at Loyola Marymount University, do not at all cherish the idea of trying to do my job with even more noise than is already the case.

Why don't you surprise a disillusioned cynic and do the right thing for a change?

Michael Berg, PhD Homeowner, Westchester Professor of Mathematics, LMU 6707 W 87-th Place Los Angeles, CA 90045

El Segundo Employers Association Response to DOA LAX Master Plan Notice of Preparation	Planning/Goals: DOA's planning appears to center on maximizing LAX's share of the anticipated domestic and international passenger and cargo air activity. These are regional issues, and should be addressed in a regional context. The proper focus of the analysis should be on how the benefits <u>and</u> burden of accommodating growth in air travel can be equitably distributed to the <i>system</i> of airports in the SCAG region.	Alternatives: To date, it would appear that the alternatives examined by the DOA are four variations on one theme – expansion of LAX. Although the DOA regularly cites <i>regional</i> needs and <i>regional</i> growth, there has not been a corresponding focus on <i>regional</i> solutions to finding the most cost-effective method of meeting passenger and cargo needs	Funding: Funding for whichever alternative is pursued, including agreed to mitigation measures, should come from identified, airport-generated sources of funding (e.g., DECA) at some sociations of finds for which critics and heralities constally	compete. The EIR/EIS should also specify a fully-funded, comprehensive ground access plan which is approved by approviate agencies (e.g., Caltrans, MTA) and which is found by SCAG to be consistent with the Regional Transportation Plan and in conformance with the Federally-approved Air Quality Management Plan for the South Coast Air Basin.	Comprehensive Subregional Transportation Planning: Mitigation measures identified in the EIR/EIS should include a comprehensive program to reduce surface congestion and the upgrading of the regional roadway grid in the South Bay cities. This should include an appropriate connection between the proposed LAX People Mover and the existing Metro Green Line, via an alignment and technology which is found to best meet regional, subregional, and airport-related mobility and access objectives.	Traffic Mitigation: Development of mitigation measures must begin with the recognition that travel patterns in the area are a complex mix of both airport and non-airport related trips and that solutions which give non-airport trips secondary or derivative priority are not acceptable. In addition, any mitigation measures which are ultimately agreed to must be: accompanied by explicit and realistic funding and implementation plans and schedules, funded from airport-generated revenues; and should not be funded from regional transportation funds, such as the MTA Call-for-Projects, or through other subvertions or earmarks of Federal, state or local transportation funds.	Baseline for Mitigation Measures: Mitigation measures should be developed with respect to the approved, not actual, level of operations, i.e., to a baseline of 40 million annual passengers (MAP), not the current level of nearly 60 MAP. Were the DOA to be allowed to "grandfather in" the current level, it would in effect be exempt from mitigating the impacts of nearly 20 million annual passengers.
EL SEGUNDO EL SEGUNDO ENPLOYERS ELS: (310) 815-2106 FAX: (311) 815-2109	July 31, 1997 Mr. Jack Graham Los Angeles Department of Airports LAX Master Plan LAX Master Plan	Los Angeles, CA 90045-5803 Los Angeles, CA 90045-5803 RE: LAX Master Plan Draft EIR/EIS Notice of Preparation Dear Mr. Graham:	The El Segundo Employers Association has reviewed the "Notice of Preparation for the LAX Master Plan." Our specific comments may be found in the attachment to this letter. Our adopted Board policy with respect to this issue is as follows:	"With respect to job creation and other economic benefits that are anticipated to result from an expansion of the Los Angeles International Airport (LAX), the ESEA supports this activity. However, in light of concerns about traffic, environmental, and other impacts which may result from expansion, ESEA supports LAX expansion only is to Ansion concerns which is calcaded evinention in a restonsible	a uncough concept much mitigates traffic and other impacts. Development of mitigation measures must begin with the recognition that travel patterns in the area are a complex mix of both airport and non-airport related trips and that solutions which give non-airport trips secondary or derivative priority are not acceptable. In addition, any mitigation measures which are ultimately agreed to must be: accompanied by explicit and realistic funding and implementation plans and schedules; funded from airnort-constrated revenues: and should not be funded from regional	transportation funds, such as the MTA Call-for-Projects, or through other subventions or earmarks of Federal, state or local transportation funds." Please contact me should you have any questions or wish to discuss any of our comments.	THE GREEN LIGHT FOR COMMUTERS

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Congestion Management Plan: under the MTA's Congestion Management Plan, a city may be required to expend its CMP "credits" to compensate for traffic impacts that are not fully mitigated. The plan for LAX expansion should not be exempt from the CMP, and the City of Los Angeles' CMP credit balance should be drawn down as necessary in connection with any expansion of LAX.

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To: Mr. Jack Graham, Chief of Airport Planning Los Angeles Department of Airports LAX Master Plan Project 1 World Way, Room 218 Los Angeles, CA 90045

July 30, 1997

Dear Mr. Graham,

Having reviewed the LAX Master Plan 2015 flyer, I am very concerned about the proposed reconfiguration of the airport runways. Each proposal appears to have nothing going for it when the effect upon neighboring residents, businesses, and ecosystems are taken into account, yet I am told that each proposal is being seriously considered as a viable option for the Los Angeles Airport.

I currently live on 87th Place, halfway between Emerson St. and McConnell Ave. At this time, the wall at the south end of 88th St. offers barely satisfactory noise reduction. There are still times when the noise of a large aircraft taking off causes my windows to vibrate and rattle, and, if any windows are open, the jet engines drown out a normal conversation. These situations are independent of the times when airlines break the rules governing the amount of noise they are permitted to produce at various times of day. If the northern-most runway were to be extended, either east or west, it would mean, in the former case, that aircraft would be taking off farther east, and in the latter they would be landing farther west. Each case means that aircraft would be in the air, ABOVE THE CURRENT NOISE WALL, while passing my house, drastically increasing the noise at my residence. This noise problem would also exist for the two schools off of Emerson: Visitation grade school and the Emerson Adult Education Center, which holds "Mommy and Me" courses five days a week. Each of the two schools has children on their respective playgrounds on regular weekdays, and these children would be exposed to the outrageous noise increases, not to mention the pollution. Currently, every surface outside, and, since I keep my windows open much of the time, most surfaces inside, quickly

THE GRADYS B400 MAVLOR AVE. LOS ANGELES, CA 90045	July 29, 1997 Mr. Jack Graham Chief of Airport Planning City of Los Angeles Department of Airports LAX Master Plan Project 1 World Way, Room 218 Los Angeles, California 90045 Dear Mr. Graham:	This letter is to address the question of whether or not LAX should expand and what I think the environmental impact will be. I believe that expanding LAX to accommodate 98 million passengers a year will do nothing but negatively impact the surrounding communities. As I understand the numbers that represents and increase of between 80 and 90 percent. Let me address the specific negative impacts that I believe will result. First, the resultant increase of between 80 and 90 percent. Let me address the specific negative impacts that I believe will result. First, the resultant increase in automobile traffic will make an already bad situation nearly intolerable. There are two main North-South traffic arteries between LAX and the rest of the greater Los Angeles area. Those arteries are Sepulveda Blvd. and L405. Sepulveda Blvd. is already very heavity traveled and is getting worse all of the time due to local development. Adding the traffic that would result from LAX expansion would result in an intolerable level of traffic on this thoroughfare. Since Sepulveda is the main North-South surface route for transul between the communities surrounding the airport (El Segundo, Hawthorne, Manhat- tan Beach, Hermosa Beach, and Redondo Beach to the South and Westchester and Culver City to the North) the impact on the quality of life for those living in those cities would be highly negative. Currently, L405 is always slow if not downright stopped in the area between the L105 junction and the Manchester Blvd. exit going in both directions. If the airport expands the slowdown area will expand due to the increase in traffic and this will impact everyowe up travels that route daily when commuting between home and work. It will negatively impact people from as far south as Huntington Beach and as far North as
build up a disgusting layer of soot which becomes sticky when moistened. This is the result of the airplane exhaust blowing around my neighborhood. To increase the aircraft numbers so as to accommodate 98 million passengers a year will greatly increase this soot, damaging plant life as well as the lungs of those of us living here - and the children attending the two Emerson Street schools.	I have been made to understand by various reports that at this time LAX suffers from ridiculously crowded airspace, that the air traffic controllers have almost more than they can handle, even compared with air traffic controllers at other US airports, and that the problem gets worse and worse all the time. Surely reconfiguring runways so <i>more</i> airplanes can come through every day is hardly a solution to overcrowded airspace on the contrary, it increases the problem and the probability of mid-air collisions. I would think that everyone, particularly those involved with airport planning, would realize the major negative consequences of compromising the safety of the LAX skies and would, for that reason alone, find an alternative to the four Master Plan proposals.	I am hopeful that you will take my letter and all other correspondence from residents seriously, and that you will not permit the monetary advantages of a larger LAX to interfere with an objective analysis of the countless environmental hazards of more air travel through other local airports, use the Palmdale property purchased years aprough other local airports, use the Palmdale property purchased years through other local airports, use the Palmdale property purchased years aprough other local airports use the Palmdale property purchased years through other local airports use the Palmdale property purchased years aprounterproposal offered by the El Segundo community, etc. At the very least, realize that no person or cargo has a "right" to air travel, and if LAX is full, LAX is full, and if this means some people or cargo must wait an extra day, week, or month to book a flight, so be it. Airplanes are not the only means of travel to and from Los Angeles. Please respond in a timely manner. Sincerely. Sincerely. Barbara J. Berg, homeowner and taxpayer 6707 W. 87th Place Los Angeles, CA 90045 (310) 641-2251

To Mr. Jack Graham	Page 2	 To Mr. Jack Graham	July 29, 1997	Page 3
Van Nuys. This is a huge area to bear the brunt of expansion. In addition to the main arteries outside of the airport, there is the airport traffic itself to be considered. As things	dition to the main sidered. As things	 particularly effective if you want doors. It almost creates a situat	particularly effective if you want to do something as outrageous as opening your windows or doors. It almost creates a situation where you are forced to buy central air conditioning to	our windows or conditioning to · ·
currently stand even on a good day it is extremely difficult to pick someone up or drop someone off at LAX. If the number of passengers increases by between 80 and 90 percent	meone up or drop 80 and 90 percent	 protect yourself from the heat a	protect yourself from the heat and or air pollution when you can't open your windows.	r windows.
it will be practically impossible to get in and out of the airport proper to do something as	to do something as	 rinally, i in concerned about un very crowded and to increase th	r inally, i in concerned about the air trainc safety issue. The anapace above zizzy is arready very crowded and to increase the density by 80 to 90 percent (which is what you will be	nat you will be
simple as drop someone off for a flight or pick up an arriving passenger. The average day will	he average day will	 doing if you increase the numb	doing if you increase the number of flights by that amount because you aren't increasing	en't increasing
be like what Christmas or Thanksgiving is right now. It will mean that people will have to	people will have to	 the volume that contains all of t	the volume that contains all of those flights) is equivalent to increasing the risk of a mid-air	isk of a mid-air
allow considerably more time for simply getting in and out of the airport. This of course will	This of course will	 collision. Such a collision is dan	collision. Such a collision is dangerous to the traveler and also to the people who live along	who live along
inconvenience everyone who travels and who must transport people to and from the airport.	d from the airport.	 the flight paths of flights in and	the flight paths of flights in and out of the airport. This one factor alone would be enough	ould be enough
Finally, in the area of traffic problems, it seems clear to me that an expansion will mean a	ansion will mean a	to cause me to oppose an expan	to cause me to oppose an expansion because I would not want to endanger the lives of the	the lives of the
significant increase in the number of vehicles in the geographic area surrounding the airport	unding the airport	traveler or of the people who live	traveler or of the people who live in the flight paths simply because it is profitable for the city	able for the city
without a commensurate increase in the area in which these vehicles operate.	rate. This means a	and perhaps a relatively small g	and perhaps a relatively small group of businesses. This concern has added weight because	weight because
significant increase in the traffic density. It then seems to me that the number of accidents	umber of accidents	of the fact that there are alterna	of the fact that there are alternatives to the expansion of this facility which would reap most	ould reap most
will significantly increase. Thus, it seems to me that there is a safety issue	sue here as well as	of the same benefits without en	of the same benefits without endangering lives and without a large negative impact on the	impact on the
simply a matter of convenience.		 local communities.		
The second way in which the expansion will create a serious negative impact is the resultant	act is the resultant	For the reasons given above I be	For the reasons given above I believe that the expansion will negatively impact the quality	act the quality
increase in air pollution. I can't address this in the same detail that I addressed the traffic	ldressed the traffic	of life of those living in the surrounding communities.	ounding communities.	

The third way in which the expansion will negatively impact the local communities is the problems because the issue seems to me to be much more technical in terms of what pollutants the airplanes produce and in what amounts. However, it seems clear to me that an expansion of LAX to accommodate 80 to 90 percent more passengers means a substantial increase in the number of flights, and each extra flight means extra air pollution. Thus, I don't see how resultant increase in the noise levels. In order to arrive at its current level of operation the airport ended up having a fair number of residences condemned because of the noise levels. an expansion can be anything but bad for the air quality in the surrounding communities.

I suspect that the same will have to take place for any further expansion. It makes me of the people who profit from such expansions. Of course the offer for soundproofing will be made but for two reasons I feel this is an unacceptable alternative. First of all it is my understanding that when a property owner accepts the soundproofing they are forced to they have to agree to but I'm told that it is not simply the city (or the airport) giving you wonder at what point the rights of the citizens who have made huge investments in their homes and property take precedence over the "bigger is better and more efficient" attitudes agree to certain stipulations that are not in their best interest. I'm not sure exactly what the soundproofing because it is the right thing to do. Secondly, the soundproofing is not

Sincerely, Neisley D. Huly Michael D. Grady

Homeowner and Resident Los Angeles, Ca 90045 8400 Naylor Ave.

SHUTE, MIHALY & WEINBERGER ATTORNEYS AT LAW 396 HAYES STREET SON FRANCISCO, CALIFORNIA 94102 TELEDOTIER. (415) 552-7512 TELECOTER. (415) 552-5616 TELECOTER. (415) 552-5616	Mr. Jack Graham Mr. David B. Kessler July 30, 1997 Page 2 The City, its residents and businesses are already heavily impacted by
July 30, 1997 Department of Airports	the current facilities and operations at LAX. The tremendous scope of expansion contemplated by any of the four development alternatives proposed would only lead to much more severe impacts on all aspects of City life. Given the present impacts the City experiences from LAX and the difficulty the City has had over the years in securing cooperation from LAX in taking reasonable steps to reduce existing impacts, the City can only adopt a skeptical point of view concerning the expansion proposals.
218 nia 90045-5803	In this regard, as a general matter, the City requests that the Environmental Impact Report/Environmental Impact Statement (EIR/S) be prepared to do all of the following:
AJCP ction Specialist rport Division ministration	1. Thoroughly document the existing level of impacts which occur as a result of the existing facilities and operations at LAX. This discussion must explain how these existing impacts can be mitigated in an effective and enforceable manner prior to embarking on any expansion program.
ion Ste. 3012 1	 Thoroughly establish that existing facilities, perhaps utilized more efficiently or with modest changes, can not serve reasonably projected future passenger and cargo demand.
Comments on Notice of Preparation and Notice of Intent for Environmental Impact Report/Statement for Los Angeles International Airport (LAX) Master Plan	Identify alternatives and mitigation measures which are specifically defined, feasible and enforceable for each significant impact which may result from the expansion proposals.
d Mr. Kessler:	The City's specific comments follow:
been retained to represent and advise the City of El Segundo with the various proposals by the Los Angeles Department of	Project Description
the Federal Aviation Agency (FAA) for expansion at Los Angeles (LAX). A representative of the City testified at a scoping y the DOA and FAA on July 16, 1997. This letter is submitted to supplement that testimony in response to the Notice of sued by DOA on June 11, 1997 and the Notice of Intent (NOI) caral Resister by the FAA on the same date. Given the limited mental and project design information that has been made to the issues identified in this letter are not intended to be way raise other issues during the environmental review process.	The project as described by the NOP/NOI is a Master Plan and Airport Layout Plan for LAX. The NOP/NOI does not state whether the EIR/S is to be a program level document with further environmental impact reports/environmental impact statements to be prepared prior to any construction or implementation of the two plans. This leads to three comments. First, the draft environmental document should identify whether it is intended to be a project or program level evaluation. Second, in either event, the draft environmental document and every component needed for each alternative; otherwise, the analysis in each impact category will be incomplete. Third, all of the studies, reports and other background information which are utilized in formulating the various alternatives

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Via Federal Express

Mr. Jack Graham City of Los Angeles Department of Los Angeles, California 90045-580 LAX Master Plan 1 World Way, Room 218

Mr. David Kessler, AICP Environmental Protection Specialis AWP-611.2 Planning Section, Airport Division Western-Pacific Region 15000 Aviation Blvd., Ste. 3012 Lawndale, CA 90261 Federal Aviation Administration

Environmenta International Comments of Re:

Dear Mr. Graham and Mr. Kessler

This firm has been retained to (City) in connection with the various Airports (DOA) and the Federal Avia International Airport (LAX). A repre meeting conducted by the DOA and on behalf of the City to supplement t Preparation (NOP) issued by DOA or published in the Federal Resister by nature of the environmental and pro available to the public the issues idd exhaustive. The City may raise oth

Mr. Jack Graham Mr. David B. Kessler July 30, 1997 Page 4	since December 1993. Of the reports that were submitted, only one was submitted on time.	Unfulfilled Promises The DOA has not satisfied its prior commitments to reduce noise impacts in El Segundo:	 LAX collected more than \$160 million in Passenger Facility Charges intended to fund, in part, a Residential Sound Insulation ("RSI") program and then abruptly canceled both the RSI program and the PFC collection. 	 The DOA has substantially increased the severe late night/early morning noise impact on El Segundo residents by disregarding the Over-Ocean 	Operations procedure approved by the Board of Airport Commissioners and allowing over 95 percent of the airport's departures to be staged at the south complex. This has caused stress, discomfort, and health risks for the citizens of El Segundo between midnight and 6:30 a.m.	► LAX has failed to enforce its "Inboard-Outboard" preferential runway use policy to reduce noise impacts between 10:00 p.m. and 7:00 a.m.	concerr	 In the past three years alone, noise complaints have risen by approximately 30 percent. DOA has not yet offered any meaningful resonces to these complaints. 	► DOA modified the one RSI program in which all jurisdictions were	participating to mandate easements in exchange for RSI funds. This is in direct conflict with the City of El Segundo's Resolution 3679 which states clearly that the City will not participate in a program that limits the legal rights of its citizenry.	Initial Study Checklist	The Initial Study Checklist does not identify many of the issues of greatest concern to the people most severely affected by the airport and the proposed expansion. In addition to the issues noted in the initial study, the EIR/S must consider the following:	
Mr. Jack Graham Mr. David B. Kessler July 30, 1997 Page 3	should be identified and either incorporated by reference or information provided as to where these documents are available for review.	The project description is also vague with respect to existing improvement/expansion plans at LAX. At page 12 of the NOP the No Project	Auternative is defined to include contations that would occur without the Masker relation improvements. There is a hint in the language used that some, or perhaps substantial, improvements are contemplated even under the No Project alternative. This is borne out by the Notice of Intent which, under discussion the No Action Alternative, states that some improvements to taxiways are contemplated. The City requests that there be a chare description in the No Deriot of Anternative of any and all improvements to I AY	which are contemplated even without the Master Plan.	Finally, as noted at the outset, an explanation of how LAX and the FAA intend to remedy the wide range of existing impacts to El Segundo and other nearby cities must be a central component of the project description. The most severe impacts experienced by the City under existing conditions are in many cases clear violations of either even by one create comminuents by DOA to the communities	prior to expansion at LAX. The issues to be addressed in this regard include the following:	 Illegal Operations The DOA has not complied with state law and court orders requiring it to reasonably reduce the airport's noise impact area. Instead, 	just the opposite has occurred:	unacceptable levels of airport noise has <i>increased</i> by almost 20 percent.	The number of residents subject to legally unacceptable levels of airport noise has risen by almost 20,000 from roughly 62,000 to 81,000 between 1985 and 1996.	The number of dwelling units subject to legally unacceptable levels of airport noise has risen by almost 5,000 from roughly 26,000 to 31,000 between 1985 and 1996.	► The DOA has failed to provide timely reports on LAX's noise impacts. The DOA has not submitted 40 percent of the quarterly reports required	·

Mr. Jack Graham Mr. David B. Kessler July 30, 1997 Page 5 Sensitive Receptors -- In El Segundo alone there are more than a dozen schools and parks subject to the adverse effects of aircraft overflights. Noise and air quality impacts are of particular concern in light of the results of recent studies on the deleterious effects of noise and air pollution on a child's ability to learn in schools and carefully evaluate the project's adverse effects on children's heath. The EIR/S must also consider the adverse effects on children's heath. The EIR/S must also consider the adverse effects on children's heath.

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- City requests that the draft EIR/EIS adopt and apply significance criteria which operations. As stated above, the City's experience has been that long term and prospect of substantial additional aircraft noise is disheartening. Therefore, the measures available to reduce noise impacts including operational modifications (CNEL), is based on average noise which is experienced by no one. There is importance of utilizing appropriate significance standards is found in the legal Moreover, there is more and more scientific information which indicates that requirement of identifying alternatives and mitigation measures which would this regard, the draft EIR/S should include all the alternatives and mitigation people. The usual noise impact criterion, community noise equivalent levels lessen the anticipated impacts. (See, e.g., 14 Cal. Code Regs. § 15126.) In is more in keeping with the impacts of aircraft noise as it is experienced by Noise -- The City is severely impacted by aircraft noise from current LAX consequences. This also should be part of the significance standard. The reference in the Initial Study Checklist to some use of single event noise enforceable provisions to reduce noise impacts have been elusive. The analysis. The City urges that this be the primary significance criterion. such as eliminating offsets, modifying the published missed approach procedure, and requiring straight out departures and power cut-backs. prolonged exposure to aircraft noise can have adverse human health
- Air Quality -- In light of the airport's already significant emissions (in excess of the combined emissions of several of the region's largest oil refineries) and the high concentration of residents within the immediate vicinity of the airport, the air quality analysis is particularly important. The EIR/S must evaluate: (1) the effect of the project on the region's ability to comply with federal air quality mandates; (2) the project's emissions of hazardous air pollutants; (3) quality mandates; (2) the impost that substantially reduce the project's emissions; and (4) the impacts that would be likely to occur if, as a result of the airport's failure to reduce emissions, the federal government withdraws

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Mr. Jack Graham Mr. David B. Kessler July 30, 1997 Page 6 funding for programs such as the Southern California Association of Government's Regional Transportation Plan.

- **Public Safety** -- The City is very concerned about the public safety risks attendant to the existing operational levels at LAX. Although the City does not lie within any established airport air traffic patterns, the City is alterady subjected to the risks posed by 300-500 overflights each month. Such risks to the public safety can only be increased by the substantial increases in flights called for in each of the development alternatives. For example, at peak periods, LAX atterady operates with less than a seventy second separation between aircraft; the proposed expansion could add a third approach corridor thereby exacerbating this already risky situation. Yet, the Initial Study Checklist includes no heading for evaluation of the risks to public safety from aircraft accidents. It is ironic that the checklist acknowledges that increased airport activity could expose people to air quality related health hazards but there is no mention of the impacts to human health from being underneath a falling aircraft. The subject of aircraft safety must be the subject of substantial analysis together with proposed alternatives and mitigation measures.
- **Traffic** -- The proposed expansion's effects on traffic will extend far beyond the airport itself. The roadway system surrounding the airport was designed and built before LAX became a regularly scheduled jet aircraft airport. The EIRIS must analyze the full range of the expansion's impact on traffic in the communities surrounding LAX. The EIR/S must also explain how LAX and the DOA will finance the traffic improvements in EI Segundo and elsewhere necessary to accommodate the increased traffic volumes attributable to the airport.
- **Project Design --** Many of the expansion alternatives seek to focus expansion in the southern portion of the airport: moving runways and taxiways further south, placing almost twice as many central terminal passenger gates in the south complex as the north complex, and concentrating new cargo facilities in the southern portion of the airport. These elements of expansion design are likely to have a wide range of significant adverse impacts on El Segundo that must be fully analyzed and avoided. For example, because airport runways, like freeways, are only used at capacity levels during peak periods the vast majority of time the existing runway system at LAX is sufficient. Accordingly, the EIROS should consider an alternative which addresses the prospect of extending peak hour periods to make more efficient use of existing runway capacity.

Bill Eisen 3514 Crest Drive Manhattan Beach, CA 90266 (310) 546-2085	July 29, 1997	John L. Graham Chief of Airport Planning Department of Airports One World Way - Room 218 Los Angeles, CA 90045	David B. Kessler Environmental Protection Specialist Planner U.S. Department of Transportation Federal Aviation Administration - AWP - 611.2 P.O. Box 92007 World Way Postal Center Los Angeles, CA 90009-2007	Re: Written Comments on the LAX Master Plan Project Gentlemen: As a long-time resident of Manhattan Beach and the South Bay I am deply concerned with the proposed LAX Master Plan. As we all know, LAX has been operating at capacity for a long time. In fact, it is currently accomodating 58 million annual passengers which is 18 million annual passengers above its	designed capacity. Since LAX acts as a regional "hub" for air traffic most airlines would prefer to operate out of LAX than other airports in the area. This is no secret. If LAX expands the increased a traffic will go to LAX - not to Palmdale or Ontario.	Unfortunately, if LAX is expanded to accomodate 98 million annual passengers and a 250 percent cargo-handling increase to 4.2 million annual tons, as proposed, the negative impacts on the local and regional environments will be profound. <u>TRAFFIC CONGESTION</u>	According to research recently performed by the Texas Transportation Institute, Los Angeles has the highest Roadway Congestion Index (RCI) of the 50 urban areas throughout the country that were studied. (For your convenience, I am enclosing copies
Mr. Jack Graham Mr. David B. Kessler July 30, 1997 Page 7	Conclusion	Thank you for your serious consideration of this letter and of the City's concerns. We look forward to reviewing an adequate and objective EIR/S that fully analyzes the complete range of the expansion project's environmental impacts. Very truly yours,	SHUTE, MIHALY & MENBERGER Clament Mite E. CLEMENT SHUTE, JR. RICHARD S. TAYLOR	cc: El Segundo City Council Suth Bay Council of Governments Councilwoman Ruth Galanter Congresswoman Jane Harman Assemblywoman Debra Bowen FAA Aviation Noise Ombudsman William Alber Supervisor Don Knabe	ECS/RST:kl		HE SCOMMANT VESTOR LOC

Graham Kessler 1997
John L. David B. July 29, Page 2

of relevant pages of the research report - but the full 2 volume report may be obtained from the Texas Transportation Institute.) RCI, as defined in the study, is a measure of congestion per lane-kilometer for freeways and principal arterial streets.

Further, according to the study (see enclosed pp. 5-7 of the study), traffic congestion in the Los Angeles area has been increasing with the average driver, as of 1993 (the last year studied),incruring, on am annual basis, 65 hours of delay solely due to traffic congestion. And, according to the authors of the study (see pp. 9-10), the general trend in urban development is that "Increases in delay are the result of the roadway system's capacity not increasing to new demands. The decline in new facility construction during the pars 20 years may be attributed to reduced funding, increased construction costs, and public resistance to building promoted lower levels of mobility and greater dispersion of the metropolitan area's population." This is absolutely true for the greater Los Angeles metropolitan area.

Thus, since roadway construction is not keeping pace with demand the increase in vehicular traffic which will result from the proposed LAX expansion will have an absolutely profound effect on traffic congestion resulting in countless hours of additional delay for the average driver.

AIR POLLUTION

As everyone knows, air quality in the Los Angeles area, compared with the rest of the country, is poor. Although air quality has been improving the improvement is due to the expenditure of billions of dollars by industry, government and the consumer. Obviously, the cleaner the air gets the more costly it will be to clean up any additional pollution that is added to the air. So not only will the additional pollution that is added to the air, have a significant economic impact as well.

MITIGATION OR AVOIDANCE OF THE SIGNIFICANT ENVIRONMENTAL EFFECTS

The environmental impact report (EIR) and environmental impact statement (EIS), which the Los Angeles Department of Airports and Federal Aviation Administration intend to prepare, will, presumally, discuss the feasibility of any measures that can be taken to mitigate or avoid the significant environmental effects (including traffic congestion and air pollution) attributed to LAX expansion.

John L. Graham David B. Kessler July 29, 1997 Page 3 However, I seriously doubt that any feasible such measures exist. In as much as traffic volume has continued to increase and transportation funding has not kept pace with the rising cost of transportation projects (see attached p. 10 of the Texas Transportation Institute research report) it is unlikely that Federal, state and local governments would be able to fund additional arterial street and freeway lanes sufficient the proposed LAX expansion will generate.

VIABLE ALTERNATIVES DO EXIST

As you know, the National Environmental Policy Act (NEPA) requires all Federal Government agencies to include a detailed environmental statement (EIS) in every recommendation or report on proposals for major federal actions significantly affecting the quality of the human environment. 42 USCS 4332(2)(C) Such an EIS is, of course, required to discuss any reasonable alternatives to actions that significantly affect the environment. California v. Bergland (1980, ED Cal), 483 F.Supp. 465.

I presume that the EIS which the FAA is currently preparing in connection with the proposed LAX expansion will include a discussion, as an alternative to LAX expansion, of the expanded use of other nearby airports such as Pahmdale, Ontario, Burbank, John Wayne and Long Beach. Also, alternatives to air transportation, such as train, boat, truck and bus, should be explored as well.

The portion of the 405 freeway adjacent to LAX has, I understand, been determined to be the most conjested portion of the Los Angeles area freeway system. The Playa Vista development will, of course, increase that conjestion, meaning that more cars will be using our ever more conjested surface streets and people like myself will be spending more and more time stranded in which endeavors to quantify travel delay and the resultant increased fuel consumption for various regions throughout the country is an eyeopener. Los Angeles's problems are not unique.

It's time that these problems are addressed, and expansion of LAX in one of the most, if not the most, traffic congested areas of the country is not the way to start.

ill Even Sincerely yours,

Bill Eisen

Encl - Portions of Reasearch Report (10 pages)

cc: So. Calif. Assn. of Governments South Bay Council of Governments Hon. Rep. Jane Harman Hon. Joan Jones, Mayor, Manhattan Beach

	SUMMARY	This renort represents the ninth year of a planned ten-year study to measure and monitor urban	mobility in 50 urbanized areas throughout the United States. This research study estimates the level of congestion in the seven largest Texas urban areas and 43 other areas representing a cross-section	of urban areas throughout the country. Quantitative estimates of mobility levels allow comparisons	of transportation systems in the various urbanized areas and assist the transportation community in analyzing urban mobility.		The level of congestion in an urban area was estimated using procedures developed in previous research (1-4). The Roadway Congestion Index (RCI) combines the daily vehicle-kilometers of	travel (VKT) per lane-kilometer for freeways and principal arterial street systems in a ratio comparing the existing value to values identified with congested conditions. Equation S-1 illustrates how the areawide and congested level travel per lane values are combined into the RCI values for	each urban area. $Freeway Freeway Prin Art Str Prin Art Str Roadway VKTILnKm. x VKT + VKTILnKm. x VKT Congestion = \frac{VKTILnKm. x VKT + VKTILnKm. x VKT}{Index} Eq. S-1Index 13,000 x Freeway + 5,000 x Prin Art Str$	An RCI value of 1.0 or greater indicates that congested conditions exist areawide. It should be noted	that urban areas with areawide values less than 1.0 may have sections of roadway that experience periods of heavy congestion, but the average mobility level within the urban area could be defined as uncongested. The RCI analyses presented in this report are intended to evaluate entire urban	areas and not specific locations. The nature of the KUI equation (Eq. 3-1) is to understunder power or specific facility congestion if the overall system has "good" operational characteristics.	
3. Recipient's Catalog No.	5. Report Date August 1996	6. Performing Organization Code	 Performing Organization Report No. Research Report 1131-8, Volume 1 	10. Work Unit No. (TRAIS)	11. Contact or Gran No. Study No. 0-1131	13. Type of Report and Period Covered Interim:	September 1982 - August 1993 14. Sponsoing Agency Code	ortation and the U.S. Department as	ort focused on quantifying urban as throughout the country. The , system length, and urban area ies provided the information used 1 original source of most of the the Monitoring System (HPMS).	Roadway Congestion Index (RCI) values provide an indicator of the	y and increased fuel consumption / the amount of additional facility nated on an areawide, per eligible	18. Distribution Sutement No Restrictions. This document is available to the public through NTIS: National Technical Information Service 5285 Port Royal Road Springfield, Virginia 22161	21. No. of Pages 22. Price 86
1. Report No. FHWA/TX-97/1131-8 2. Government Accession No.	CONGESTION - 1982 TO 1993		7. Author(s) David L. Schrank and Timothy J. Lomax	 Performing Organization Name and Address Texas Transportation Institute 	ystem -3135	12. Sponsoring Agency Name and Address Texas Department of Transportation	Research and Technology Transfer Olfice P. O. Box 5080 Austin, Texas 78763-5080	 ¹⁵ Supplementary Notes ¹⁵ Supplementary Notes Research performed in cooperation with the Texas Department of Transportation and the U. of Transportation, Federal Highway Administration. Research Study Title: Measuring and Monitoring Urban Mobility in Texas 	16. Abstract This research report represents the ninth year of a ten-year research effort focused on quantifying urban mobility. This study contains the facility information for 50 urban areas throughout the country. The database used for this research contains information on vehicle travel, system length, and urban area characteristics from 1982 to 1993. Various federal, state, and local agencies provided the information used to update and verify the primary database. The primary database and original source of most of the information is the Federal Highway Administration's Highway Performance Monitoring System (HPMS).	Researchers combined vehicle travel and system length data to develop Roadway Congestion Index (RCI) values for 50 urban areas including the seven largest in Texas. The RCI values provide an indicator of the relative mobility level within an urban area.	This report includes an analysis of the cost of congestion using travel delay and increased fuel consumption as estimated quantities. The impact of congestion was also estimated by the amount of additional facility capacity required to provide urban mobility. Congestion costs were estimated on an areawide, per eligible driver, and per capita basis.	 ^{17.} Key Words ^{18.} Distribution Statement ^{10.} Mobility, Congestion, Economic Analysis, ^{10.} No Restrictions. This docum ^{10.} Station Statement ^{10.} Springfield, Virginia 22161 	19. Security Classif. (of this report) 20. Security Classif. (of this page) Unclassified

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Areawide Mobility

Table S-1 combines the freeway and principal arterial street system daily VKT and daily VKT per lane-kilometer into the 1993 estimated Roadway Congestion Index (RCI). The ten most congested urban areas in the study are displayed. The RCI values range from 1.54 (Los Angeles) to 1.16 (Atlanta). All of these urban areas have surpassed the RCI value at which undesirable levels of congestion occur (1.0).

	Freeway/E	Expressway.	Principal A	rterial Street	Roadway/	
Urban Area	Daily VKT ¹ (000)	Daily VKT/ [*] Ln-Km	Daily VKT ⁴ (000)	Daily VKT/ ⁴ Ln-Km	Congestion Index	Rank
Los Angeles CA	183,460	20,810	133,630	6,610	1.54	1 .
Washington DC	46,690	17,790	29,620	7,830	1.41	2
San Fran-Oak CA	68,830	17,560	22,860	6,040	1.33	3
Miami FL	15,920	15,450	27,370	7,540	1.32	4 a a 1
Chicago IL	65,950	15,850	56,350	6,860	1.26	5
Detroit MI	47,500	16,160	41,860	6,050	1.23	6
Seattle-Everett WA	33,330	16,110	15,620	5,970	1.23	6
San Bernardino-Riv CA	24,500	16,280	17,870	5,240	1.21	8
San Diego CA	44,680	15,900	15,540	5,560	1.21	8
Atlanta GA	48,300	15,000	19,320	6,000	1.16	10

Table S-1.	1993 Roady	vay Congestion	Index Value	
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¹ Daily vehicle-kilometers of travel.

² Daily vehicle-kilometers of travel per lane-kilometer.

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' See Equation S-1.

See Table 1 (Volume 1) for complete listing of urban areas.

Source: TTI Analysis

Notes:

Table S-2 displays the ten urban areas that have experienced the greatest growth in congestion between 1982 and 1993. The RCI values reflect the level of congestion occurring in the urban areas. Salt Lake City experienced a 31 percent increase in congestion during the seven-year period from 1987 to 1993. The congestion increase rate in all cities in the top ten approached or exceeded two percent per year.

Table E-24. Mobility and Congestion Variables in Los Angeles CA

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	1087	1087	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993
	1706											•
Freeway			124 760		148 297	155 993	164.445	171.755	177,655	177,551	180,240	183,459
	2005	121,121	263 6	7 648	7.778	7.857	7.986	8.243	8,420	8,412	8,686	8,814
Vr Than bilometer	105 31	ACT C1	11811	18 451	19.190	19,855	20,593	20,836	21,098	21,106	20,751	20,812
Incident Ratio	1.2	12	12	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
Pct of Congested Freeway DVKT									1	1		U F
(ADT/lame greater than 15,000)	75	80	80	80	8	80	75	75	75	52	C (
Percent of Moderate Concestion	22.78	20.00	20.00	17.86	6.90	5.56	5.49	5.38	5.38	6.45	0.07	50.7
Percent of Heavy Congestion	25.22	18.82	20.00	21.43	14.94	13.33	5.49	4.30	4.30	4.30	4.44	4.51
Percent of Severe Congestion	51.90	61.18	60.00	60.71	78.16	81.11	89.01	90.32	90.32	89.25	88.89	88.40
Principal Arterial Streets												
Daily VKT (000)	ŝ	96 930	102 122	107.596	113,360	15.2.1	125,966	123,486	129,396	131,553	132,825	133,630
	17 646	17 871.	18113	18 354	18.692	18.966	19,320	19,610	19,972	19,964	20,125	20,205
WT There bilometer			953.2	5 867	6 065	6 266	6.520	6.552	6,479	6,590	6,600	6,613
			0-0-1	400°			-		11	1.1	1.1	1.1
	-	-	1.1	-			:	:				
Pet of Congested Prin. Art. DVKT					ł				ž	ÿ	25	**
(ADT/lane greater than 15,000)	35	35	40	45	20	S.	2	2	2			20.21
Percent of Moderate Congestion	23.91	34.62	27.87	17.19	18.31	26.03	22.22	18.52	21.95	c/.61	c/.٤١	c/ 0
Percent of Heavy Congestion	1059	17.31	11.48	23.44	18.31	24.66	19.75	27.16	34.15	28.46	36.25	28.09
Percent of Severe Congestion	13.04	48.08	60.66	59.38	63.38	19.32	58.02	54.32	43.90	51.79	50.00	55.29
Population (000)	0000	006 6	006 6	10.500	10,710	10,920	11,140	11,305	11,420	11,760	11,845	11,950
[1)rhan Area (souare kilometers)	4 740	4 740	4.740	5.180	5,310	5,439	5,569	5,620	5,659	5,659	5,776	5,775
Portulation Density	080 0	2 089	2 089	2.027	2.017	2,008	2,001	2,011	2,018	2,078	2,051	2,069
Registered Vehicles (000)	7.680	2 690	7 690	8,160	8.320	3,480	8,670	8,800	8,880	9,150	9,220	9,300
Fuel Cost (Soliter)	200 %		•	•	0.27	0.29	0.31	0.35	0.38	0.36	0.37	0.35
Total VKT (000)	266 286	284 059	296.134	315.906	326.577	353,566	377,407	394,392	403,584	397,912	400,848	410,302
Total Lane-Kilometers	36.792	37,555	37.566	38,168	38,371	38,745	39,548	40,099	40,368	40,553	41,182	41,510
Roadway Congestion Index	122	1.27	1.32	1.36	1.42	1.47	1.52	1.54	1.55	1.56	1.54	1.54

Note: A Congestion Index value above 1.0 indicates an undesirable level of congestion. "-" denotes data unavailable.

Prin. Art. Str. Frin. Art. Str. VKT1LnKm.	Prin. Art. Str. VKT
Prin. Art. Str.	+ 5,000 ¹ r
Freeway	Freeway VKT
Freeway VKT/LnKm.	13,000' *
Roadway Congestion	Index (RCI)

¹ Congestion Indicator Levels—Interstate and Expressway = 13,000 VKT/lane-kilometers Principal Arterial = 5,000 VKT/lane-kilometers

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Table F-24. Mobility and Congestion Variables in Los Angeles CA

	, oeo	1001	IOPA	1085	1986	1987	1988	1989	0661	1991	1992	1993
	1962	C0/1	10/1									
Freeway Daily VKT (000) VKT/Jane-kilometer	121,539 16.591	127,737	134,250	141,100 18,451	148,297 19,190	155,993 19,855	164,445 20,593	171,755 20,836	177,655 21,098	177,551 21,106	180,240 20,751	183,460 20,813
Principal Arterial Streets Daily VKT (000) VKT/Iane-kilometer Roadway Congestion Index	92,003 5,214 1.22	96,930 5,424 1.27	102,122 5,638 1.32	107,596 5,862 1.36	113,360 6,065 1.42	118,834 6,266 1.47	125,966 6,520 1.52	128,486 6,552 1.54	129,396 6,479 1.55	131,553 6,590 1.56	132,825 6,600 1.54	133,630 6,614 1.54
Hours of Delay Total Daily (1000 person-hrs) Annual per Capita (person-hrs) Annual per Driver (person-hrs)	1,273 32 41	1,459 37 47	1,595 40 52	1,751 42 54	1,987 46 60	2,067 47 61	2,183 49 63	2,271 50 65	2,306 50 65	2,326 49 64	2,367 50 64	2,402 50 65
Freeway Daily Delay Recurring Veh-Hrs Incident Veh-Hrs	369,790 443,750	426;110 511,330	446,710 536,060	472,910 567,490	529,820 635,780	562,430 674,910	564,510 677,420	591,310 709,570	611,620 733,940	608,410 730,090	616,860 740,240	626,810 752,170
Principal Arterial Street Daily Delay Recurring Veh-Hrs Incident Veh-Hrs	97,700 107,470	109,250 120,180	139,680 153,650	171,470 1 88 ,610	201,980 222,180	198,400 218,240	240,090 264,100	245,800 270,380	237,720 261,500	248,890 273,770	255,580 281,140	258,220 284,050
Excess Fuel Consumed due to Congestion Total (million liters) per Capita (liters) per Eligible Driver (liters)	1,370 138 178	1,562 158 203	1,702 172 221	1,858 177 228	2,081 194 250	2,168 198 256	2,272 204 262	2,364 209 269	2,405 211 271	2,425 206 265	2,466 208 267	2,503 209 269
Congestion Cost Total (\$ million) per Capita (\$) per Eligible Driver (\$)	• • •		• • •	• • •	5,380 500 650	5,780 530 680	6,350 570 730	7,000 620 800	7,660 670 860	7,900 670 860	8,250 700 890	8,540 710 920

Note: A Congestion Index value above 1.0 indicates an undesirable level of congestion. "-" denotes data unavailable.

Roadway Freeway Freeway Prin. Art. Str. Art. Str. Congestion = <u>VKT1Ln.-Km. ^K VKT</u> + <u>VKT1Ln.-Km. ^K VKT</u> Index 13,000¹ x Freeway + 5,000¹ x Prin. Art. Str. ¹ Congestion Indicator Levels—Interstate and Expressway = 13,000 VKT/lane Principal Arterial = 5,000 VKT/lane

		Алл	ual Delay per	Eligible Drive	r	<u> </u>	Percent Change
Urban Area	1982	1985	1988	1991	1992	1993	1982 - 1993
Northeastern Cities Baltimore MD Boston MA Hartford CT New York NY Philadelphia PA Pittsburgh PA Washington DC	13 26 9 25 20 13 42	21 32 13 30 24 17 51	22 46 21 33 27 24 60	26 44 23 36 24 24 64	30 45 25 38 23 25 70	31 44 30 39 23 26 70	138 69 233 56 15 100 67
Midwestern Cities Chicago IL Cincinnati OH Cleveland OH Columbus OH Detroit MI Indianapolis IN Kansas City MO Louisville KY Milwaukee WI Minn-St. Paul MN Oklahoma City OK St. Louis MO Southern Cities	19 7 5 11 30 4 6 8 9 9 9 9 9 20	25 9 7 12 31 5 7 9 12 12 12 11 24	26 14 10 17 40 7 10 10 15 19 13 24	30 16 13 22 47 7 10 11 16 20 12 27	34 18 15 23 51 8 14 13 17 22 14 26	34 20 16 22 57 12 15 16 17 21 14 29	79 186 220 100 90 200 150 150 100 89 133 56 45
Atlanta GA Charlotte NC Ft. Lauderdale FL Jacksonville FL Memphis TN Miami FL Nashville TN New Orleans LA Norfolk VA Orlando FL Tampa FL	29 14 13 22 7 30 14 14 18 13 21	43 21 15 26 7 36 19 23 25 25 16 27	46 24 19 26 9 44 31 27 32 17 27	45 29 21 30 11 49 28 26 31 17 28	47 28 23 32 12 47 26 25 30 18 28	53 28 24 35 13 51 24 25 29 22 27	83 100 85 59 86 70 71 79 61 69 29
Southwestern Cities Albuquerque NM Austin TX Corpus Christi TX Dallas TX Denver CO El Paso TX Fort Worth TX Houston TX Phoenix AZ Salt Lake City UT San Antonio TX	9 26 3 36 24 5 22 51 30 5 15	13 35 3 44 27 7 27 60 31 5 23	15 36 5 52 29 8 33 54 38 6 23	17 34 5 36 7 35 57 38 9 23	18 34 7 53 37 11 36 57 39 10 25	21 41 7 53 41 11 40 60 40 12 28	133 58 133 47 71 120 82 18 33 140 87
Western Cities Honolulu HI Los Angeles CA Portland OR Sacramento CA San Bernardino-Riv CA San Diego CA San Fran-Oak CA San Jose CA Seattle-Everett WA	25 41 16 14 42 12 39 33 26	29 54 17 19 54 18 58 47 38	30 63 24 23 72 29 67 56 53	31 64 27 24 72 29 66 54 55	35 64 32 25 76 28 65 54 59	37 65 34 29 76 26 66 52 59	48 59 113 107 81 117 69 58 127
Northeastern Avg Midwestern Avg Southern Avg Southwestern Avg Western Avg Texas Avg Total Avg · Maximum Value Minimum Value	21 12 18 21 28 23 19 51 3	27 14 23 25 37 29 24 60 3	33 17 27 27 46 30 4 29 72 5	34 19 29 47 31 30 72 5	37 - 21 29 30 49 32 32 32 76 7	38 23 30 32 49 34 33 76 7	81 92 67 52 75 48 74 49 133

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Table 8. Annual Person-Hours of Delay per Eligible Driver, 1982 to 1993

Source: TTI Analysis

of Travel
e-Kilomcters
Daily Vehicle

The daily vehicle-kilometers of travel (VKT) is the average daily traffic (ADT) of a section of roadway multiplied by the length (in kilometers) of that section of roadway. This allows the daily volume of all urban facilities to be represented in terms that can be quantified and utilized in cost calculations. Daily VKT was estimated for the freeways and principal arterial streets located in each study urbanized area. These estimates originate from the HPMS database and other local transportation data sources and are presented in a previous section of this report.

Fuel Costs

Statewide average fuel cost estimates were obtained from 1993 data published by the American Automobile Association (AAA) (13). These data represent the average reported fuel cost for 1993. Values for different fuel types used in motor vehicles, i.e., diesel and gasoline, did not vary enough to be reported separately. Therefore, an average rate for fuel was used in cost estimate calculations.

Population

Population data were obtained from the combination of 1990 U.S. Census Bureau estimates and 1993 population estimates reported in the Federal Highway Administration's Highway Performance Monitoring System (HPMS).

Eligible Drivers

The number of eligible drivers for each area was obtained using the population estimate derived above, along with estimates of the percentage of population 16 years of age and older taken from the Statistical Abstract of the United States (14).

The summary statistics show that the Northeastern, Midwestern, and Western regions had at least an 80 percent growth in delay per capita between 1982 and 1993. The Texas cities displayed a 50 percent increase in delay per capita over this period.

The annual delay per eligible driver for certain years from 1982 to 1993 is shown in Table 8. Nineteen of the 50 urban areas experienced at least a 100 percent increase in delay over the twelve year period. Philadelphia, St. Louis, Tampa, Dallas, Houston, Phoenix, and Honolulu were the only areas that experienced less than a 50 percent increase in delay per eligible driver over the period. The Midwestern region had the greatest increase with 100 percent climb, while the Southwestern and Texas regions had the smallest changes with 63 and 50 percent increases, respectively.

One direct effect of congestion is that excess fuel is consumed while vehicles drive in congested traffic conditions. The excess fuel consumed in congestion is estimated in this study from the speeds used in the travel delay estimates. Raus (2) developed an equation for fuel economy that is appropriate for use with areawide speed and travel estimates. Equation 2 is a simple linear relationship between average speed and vehicle fuel efficiency. The speeds for the ⁴hree congested categories of travel and the uncongested range were used in Equation 2 to estimate fuel economy values for each range. The amount of peak-period travel was combined with the fuel consumption rate for each congested category to estimate the amount of fuel consumed in excess of that which would have been consumed during uncongested travel.

Fuel Economy = 3.74 + 0.11 Average Vehicular Speed Eq. 2 (kilometers per liter) = 3.74 + 0.11 (kilometers per hour)

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A 1989 report (*I*) identified several trends shaping traffic congestion. The interrelated fournes impacting the nature and severity of congestion identified in that report include: (1) suburban development, (2) the economy, (3) the labor force, (4) automobile usage, percent of truck traffic, and the highway infrastructure. The following is an example of how these forces interact: "Trends in suburban and economic development have supported and generated increased automobile usage and truck traffic. This has resulted in increasing traffic congestion in

Trends in Urban Development

many metropolitan areas throughout the country" (\underline{J}) .

Most metropolitan areas have experienced dynamic suburban growth since the 1960s. The prevailing desire to live away from the inner city and yet to be in close enough proximity to enjoy urban amenities encouraged suburban development. This evolutionary process begins with families and then expands to commercial services and jobs. The process shapes traffic congestion in most metropolitan areas by altering the commuting patterns.

The demands placed on the existing highway infrastructure in general, and by the migration of the population and employment opportunities, have not been met by new facility construction. Demands for suburban traffic movement, increasing vehicle-kilometers of travel, and more freeway access points have greatly altered the function of the freeway/expressway system in most metropolitan areas. Increases in delay are the result of the roadway system's capacity not increasing to meet new demands. The decline in new facility construction during the past 20 years may be attributed to reduced funding, increased construction costs, and public resistance to building and widening transportation facilities. These factors have promoted lower levels of mobility and greater dispersion of the metropolitan area's population. In recent years, an increasingly negative

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CONCLUSIONS

This report presents estimates of congestion and the importance of congestion for 50 large and medium cities from 1982 to 1993. The congestion estimates are based on travel volume and roadway capacity in urbanized areas. Given that traffic volume has continued to increase and transportation funding has not kept pace with the rising cost of transportation projects, it should be no surprise that congestion, when measured by vehicle travel per kilometer of roadway, has increased significantly in most major urban areas since 1982. Only a few areas have come close to maintaining a constant congestion level over the period from 1982 to 1993. The estimate of the amount of roadway construction required to maintain a congestion level or to reduce congestion to acceptable levels (Table 11) also gives little hope for those who think that congestion problems can be solved by the construction of additional freeway and arterial street lanes. The commitment to sustain such a construction program has not been in place in many areas, and the magnitude of the problem suggests that such an approach will not be effective in most of the areas studied. Recent traffic growth rates require the annual addition of 48 lane-kilometers of freeways and principal arterial streets just to maintain a constant congestion level.

A multimodal and multiprogram combination of construction, operation, and demand management improvements is required to improve mobility in most medium and large urban areas. Longer term solutions will focus on communication improvements and better land use/transportation coordination. Funding and environmental concerns will increase pressure on transportation professionals to find solutions to mobility problems.

July 28, 1997

John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218 Los Angeles, California 90045

Dear Mr. Graham:

I am living for the last 12 years, near the Santa Monica Airport and I am very concerned about the LAX Master Plan. I have numerous concerns that I hope the Scoping Process address. They all revolve around health, safety, and quality of life. I would like the FAA to include them in their Environmental Impact Statement/Environmental Impact Report (EIS/EIR).

They are as follows:

- Our Community the North Westdale Neighborhoods to have representation on the LAX Scoping Committee.
- Noise concerns (monitoring, sound proofing) affects on our schools.
- 3. Traffic concerns on local streets & freeways (405, 10 & 105).
- 4. We request the FAA evaluate the quality of air pollution that is emitted by aircraft and where it is emitted into the atmosphere. A large part of aircraft emissions are released in to the atmosphere at high altitudes where the effects of pollutants can be different an more severe that pollutants released on ground level. Please analyze the tougher air standard benefits that would be implemented by LAX to comply with the Environmental Protection Agency new standard regarding air quality criteria an national ambient air standard for ozone and particulant matter.
- LAX must install enough Fixed Base Operator Facilities to accomodate corporate and commuter jet aircraft and helicopters during and after the development period. If Fixed Base Operator Facilities that service non-commercial jet traffic such as small business and large executive jets are deleted in the LAX Master Flan an accelerated increase in corporate and commuter aircraft activity will create devastating additional noise pollution problems on other smaller airports impact on our community when they resort to alternate airports such as Santa Monica Airport, which is already experiencing difficulty in resolving complaints from the community.

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C. Many thousands of residents live adjacent to and within a two mile radius of Santa Monica Airport and are exposed to environmental contaminants and noise pollution on a daily basis. I believe that both of these issues will increase because various types of aircraft will find it too difficult to do business at LAX and they will seek out other airports such as Santa Monica Airport. It is because of this that I want the FAA to look at the noise levels and the Environmental contaminants that all communities surrounding Santa Monica Airport are exposed to now and to determine what these levels would be during and after the LAX Master Plan.

The above concerns are paramount to my community and me inparticular. I would like to know when I may expect your reponse to my justified concerns that can and will affect me and my community in regards to health, safety and quality of life. Please address these issues in your Scoping Committee.

I am thanking you in advance for your co-operation and assistance.

) sincerely, Jugi (To J

Sigita Blum, Block Captain North Westdale Neighborhood Association 2629 Barry Avenue Los Angeles, California 90064

July 20, 1997

John L. Graham Chief of Airport Planning Department of Airports LAX Master Plan Dne World Way, Suite 218 Los Angeles, CA. 90045

Dear Mr. Graham:

I am writing this letter to strongly oppose the proposed airport expansion in the LAX/Hawthorne Airport areas. I am a longtime resident of Manhattan Beach, which is to the south of the airport and the present traffic pattern. The following issues are essential to consider in all studies, EIR/EIS and final decisions for the airport plans:

- 1. Recent traffic from the Hawthorne airport already has been increasing and more of this is being directed over local beach cities. In addition, there are new height limits (lower) for flights. These concerns have prompted local protests. Resident are concerned that this <u>new</u> traffic and associated noise will be used to create a false "baseline: for predicting the relative community inpacts of the Master Plan. The baseline for planning analysis should be the <u>historic</u> use pattern of the Hawthorne Airport. The recent use changes should not be used to "discount" the effects of the Master Plan on Manhattan Beach and surrounding beach communities.
- 2. There is a qualitative difference between constant levels of noise from aircraft activity and noise that occurs in single, loud events. Communities in the general flight pattern of LAX have acclimated to the noise environment. Noise from single, loud operations passing over a community in the same way. An incremental change in a noise environment ment that is already experiencing high levels of airport noise is qualitatively different than impacts on a community that has experienced little noise. The analysis for the Master PLan should carefully consider such differences in community noise is experience and how this affects the qualitative tative differences in perception.
- 3. Related to the above, the Master Plan must consider the impacts of noise on residential property values. Some people will benefit from increased airport activity wile some will suffer. The incidence of costs and benefits needs to be described in the environmental region. Perhaps not all regional airport expansion should take place at LAX or in its vicinity (including Hawkhorne Airport).

Page 2

4. Studies of the economic benefits of airport expansion need to be balanced against analyses of the regional benefits of expansion of activity at other area airports. This should include not just the LA Airports system, but also expansion at other regional airports including Orange County and Palmdale. The consideration of benefits needs to include the costs of increased localized traffic congestion, noise and air pollution and degraded living conditions and proporty values as well as mitigations thereof. The linkage between expanded economic activity and expanded airport capacity must be based upon a careful analysis of economic and capacity linkages at other world airports.

Thank you for your attention to this matter. I would appreciated being apprised of further meetings/developments/plans regarding these matters.

Sincerely,

Dr. Thomas J. Cotton 1194 Second St. Manhattan Beach, CA. 90266

CC: DAVID B. KESSLER ENVILOWUENTAL ARTECTION SPECIALIST PLANNER US DEPT OF TRANSPORTATION FAA. AWP - LII. 3 LA, CA 92009 - 3007

7 1 yours truly G 7 7 these problems must inde 2019 Junda dane Santa Morries, CA 90405 Phone: (310) 392-6789 P.K. Wiiman July 30, 1997 tommittee. Unite Moneal must have direct imput regulling black dily, gutty Substance my cars winds Wels These purblime must not only be reduced, the community to have representation on the LAX Coping am the Senta Monica Chicoport are alsody swerky inspating recumulating an ereft fumes do not even allow W community. While diving a couple of estertio age, newer aft of dosid low growy least to weat sede as they virilars to be apart for a rulge after noon. Environmentel contramination and more pollution. " exporte and commuter and at LAX being routed to Santa Monico and other smaller any out Delause of the import of the LAX planning on Santa Monica, it is an absolute hecesity for the those decusions affect our mousament, where and hood and your and was united ated . The The norse completely droves out my ability to Alse must be another solution to excess 2. John Graham, this of August Planning 2. EIS/EIR for LAX Master Plan with to take fol the blind . haffic and school " safety .

Stuart H. Williams	3464 Cattaraugus Avenue	Culver City, California 90232 7432	Tel/Fax:(310) 836-3430 email: shw13@worldnet.att.net
S		Culv	Tel/Fax:(310) 836

July 29, 1997

fohn L. Graham Chief of Airport Planning Department of Airports LAX Master Plan Project 1 World Way, Room 218 Los Angeles, CA 90012

Dear Mr. Graham,

I am providing these comments for consideration in the Environmental Impact Statement/Environmental Impact Report associated with the planned expansion of the Los Angeles International Airport under the LAX 2015 concepts. Previous studies and plans have been prepared to support past growth/expansion at the airport. The latest of these that were reviewed by the Southern California Association of Governments (SCAG) and the South Coast Air Quality Management District (AQMD) should be used as a starting baseline. Current and projected data should be measured and shown relevant to this baseline. The basis of qualifying LAX2015 as a "master plan" must be clearly detailed. Like previous "master plans", this one appears to be only an incremental phase in a longer term "master plan". LAX 2015 will only permit financing, designing and constructing near term objectives without proper consideration to a long term rational "master plan". Please address potential developments in phases beyond 2015. These should extend through 2050.

LAX 2015 is only a single element associated with the development of a coordinated regional air and ground transportation long term plan. It should be completed and **approved** by a government body capable of viewing the transportation needs of Ventura, Los Angeles, Orange, Riverside and San Bamadino counties in a single plan. This would assure full rational consideration of air passenger/cargo capability throughout the region and efficient use of mass rail based transportation both within the region and outside the region to nearby destinations such as Las Vegas and San Diego. The users of a coordinated system in the year 2050 should be able to gav us what we needed to enjoy a high quality of coordinated transportation throughout the five county region".

The future use of El Toro will have an impact on LAX 2015. All data should include projections based both on the development of El Toro as a regional international airport facility and as providing no significant contribution to regional air traffic capacity.

Page 2, LAX 2015, July 29, 1997

To what extent will the FAA preempt detrimental impacts resulting from the expansion in order to fulfill "regulation of commerce" mandates? If non attainment mitigation measures in the State Implementation Plan (SIP) are to be attained without considering air operations contribution, other attainment mitigation should be supported by federal contributions. These contributions would be used to assist attainment by other contributors in the non attainment area.

Changes in air traffic patterns and control measures need to be described and depicted on a regional map with impacts detailed. This should include expected air traffic displacements to the Santa Monica Airport.

Options for use of Palmdale, March, Norton, George and El Toro need to be included.

Current lack of will or capability to maintain disciplined control of current aircraft operations must be considered. All aircraft, regardless of class should adhere to approach, landing, takeoff and climbout special restrictions. No pilot discretion should be permitted unless where a declared emergency and immediate return for landing is required.

Sincerely,

Stuart H. Williams

July 26, 1997	Jane Harman 36th District California 583 Venice Blvd. Venice, CA 90281	Dear Ms. Harman, and Mr. Groham. As a homeowner in Westchester, we are very concerned about the proposed airport expansion. Our residence is south of Machester and we have been greatly affected by the existing noise of the airport that seems to grow louder each day. We understand that the current airport expansion plans will greatly add to the noise and pollution we are experiencing now. The opening of Westchester Parkway to Emerson will turn our residential neighborhood to a major thoroughfare which is not acceptable. The neighborhood is banding together, but we need you, as our representative, to convey our concerns with regard to pollution, traffic and noise provided to us by LAX.
July 29, 1997	Re: Proposed Airport Expansion To Whom It May Concern:	We are writing to express our concerns regarding the proposed expansion plans for the Los Angeles International Airport. We believe that the current plans for expansion will be harmful to the local communities. We own a home in Westchester and believe that the proposed expansion will result in increased traffic none noise and a decrease in property values. In addition, with the proposed increase in both air traffic and street traffic there will be an increased interast of accidents, both in the air and on the ground. Thank you for listening to our concerns as residents of Westchester and as registered voters. Please let us know if there is anything else we can do to express our opinions on this matter. Sincerely, Muua Steplee Gray Muu Mut Wastchester, California 9004S

July 27, 1997	Dear Ms. Harmon, and Nr. Granam.	As a Westchester resident for over 50 years, I am greatly concerned with the plans for the expansion of LAX. I have ttolerated the noise for several years, although it seems to get worse. I am constantly cleaning the black soot off my cars and patio furniture. However, I have been informed that this planned major expansion will increase the noise, and pollution, and automobile traffic which will definitely affect the property value of my home.	Please inform the decision makers for this project that this homeowner is dead set agains this expansion. Thank you,	Josephine Russell 6655 W. 87th Place Westchester, CA 900045 (310) 045-1086			
	Dear Jane Harmon, and Mr. Granoth	We have lived in Westchester for the past three years, and recently decided to purchase the home that we have been currently renting. We made this decision, based on the wonderful neighborhood and the community atmosphere of Westchester.	However, recently we have been informed of the aiport expansion plans. We are definitely opposed to these plans, as this will affect the noise, air pollution, traffic problems and the property value of our new home.	Sincerely,			

Lee Klein 6701 West 87th Place 6701 West 87th Place Los Angeles, CA 90045 July 30, 1997 Jack Graham Clief of Airport Planning Los Angeles Department of Airports	 LAX Master Plan Project I.World Way, Room 218 Los Angeles, CA 90045 Los Angeles, CA 90045 Dear Mr. Graham, I have resided in my home on 87th Place for the past twenty-five years. I chose to live in this community because of its climate, fresh sea breezes, and the quality of life which comes from not being confined in an air conditioned artificial environment. The currently proposed LAX master plans would destroy our community and the standard of living enjoyed by my neighbors, my family, and myself. 	Under all of the currently proposed plans noise levels would be increased. To compensate, the airport proposes to "sound proof" our houses. I, for one, and the majority of my neighbors have no intention of allowing our houses to be "sound proofed". We enjoy living with our windows and doors open to take advantage of this wonderful climate. We will not allow ourselves to be caged-in in an artificial environment of closed windows, sound-proofed doors and air conditioning. When most of us purchased our homes, we were promised that there would be a "duffer zone" south of our homes to reduce the noise from LAX. Barriers were constructed and aircraft using the north runways are on or close to the ground in the area south of our homes. Under the proposed expansion plans, aircraft using future north runways would be airborne, either on approach or landing, when south of our neighborhood, rendering the present noise barriers ineffectual.	In addition, the increased amount of air traffic would generate greater quantities of air pollution from aircraft exhausts, posing additional health threats to members of our community. As is obvious from the above, I am strongly opposed to the current plans for airport expansion and will take what ever legal measures are necessary to oppose their implementation. Sincerely, Lee Klein
Dear Mn. Graham Dear Mn. Graham We moved to Weatchater Emeran Manne in Curyut of 197 We are concerned about your new propert runwor, project and how it will affect own more and pollution fedde and property values. Uthen home in our meickarhood between 85th 54 and	The divert were rummed, "It's creates a moise buffer yone", we were total by the disport that mothing could be generation there except wave houses. anothered there except wave houses. a "sound barries" wall was exceed. It's mus runway proposed will make this wall inflecture and will bring proves and pollution to an	the solution. I well most be able to obser my doors and windows to enjoy the scean breeze. I will not becalse to enjoy my backyard to entertain family and prinds. Please consider moving LAX cargo to Palmolele. Unde projections for noise level unceases, pollution level increases and property value declines do your studies predict. In my the home and communit?	Alease respond. Alease respond. Alease respond. And you for the consident you give the letter. Respect puly Const. & Jonen McFadlerd Const. W. STONM McFadlerd East 4 WESTERPESTER, CA 90045 310-Coll - 5Col 7

Date : July 29, 1997	To: John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan. One World Way, Suite 218 Los angeles, CA 90045	From: Sharona lee 1626 Ocean Park Blvd., Santa Monica, CA 90405	Re: airport noise	I am a west LA resident and very much concern about the quality of life, safety and health. The noise around the Santa Monica Airport is increasing and make the life change a lot. The resident area suppose be a quiet area and all the non-commecial jet supposed be landed in LAX. The following ideals please be advised:	 Traffic concern on local school. our community should have representation on the LAX scoping committee. noise concern on local school. LAX master plan should cover all the non-commercial plan. LAX need to install enough Fixed Base operator Facilities to accommodate corporate and commuter jet. many thousand of residents live adjacent to and within two miles radius of Santa monica airport are exposed to environmental contaminants and noise where it is a monica leadily basis. Prease includes these ideals in your Environmental Impact Statement and Protrommental Impact Report(EIS/EIR). Thanks.
6716 W 87th Place Los Angeles, Ca. 90045 July 30, 1997	Jack Graham, Chief of Airport Planning Los Angeles Department of Airports LAX Master Plan Projects 1 World Way, Room 218 Los Angeles, Ca. 90045 Dear Sir:	After reading numerous articles regarding LAX plan for future development , I have become VERY concerned about the effects of any development to the surrounding communities.	The noise level from the airport has increased during the past year. In fact Sunday July 27, 1997, a plane took off from LAX was airborne above tree tops directly south of my residence. To have a conversation in the yard has to stop during plane take-off. Loud noises are deteriorative to hearing ability,	Another concern is environmental, the fumes from planes exhaust is present in the air most days. What is the effect of the exhaust fumes on plant life and above the population? How SAFE is it having more planes landing and take-off to the local residents.	 Has there been any studies regarding the: 1. noise level and effects on the hearing of present and future citizens? 2. Environmental effects of the planes exhaust on people and plant life? 3. Safety of more planes at LAX? Safety of more planes at LAX? Safety of more planes At LAX? Rowie A. Peterson

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BRUCE LATHROP 7373 WEST EIGHTY-THIRD STREET	TO: John L. Graham, Chief of Airport Planning, LAX David Kessler, Environmental Protection Specialist Planner, FAA
LOS ANGELES, CALIFORNIA 90045-2446 (310) 565-5004	FROM: Concerned Residents of Westchester
reax (140) 308-309/ latitop@coursel.com http://ritory.adi.com	SUBJECT: COMMENTS ON THE LAX MASTER PLAN
20	The undersigned residents of Westchester urge: a. Serious re-evaluation of the LAX 2015 Expansion Plan; and b. Consideration of the major concerns listed below in the Environmental Impact Statement/ Environmental Impact Report (EIS/EIR).
Department of Arrports LAX Master Plan Project 1 World Way - Room 218 Los Angeles, California 90045	1. The additional surface traffic and the planned resolution in the Plan will further isolate Westchester residents, making travel to the north, south, and east even more difficult than at present. It does not make sense to bring so many people
Re: Comments Pursuant To EIR/EIS Scoping Process	from so far by car, bus, and taxi to this location with very poor access.
Dear Mr. Graham: I am writing this latter eventuat to the ETD/ETC Sconing Decore eventuated tip o Mailed	 The air pollution that we now have is excessive; the increased air traffic is a serious health hazard to local residents.
of Public Scoping Meetings to be held on July 12, 15, & 16, 1997 in connection with the Environmental Impact Statement/Environmental Impact Report for LAX Master Plan Project (the "Plan").	3. The increased air traffic in the narrow corridor for LAX would be extremely dangerous. Pilot organizations have reported that LAX now is among the most dangerous in the country. In
Many, many issues need to be addressed and you have undoubtedly been asked to address them all. I will limit this letter to a few that you may not have been asked to address. These issues are as follows:	
 Please address the degree to which non-airport businesses in the Southern California Air Quality Management District will have to reduce their air pollution emissions under federal law in order to accommodate the increased emissions from aircraft and ground operations under Alternatives 1-4 of the Plan. 	 Planning for 2015 is too short a time period, since it only postpones the eventual need for additional locations for regional airports. At this time, the plan should include development of regional airports at Palmdale and other locations.
2. Please assess the risk and extent that urban poverty and crime will increase (or decrease) in the communities surrounding LAX under Alternatives 1-4 of the Plan.	Juymond a find Naney Auch
3. Please address the economic impact on the City of Los Angeles of the Plan's admitted inability to satisfy the expected passenger demand in the year 2015.	THATE W. 89 Th ATVET THAS WW. 87 454, THATE W. 89 TH POOKS Doc Congles (74 90045
very truly yours, Bruce Lathrop David B. Kessler	In sor

JOYCE SIMMONS 2806 COOLIDGE AVENUE	EDWIN W. A. PEURA
LOS ANGELES, CA 90064	(310) 643-5906 5340 West 135th Street, Hawthome, CA 90250-4945
ly 28, 1997	30 July 1997
hn L Graham, Chief of Airport Planning epartment of Airports, LAX Master Plan ne World Way, Suite 218 ss Angeles, CA 90045	John L. Graham Chief of Airport Planning Department of Airports One World Way, Suite 218 Los Angeles, CA 90045
avid B. Kessler, Environmental Protection Specialist Planner 5. Department of Transportation 2. Beiral Aviation Administration-AWP-611.2	Dear Mr. Graham: I am writing to raise several issues for your consideration during the Environmental Impact Study associated with the LAX 2015 Master Plan.
D Box 92007 orld Way Postal Center 55 Angeles, CA 90009-2007	First, information presented to date does not provide the basis for projected passenger and cargo traffic increases into the Los Angeles Basin. Additionally, the rationale for LAX absorbing the bulk of this increased air traffic has not been presented. Because increased air traffic has non-based on resented are considered and an endaged on the provided provided and an endaged are considered.
ear Mr. Graham and Mr. Kessler:	utatus de a regional asue, ancatatives to terre rutat to anaryzet and rejected pirot to considering increased air traffic into an already crowded air space (LAX).
I am writing to make my concerns known regarding the Santa Monica Airport nvironmental Impact Scoping Process. I believe the airport has changed tremendously over the 5 years I have lived in the North Westdale neighborhood. When I first came to this eighborhood. I enjoyed the airport as a neighbor. In the first few years, the airport traffic and oise were held to a minimum because of the limited hours of operation and the ban on jets.	Secondly, if it is determined the projected increased air traffic into the region is real and after consideration of all alternatives it is found that LAX must absorb some portion of the increase, then and only then can LAX expansion be considered. While each of the alternatives will have varying degrees of environmental impact on the existing population base near LAX, certain steps to mitigate these impacts may be possible. Consequently, each alternative should be examined
I believe that Jets and helicopters need to be banned from this small airport completely. There are two schools directly in the flight path area, one an elementary and the other a middle shool, that are very negatively affected by the fumes, the noise and the increased traffic, not to neution the possibility of a disaster at any time.	carefully to fully assess noise and air pollution, increased surface traffic, and public safety. Lastly, alternatives one through three deal with land and facilities either already owned by the Department of Airports or within the incorporated boundaries of the City of Los Angeles. Alternative four includes facilities not within the incorporated boundaries of the City of Los
The North Westdale neighborhood and surrounding neighborhoods are exposed to nvironmental contaminants and noise pollution on a daily basis. I am requesting that the FAA vestigate the levels of noise and contaminants to determine if they are above the new EPA andards regarding air quality.	Angeles. The Hawthorne Airport continues to be owned and operated by the City of Hawthorne. Consequently, this alternative is probably not viable unless consideration is given to its continued operation by the City of Hawthorne and not, as proposed, by the Department of Airports. Of the alternatives proposed, alternative four is the most radical, has perhaps the
The problems with the airport will only accelerate as LAX gets more crowded and displaces ne small commuter jet operators and helicopter services. Fixed-based Operator Facilities need to e provided at LAX to accommodate corporate and commuter jet aircraft and helicopters.	greatest environmental impact, yet may have the greatest long term benefit. The potential benefits of this alternative and its environmental impacts must therefore be carefully assessed and presented.
I do not want to see the Santa Monica Airport being used as a satellite for LAX traffic, it was ot built to accommodate the traffic and its neighbors should not be made to endure it.	I recognize the economic penetus to the region derived from their than these there without expansion, these benefits are not without cost to the citizens of cities other than Los Angeles. These citizens rightly feel they suffer only the negatives without any of the benefits. It is extremely important to not tract that "Anorement lightly. The measatest cases must be accorded in planning.
Please provide a response to my concerns as soon as possible. Thank you.	in portain to not used upon control against the grounds the partition of the partition for handling increased air traffic into the region, accurately assessing this increase and allocating it regionally, and determining environmental impacts of each alternative. Sincerely,
Med Simmodif (Section 2)	Elin w. A. Pura
	Edwin W. A. Peura

July 28, 1997

John L. Grahar Department of One World Wa Los Angeles, C

David B. Kessl U. S. Departm Federal Aviatio PO Box 92003 World Way Po Los Angeles, (

Dear Mr. Gra

Manhattan Deed, Ca. 90266 Julie Michory aut down on some of the haffie. aut down on some of the hove noticed more pollation. Why not we go are at i falmade for yhe international flights? When we have tranked to our cuenties their international dispose Au family is surg uport about the aigent Please consider your reighton to the doubt Our white paint has to be cliend none often, as the are at least 1 hun and of trun. This world place residue in the air is departed on it. Alie Much M preart time is quite load. Chief of airport lawing 1 Would Way Suite 218 Soo Angles, Ca. 90045 Dear Mr. Chaham, John d. Chahom July 30, 1997 When my daughter, Meriel, was about 18 months old she began to speak a few words. Among the first 10: "airplane" and "noise." Although it has become a matter-of fact part of her life, I see LAX as an unwelcome intruder that has encroached further and further into our family's every day existence. I cannot imagine how grueling life might become with even more expansion. neighborhood. Are they all doomed to be trapped in their homes while the rest of the children of The effect of this on the quality of our lives is great: it affects how safe we feel in our homes; how we sleep at night; how effectively our children can concentrate on their studies; how much Our family has lived in Playa del Rey for nine years. We knew the airport was near us when we moved in; however, over the years there has been an increase in air traffic as well as an increase in the number of departing aircraft "flyovers" where the aircraft turns well before the shoreline, crossing over our neighborhood (because I am home during the day, I am painfully time they can spend outdoors; how well they can breathe; how much soot collects on their outdoor toys. The neighborhood schools all border the airport to the north. How well will they Please consider alternatives to expansion. If none are available, please consider buying our Los Angeles can play in the sunshine? Do we have to bear the burden of the high cost of air conditioning our homes 24 hours a day? Soundproofing homes in the area is simply not enough. We have dozens of children in this aware of the frequency of this procedure and often call the Airport Manager to complain). hear their teachers? What will it be like on the playground at recess? homes from us so we can seek a normal life elsewhere. Department of Airports, LAX Master Plan Playa del Rey, California 90293 307 West Manchester Avenue RE: Airport Expansion: Noise Lynder Karr Chief of Airport Planning Los Angeles, CA 90045 John L. Graham One World Way Ruth Gallanter David Kessler July 28, 1997 Mr. Graham: Lynda Karr Sincerely, Suite 218 ÿ

7-27-97 John L. Graham,Dept. of Airports, LAX Master Plan One World Way #218 Los Angeles, CA 90045

Dear Mr. Graham,

I am writing to you on behalf of Beach Cities Concerned Citizens located at 3300 Highland Ave, Manhattan Beach, CA 90266. We wish to file our objection to the proposed expansion of Los Angeles Airport based on the following: 1. NOISE. Recent lowering of the height of flight patterns coupled with an increase in the number of flights have contributed drastically to the noise level experienced in our beach cities. These changes were put into effect arbitrarily and with NO input from the bulk of persons most impacted, namely the residents and property owners of adjacent cities. As the FAA is not even enforcing the existing standards any additional expansion would only add to current unacceptable noise levels.

2. POLLUTION. As airplanes are exempt from existing emissions standards, the proposed expansion would effectively double the amount of pollution. This would severely impact the very quality of life most residents paid a premium for by moving to and investing in our beach cities. 3.TRAFFIC. ANY increase in traffic would make our existing horrendous traffic problems overwhelming and untenable, further decreasing quality of life, standards of living and property values. Any widening of streets would only serve to accomodate existing traffic and would certainly be unable to support the tremendous amount of additional traffic resulting from proposed expansion.

LAX is currently situated on app. 3500 acres. Most comparable airports exceed 13,000 acres. In order for said expansion to bring LAX in line with comparable airports it would necessitate acquiring more land than is available. Hence, we see any expansion as economically unitasible. A better solution would be to connect LAX with an outlying airport through the use of a bullet train monorall etc. This would much more easily accommodate the expansion and also allow for future expansions.

We acknowledge the problems you face and have done our best in the past to live with certain inconveniences engendered by the close proximity of LAX. We realize how vital LAX is to our economy and only hope that our alternate solution will be given every consideration.

Trand Yelle Sincerely,

Traudl Weber, Beach Cities Concerned Citizens (310) 546-7561 x 435

LAX COMMENT SHEET

The LAX is large enough NOW.

Any expansion should be in Palmdale or land outside of Los Angeles.

I have lived in the beach area for over seventy years, and I have watched the air quality, noise and traffic go to the "DOGS".

The white paint on our house is covered with debris from the sky.

What happened to the "Golf Course" that was to be in the sand dune?

Is money to the City of L.A. more important than the health of my children and grandchildren:

NO EXPANSION! The Area can't take it.

Joe Wyss 608 - 31st Street Manhattan Beach, CA 90266

John L. Graham, Chief of Airport Planning Department of Airports, LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045	Dear Sir, We have lived in this community since 1968. When we moved in, we were aware of the Santa Monica airport since we were located right under the flight path of the incoming air traffic, we were not hothered by these aircrafts because them.	were mainly small private aircrafts with reciprocating engines. However, over the years, the size of the aircrafts have increased considerably, particularly in the jet-powered aircrafts. This resulted in a greater increase in noise and air pollution. There have been several air crashes near by since we moved in. Fortunately, they were all small aircrafts with limited damages and no lose of life. One main	concern, besides the increase in noise and air pollution with the increase in air traffic, is the possibility of jet-powered aircraft accidents which would result in considerably costlier damages and possible loss of lives. We've been informed that some of the changes at LAX may result in the smaller aircrafts to be diverted to the local airports, such as the Santa Monica Airport. This	increase in traffic may also include the larger aircrafts with reciprocating engines as well as the larger jet-powered aircrafts, such as the "737" now being flown by some airlines. This kind of changes is entirely unacceptable to the communities surrounding	In coming traffic to the LAX and found it impossible to carry on a conversation when incoming traffic to the LAX and found it impossible to carry on a conversation when a jet airliner came in for a landing. This is bad enough for residents of the communities but what kind of consequences will this have on local schools and businesses and any other activities going on in the local communities. There must he other concerne just as immortant so the focu was addressed	here. Please keep these in mind as you make your decisions regarding the LAX Master Plan. THANK YOU.	YOURS TRULY, GEORGE S. UCHIDA	FRANCES S. UCHIDA Jrances X. Ichilda KIMBERIY F. UCHIDA KELLY T. UCHIDA KELLY T. UCHIDA	2B11 COLOY AVE., LOS ANGELES, CA. 90069
	Subject: Regarding the LAX expansion Date: Thursday, July 31, 1997 5:31AM To:	John L. Graham, Chief of Airport Planning, Department of Airports. LAX Master Plan, One World Way, Suite 218, Los Angeles, California 90045	Dear Mr. Graham, Having grown up under LAX7s north runway, I am very concerned about the impact of expansion on South Bay area housing market and quality of life & safety.	The problems are obvious; air, noise, trafife, safety. I watched the city I grew up in degrade until living there was near impossible and a tremendous loss of property value was suffered by homeowners. I understand that life is evermore quick paced and we need airnorts, but	as Orange has expanded immensely it should be required to take the burden of its own air traffic and El Toro is a wonderful opportunity. I understand Orange County wants to develop that tract of land, but that would only impact LAX more. I also understand that Orange County doesn?t want the nuisance of a major airport. We near LAX feel the same way.	The history of the Department of Airports has been one of tremendous duplicity, so please don?t ask those of us who have been there, to trust that they have our welfare in mind.	Sincerely,	Dana C. Graner Hermosa Beach Igraner@earthlink.net	Page 1

July 28, 1997

John L. Graham Chief of Airport Planning Department of Airports LAX Master Plan One World Way, Suite 218 Los Angeles, CA 90045

Dear Mr. Graham:

My family resides in the City of Hawthorne and would like to add our voice to the growing list of people opposing any and all expansion of the Los Angeles International Airport. All four of the proposed plans would significantly reduce the quality of life for citizens in the South Bay area.

The noise and air pollution caused by the proposed expansion would have an unknown affect on the health of all of our families; with the elderly and children being the most at risk. Los Angeles International Airport has simply run out of room in the South Bay and should start looking at alternatives such as El Toro, Pomona or Palmdale for its expansion needs.

While we are opposed to all the proposed expansion, Plan Four, which calls for the Los Angeles International Airport to acquire the Hawthorne Airport, is particularly disturbing to us. It turns a quiet airport next to one of the nicest residential areas in the City of Hawthorne into a bustling metropolitan commuter center. The noise and traffic impact on the citizens of the Hollypark housing tract will be devastating to their health, peace of mind and to property values. In addition, Plan Four will have a devastating affect on all homes in its flight path; which includes much of the City of Hawthorne (including the Hollygien area where my family lives) and parts of El Segundo and Manhattan Beach. 'Theie is already too much noise, traffic and air pollution.e-we:do not need to add more!

We urge you to choose Plan Five: NO EXPANSION AT LAX!

Sincerely,

Phone Number (optional) Or Dr City, State and Zip 12 Signature Address Name 601 Puch aura

Database of Comments Received

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			HOW BEING ADDRESSED			
			ALTERNATIVES	ADDITIONAL		
ISSUES	COMMENTS	EXISTING SCOPE	MODIFIED	SCOPE		
OISE	primary significance criterion for noise impact should be single event, day/	Task 2.4.1 - Aircraft Noise		health & safety assessment; expanded noise analysis;		
	night noise analysis; adverse human health consequences of prolonged			aircraft noise health impact analysis; overflight noise monitoring		
	exposure to aircraft noise; utilizing appropriate significance stds		-	and an industry and analysis, overnight holise monitoring		
	because the prospect of an increased number of flights raises	Task 2.4.1 - Aircraft Noise	new Alternative 3			
	the probability of higher levels of runway noise, it is imperative		land acquisition			
	that any increase in noise levels be mitigated	1				
	concern over noise impacts on sensitive facil. (residences, schools,	Task 2.4.1 - Aircraft Noise		health & safety assessment; expanded noise analysis;		
	libraries, recreational facil.) in area; adeq. mitigation; all airport ops			identification of construction inputs to environmental analysis		
	must be included in analysis, including construction			internation of construction inputs to environmental analysis		
	noise impacts due to increased ops and changes in flight patterns	Task 2.4.1 - Aircraft Noise				
	increased number of flights raises specter of higher levels of runway	Task 2.4.1 - Aircraft Noise	Alternative 4 eliminated;			
	noise as well as greater opportunities for routing planes over Redondo		new Alternative 3			
	Beach particularly during evening hours; adequate mitigation demanded;	1				
	eliminate Hawthorne alternative					
	noise impacts from current and all add'I overflights, increased	Task 2.4.1 - Aircraft Noise;				
	traffic and ground transp demand-including expanded trucking	surface access noise				
	and rail operations connecting LAX to the ports and points	analysis				
	outside of the area					
	potential increase of noise as a result of increased air traffic	Task 2.4.1 - Aircraft Noise		health & safety assessment; expanded noise analysis;		
	over City of Whittier, El Segundo, etc. as a result of LAX expansion			overflight noise monitoring		
	questions validity/feasibility of current soundproofing program	Task 2.4.1 - Aircraft Noise				
	noise impacts on El Segundo schools from increased no. of flights;	Task 2.4.1 - Aircraft Noise	Alternative 4 eliminated;	health & safety assessment		
	eliminate Hawthome alternative		new Alternative 3			
	impacts on LAUSD school(s) from increased noise impacts	Task 2.4.1 - Aircraft Noise	1	health & safety assessment; expanded noise analysis		

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PUBLIC SCOPING WRITTEN COMMENTS SUMMARY

	COMMENTS	HOW BEING ADDRESSED			
ISSUES		EXISTING SCOPE	ALTERNATIVES MODIFIED	ADDITIONAL SCOPE	
AIR QUALITY	EISR must evaluate effect of project on region's ability to comply with federal air guality mandates; project's emissions of hazardous air pollutants; alternatives and mitigation measures that substan- tially reduce the project's emissions; inpacts that would be likely to occur, if, as a result of the airports failure to reduce emissions, the federal government withdraws funding for programs such as SCAC's Regional Transportation Plan	Task 2.5.1 - Analyze Air Quality Impacts		updated project descriptions including Northside & Continental City; expanded baseline & expanded air quality modeling analysis; health & safety assessment; interim year economic analysis; health risk assessment; expanded air quality monitoring; interim year modeling; regional ozone analysis; extension of downmicd ambient air pollution monitoring; cooperating agency air quality working group.	
	concern with long-term, cumulative effects to human health and air quality associated with aircraft emissions	Task 2.5.1 - Analyze Air Quality Impact		updated project descriptions including Northside & Continental City; health & safety assessment; health risk assessment; expanded baseline & air quality modeling analysis	
	adequate mitigation for increase in air pollution	Task 2.5.1 - Analyze Air Quality Impact			
	analysis should not be limited to ops but account for all sources	Task 2.5.1 - Analyze Air Quality Impact		updated project descriptions including Northside & Continental City; expanded baseline & air quality modeling analysis	
	AQ impacts on sensitive receptors due to increased ops and changes in flight patterns	Task 2.5.1 - Analyze Air Quality Impact		updated project descriptions including Northside & Continental City; health & safety assessment; expanded baseline & air quality modeling analysis	
	increases in air pollution due to increased traffic volumes	Task 2.5.1 - Analyze Air Quality Impact		updated project descriptions including Northside & Continental City; expanded air quality and receptor locations modeling	
	EIS/R should fully analyze air quality impacts to local area and region; at minimum, should include air quality impacts associated with increase in traffic along the traffic corridors in Santa Monica	Task 2.5.1 - Analyze Air Quality Impact		updated project descriptions including Northside & Continental City; expanded air quality and receptor locations modeling; and UAM	
	poliution impacts from current and all add'i overflights, increased traffic and ground transp demand-including expanded trucking and rail operations connecting LAX to the ports and points outside of the area	Task 2.5.1 - Analyze Air Quality Impact		updated project descriptions including Northside & Continental City; expanded baseline & air quality modeling analysis	

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		HOW BEING ADDRESSED			
			ALTERNATIVES	ADDITIONAL	
ISSUES	COMMENTS	EXISTING SCOPE	MODIFIED	SCOPE	
	significant negative air quality impact; feds withholding funds from	Task 2.5.1 - Analyze	1	updated project descriptions including Northside & Continental City;	
	region if SCAG RTP can't attain fed'l air quality stds	Air Quality Impact		expanded baseline & air quality modeling analysis	
	models should include worst-case meteorological conditions	Task 2.5.1 - Analyze	-		
	<i>a</i>	Air Quality Impact			
	construction impacts on air quality	Task 2.5.1 - Analyze		identification of construction inputs to environmental analysis;	
		Air Quality Impact		on- & off-site construction dispersion	
RAFFIC	EIS/R must analyze full range of expansion's impact on traffic in	Task 2. 3 - Off-Airport	1	expanded scope of traffic impact analysis; expanded financing analysis;	
	communities surrounding LAX; adequate mitigation; how LAX & DOA	Ground Transp. Analysis		comparative alternative financial analysis preparation; Greenline Extension &	
	will finance traffic improvements necessary to accommodate the	3.1 - Financial Analysis		Marina Freeway/I-405 Connection	
	increased traffic volumes attributable to the airport; traffic impact analysis methodology				
	EIS/R must directly address concerns of increased traffic, traffic	Task 2.3 - Off-Airport		expanded scope of traffic impact analysis; expanded air quality modeling;	
	congestion and the concomitant air pollution; adequate mitigation	Ground Transp. Analysis		on-airport landside transportation modeling; new baseline scenario off-airport	
	measures			road modeling	
	increases in traffic will impact public facilities (e.g., libraries; decreased	Task 2.3 - Off-Airport			
	level or service of fire protection/emergency medical services provided by fire dept.)	Ground Transp. Analysis			
	appropriate mitigation measures for impacts on Pershing Drive	Task 2.3 - Off-Airport			
	and Imperial Highway (for City's Hyperion Treatment Plant)	Ground Transp. Analysis			
	impact scope of analysis; ground access/mitigation; inter-agency	Task 2.3 - Off-Airport			
	coordination	Ground Transp. Analysis			
	methodology of traffic impact analysis; adequate mitigation;	Task 2. 3 - Off-Airport		expanded financial analysis; comparative alternative financial analysis preparation	
	concerns over funding of traffic mitigation	Ground Transp. Analysis			
		3.1 - Financial Analysis			
	emergency access from LAX in case of a seismic catastrophe	Task 2.3 - Off-Airport		health & safety assessment	
		Ground Transp. Analysis			

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PUBLIC SCOPING WRITTEN COMMENTS

SUMMART	

		HOW BEING ADDRESSED			
			ALTERNATIVES	ADDITIONAL	
ISSUES	COMMENTS	EXISTING SCOPE	MODIFIED	SCOPE	
	increased traffic loads; configuration of ground access; higher	Task 2.3 - Off-Airport		expanded scope of traffic impact analysis; health & safety assessment;	
	levels of driver stress, increased rates and severity of traffic	Ground Transp. Analysis		on-airport landside transportation modeling; new baseline scenario off-airport	
	incidents, including fatalities; adequate mitigation			road modeling	
	very concerned about traffic impacts on the many corridors in	Task 2.3 - Off-Airport		expanded intersection study; new baseline scenario off-airport road modeling	
	Santa Monica	Ground Transp. Analysis			
	additional congestion on arterial streets as a result of	Task 2.3 - Off-Airport			
	higher demand to access LAX	Ground Transp. Analysis			
	compliance with requirements of Congestion Management	Task 2.3 - Off-Airport			
	Program for LA County	Ground Transp. Analysis			
	traffic impacts on El Segundo schools and public	Task 2.3 - Off-Airport		health & safety assessment	
		Ground Transp. Analysis			
	impacts on pedestrian and vehicular traffic to LAUSD schools	Task 2.3 - Off-Airport		health & safety assessment	
		Ground Transp. Analysis			
	request to consider cumulative impacts of airport expansion &	Task 2.3 - Off-Airport		expanded scope of traffic impact analysis; future off-airport landside conditions	
	Playa Vista	Ground Transp. Analysis		w/LA Framework employment modeling	
	impacts of construction activities on air quality & traffic/circulation	Task 2.3 - Off-Airport		expanded scope of traffic impact analysis; expanded air quality modeling;	
		Ground Transp. Analysis		identification of construction inputs to environmental analysis; on- and off-site	
				construction dispersion	
	impacts of airport expansion on regional freeway system	Task 2.3 - Off-Airport		expanded scope of traffic impact analysis; on-airport landside transportation	
		Ground Transp. Analysis		modeling; new baseline scenario off-airport road modeling	
	impact of LAX MP on major roadway and arterial system imprvmts;	Task 2.3 - Off-Airport			
	compliance with regts of Congestion Management Program for LA County	Ground Transp. Analysis			
	need for extension of Metro Green Line from Aviation to LAX; and	Task 2.3 - Off-Airport		expanded scope of analysis for Green Line extension; Greenline Extension &	
	from LAX to Westchester Parkway	Ground Transp. Analysis		Marina Freeway/I-405 connection	
	analyze traffic impacts consistent with LA County employment	Task 2.3 - Off-Airport		include add'l analysis of alternative employment distribution; future off-airport	
	assumptions	Ground Transp. Analysis		landside conditions with LA Framework employment modeling	
	consistency with SCAG Regional Comprehensive Plan & Policies	Task 2.3 - Off-Airport			
	(e.g., Mobility Plan, Growth Management Plan, Transportation Demand	Ground Transp. Analysis			
	Management Plan)	1	1		

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		HOW BEING ADDRESSED			
ISSUES	COMMENTS	EXISTING SCOPE	ALTERNATIVES MODIFIED	ADDITIONAL SCOPE	
PUBLIC SAFETY/ RISK OF UPSET	risks to public safety from increased # of overflights;	Task 2.9.2 - Risk of Upset		health & safety assessment	
	what is the increased polential for risk? increased flights will mean increased potential for hazards including debris and mid-air collisions or other incidents, including early turns over EI Segundo	Task 2.9.2 - Risk of Upset	-	health & safety assessment	
	safety impacts on neighboring schools	Task 2.9.2 - Risk of Upset		health & safety assessment	
	flight safety impacts due to increase in number of flight ops must be examined and quantified in EIS/R	Task 2.9.2 - Risk of Upset		health & safety assessment	
	Increased number of aircraft corresponds with increased number of in-air mishaps and near mishaps/potential for disaster increases	Task 2.9.2 - Risk of Upset		health & safety assessment	
	public safety impacts of relocating fuel farm facility	Task 2.9.2 - Risk of Upset		additional off-airport fuel farm alternative sites to be analyzed; healthy & safety assessment; add'i off-site fuel farm analysis	
	increase in air traffic (especially new southern runway) would cause potential for serious community disaster	Task 2.9.2 - Risk of Upset		health & safety assessment	
	increased potential for risk of aircraft accidents and crashes on LAUSD schools	Task 2.9.2 - Risk of Upset		health & safety assessment	
UBLIC HEALTH	public health effects (including odors) from additional jet exhaust/noise and vehicular exhaust	Task 2.9.3 - Human Health Risk		health & safety assessment	
	human health hazards due to possible increase in envtl pollution and higher risk of upset	Task 2.9.3 - Human Health Risk		health & safety assessment	
	ground water contamination	Task 2.9.3 - Human Health Risk		health & safety assessment	
	identify all asbestos/lead-based paint asbestos removal activities associated with Master Plan Construction	Risk		health & safety assessment	
	mosquito control	Task 2.9.3 - Human Health Risk		health & safety assessment	
UALITY OF LIFE	impacts on quality of life (benefits from growth of LAX shouldn't be at price of this quality of life)	Task 2.1.4 - Socio-Economic Conditions			
	impact analysis should include potential increase in crime- devaluation of property and loss of viable commercial ppty	2.8 - Visual Res. Analysis 2.10 - Public Services/Util.			

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PUBLIC SCOPING WRITTEN COMMENTS

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		HOW BEING ADDRESSED			
			ALTERNATIVES	ADDITIONAL	
ISSUES	COMMENTS	EXISTING SCOPE	MODIFIED	SCOPE	
	identify land acquisitions; displaced populations and relocation;	Task 2.1.2 - Land Use	new Alternative 3;	expanded area of impact analysis; expanded socio-economic analysis;	
	Manchester Square uninhabitable/mitigations	2.1.4 - Socioeconomic	expanded land	expanded relocation/mitigation analysis; land acquisition; expanded study area	
		Conditions	acquisition to include	boundaries; environmental justice	
		2.8 - Visual Resources	Manchester Square		
		Analysis			
WATER QUALITY	beach pollution; water deteriorating in South Bay/ground water aquifer contamination	Task 2.6.2 - Water Quality		deposition study; health & safety assessment	
	water quality will be negatively impacted disproportionately to the	Task 2.6.2 - Water Quality		health & safety assessment	
	benefit received from expansion				
	increased non-point source water pollution; dirtier beaches/ground water aquifer contamination	Task 2.6.2 - Water Quality			
	potential adverse impacts from any increased runoff, sedimentation,	Task 2.6.2 - Water Quality			
	soil erosion and/or urban pollutants on streams and watercourses				
	destroying/degrading waters of US; wetlands				
BIOLOGY	compliance w/wildlife laws/regulations; concern over impacts to	Task 2.6.3 - Biological	alternative that	expanded scope of study, including delineation of vernal pools and survey for	
	endangered species/wildlife habitat	Resources	intruded into Dunes	associated species - wet season directed surveys; biological assessment; soil &	
	endangered species in Dunes, inclg ESB; resident/migratory	Task 2.6.3 - Biological	eliminated/new	plant material assessment (directed surveys-sensitive plant/wildlife species,	
	species of wildlife/plants in wetlands/waters of US threatened/endangered species on Dunes	Resources	Alternative 3	winter, spring, summer, biological opinion)	
	plants, animals will be negatively impacted disproportionately to	Task 2.6.3 - Biological	developed		
	the benefit received from the expansion	Resources			
	limited plant & animal/insect life on Dunes not be threatened by exp'n	Task 2.6.3 - Biological			
	winted plant a animatinised ine on buries not be unreatened by expin	Resources			
	plant/wildlife impacts (migratory birds, ESB, marine life)	Task 2.6.3 - Biological	-		
	preside and an paces (migratory birds, 200, manife are)	Resources			
	thorough assessment of endangered, threatened, & locally unique	Task 2.6.3 - Biological	-		
	species & sensitive habitats; ripariar/aquatic habitat values	Resources			
	values associated with wetlands/watercourses (Section 404 permits)				
	enviliy sensitive coastal dune habitat/endangered species	Task 2.6.3 - Biological			
		Resources			
	potential impacts on least tems (endangered species)	Task 2.6.3 - Biological			
		Resources			

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			1	IOW BEING ADDRESSED
			ALTERNATIVES	ADDITIONAL
ISSUES	COMMENTS	EXISTING SCOPE	MODIFIED	SCOPE
NERGY	encourages solar and wind energy farming	Task 2.6.4 - Energy	1	
ONSUMPTION		Consumption		
	impact on DWP's existing subtransmission and distribution systems	Task 2.10 - Public Services/ Util.		
UBLIC SERVICES/	DOA has failed to provide a plan to mitigate for impacts on fire	Task 2.10 - Public Services/		expanded analysis & area of study regarding services/utilities; sewer
ITILITIES	protection, police services, school facilities, parks/recreational facilities, and other services/utilities	Util.		interceptor impacts
	impact on school enrollment and need to replace/develop new facilities	Task 2.10 - Public Services/ Util.		expanded socio-economic analysis, focus on schools; school enrollment impacts
	proposed expansion will increase need for fire protection and	Task 2.10 - Public Services/		
	emergency medical services in this area; need for add'l training of fire dept personnel	Util.		
	impacts on water/electrical services, sewerage & other utilities	Task 2.10 - Public Services/ Util.		expanded analysis & area of study regarding sewer services/util.; sewer interceptor impacts
	impacts on police services/facilities; location of facilities:	Task 2.10 - Public Services/	The second s	
	inclusion of other law enforcement entities	Util.		
	increased ops would eliminate general aviation at LAX, which would	Task 2.10 - Public Services/		expanded scope to address general aviation ops at LAX
	adversely impact Santa Monica Airport and other reliever airports in	Util.		
	region/request for dedicated general aviation facilities at LAX			
	evaluate impacts to Santa Monica Airport & vicinity as a result of	Task 2.10 - Public Services/		expanded scope to address airside impacts
	airspace reconfiguration at LAX	Util		airside impacts
	impact on fire protection and emergency medical services;	Task 2.10 - Public Services/		
	medical facilities	Util.		
	potential impact on recreational/natural resources of the Santa	Task 2.10 - Public Services/	The second	
	Monica Mountains and Simi Hills	Util.		
	potential impact on Channel Islands National Park; Joshua Tree	Task 2.10 - Public Serivices/		
	National Park; and Santa Monica National Recreation Area	Util.		1
	impact on coastal beach access and recreation (Dockweiler State	Task 2.10 - Public Serivices/	Revised Alternative 3	
	Beach)	Util.		
	potential impacts to Dockweiler State Beach (recreational ops)	Task 2.10 - Public Serivices/		
	impact on District's school enrollment levels; safety from flight	Task 2.10 - Public Services/		health & safety assessment; expanded air quality & traffic analysis
	patterns over schools; noise, air, traffic/circulation	Util.		incentria serviry essessment, expenses el quality a traffic allatysis

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PUBLIC SCOPING WRITTEN COMMENTS SUMMARY

		HOW BEING ADDRESSED			
ISSUES	COMMENTS	EXISTING SCOPE	ALTERNATIVES MODIFIED	ADDITIONAL SCOPE	
LTERNATIVES	EIS/R should consider an alternative which addresses the prospect of extending peak hour periods to make more	Task 2.13 - Develop EIS/R Alternative Summary Matrix			
	efficient use of existing runway capacity				
	all variations of potential growth have not been presented (e.g., no new runways; use of other regional airports-Ontario, El Toro, Long Beach after 2001)	Task 2.13 - Develop EIS/R Alternative Summary Matrix		expanded regional system analysis and expanded discussion of alternatives not carried forward; dispersion of existing conditions; alternative analysis; dispersed regional demand analysis; demand allocation analysis; alteravice fasability anal; environmental analysis; demand allocation analysis; of regional atternatives; financial risk assessment	
	analyze longer range planning horizon (i.e., beyond 2015)	Task 2.13 - Develop EIS/R Alternative Summary Matrix		expanded project purpose & need analysis; alternative analysis; dispersed regional demand analysis	
	consider westward expansion into Santa Monica Bay	Task 2.13 - Develop EIS/R Alternative Summary Matrix			
	any ocean expansion would require jurisdictional/regulatory reqts	Task 2.13 - Develop EIS/R Alternative Summary Matrix			
	resolve 40 MAP issue from previous Master Plan EIR and explain various MAP projections	Task 2.13 - Develop EIS/R Alternative Summary Matrix		expanded existing setting description	
	lack of alternatives—all variations of potential growth have not been presented; include possibility of diverting cargo operations to other airports	Task 2.13 - Develop EIS/R Atternative Summary Matrix		expanded regional system analysis; expanded alternatives not carried forward analysis; alternative analysis; dispersed regional demand analysis; demand allocation analysis; environmental analysis/sconomic analysis of regional alternatives; financial risk assessment	
	alternatives unrealistic and inadequate (e.g., address directing much of projected increases in passengers/ops to Palmdale)	Task 2.13 - Develop EIS/R Alternative Summary Matrix		expanded regional system analysis and expanded discussion of alternatives not system analysis; comparative alternative financial analysis preparation, dispersed regional demand analysis; demand allocation analysis; air service feasibility analysis; environmental analysis/economic analysis of regional alternatives; financial risk assessment	
	develop Palmdale (sufficient size, proximity and previous allocation of use as an airport) and other facilities in region	Task 2.13 - Develop EIS/R Alternative Summary Matrix		expanded regional system analysis; expanded analysis of alternatives under purpose & need; and expanded discussion of alternatives not carried forward; comparative alternative financial analysis preparation; air service feasibility	
				analysis; environmental analysis/economic analysis of regional atternatives; financial risk assessment	

		HOW BEING ADDRESSED			
1001/50			ALTERNATIVES	ADDITIONAL	
ISSUES	COMMENTS	EXISTING SCOPE	MODIFIED	SCOPE	
	no project alternative should consider existing development only, not	Task 2.13 - Develop EIS/R		expanded no project/baseline alternative; updated project description/future	
	future potential	Alternative Summary Matrix		baseline to include Northside Development and Continental City; dispersion of	
				existing conditions	
	allowing runways to extend into the El Segundo Habitat Reserve	Task 2.13 - Develop EIS/R	Alternative 3 modified		
		Alternative Summary Matrix			
	expansion of PMD is feasible, and alternative locations are already	Task 2.13 - Develop EIS/R		expanded regional system analysis; expanded analysis of alternatives under	
	available at PMD and elsewhere; take another look at potential to	Alternative Summary Matrix		purpose & need; expanded discussion of alternatives not carried forward	
	increase air serve to PMD				
	an additional scenario which "off-loads" PAX traffic to Ontario,	Task 2.13 - Develop EIS/R	+	expanded regional system analysis; expanded analysis of atternatives under	
	El Toro, Long Beach (post 2001) as well as cargo to these	Alternative Summary Matrix		purpose & need	
	airports and to March and George AFBs should be studied				
	EIS/R must fully explore impact of developing EI Toro and Point	Task 2.13 - Develop EIS/R		expanded regional system analysis; expanded analysis of atternatives under	
	Mugu into fully operational air carrier airports capable of serving	Alternative Summary Matrix		purpose & need	
	domestic and int'l flights; justify why these devts should or should				
	not occur, since devt would reduce traffic congestion on LA				
	fwys, reduce air pollution and noise impact in and around LAX,				
	reduce air traffic and improve air safety within LAX airspace, and				
	provide improved and expanded air service to people living in				
	Ventura and Orange Counties				
	identify type of EIS/R - programmatic, etc.	Task 2.14 - Prepare			
		Required Administrative			
		EIR/EIS Chapters			
	no project alternative must clearly identify all non-Master Plan	Task 2.14 - Prepare			
	proposed improvements	Required Administrative			
		EIR/EIS Chapters			
ND USE	identify land acquisitions; displaced populations and relocation;	Task 2.1.2 - Land Use	new Alternative 3;	expanded area of impact analysis; expanded socio-economic analysis;	
	Manchester Square uninhabitable/mitigations	2.1.4 - Socioeconomic	expanded land	expanded relocation/mitigation analysis; land acquisition; expanded study area	
	assess all acquired lands for hazardous materials contamination	Conditions	acquisition to include	boundaries; environmental justice	
		2.8 - Visual Resources	Manchester Square		
		Analysis	1		

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PUBLIC SCOPING WRITTEN COMMENTS SUMMARY

			H	IOW BEING ADDRESSED
ISSUES	COMMENTS	EXISTING SCOPE	ALTERNATIVES MODIFIED	ADDITIONAL SCOPE
	disproportionate impacts on lower socio-economic and ethnic	Task 2.1.4 - Socioeconomic		Environmental justice analysis
JUSTICE	communities	Conditions		
	Identify coordination efforts with Native American Tribal Councils	Task 2.1.4 - Socioeconomic Conditions		Environmental justice analysis
HISTORIC RESOURCES	evaluate & preserve/reuse plan for any historic site, SHPO designation	Task 2.7 - Cultural Resources		Hangar 1 analysis and reuse plan; SHPO consultation

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Summary of Comments Received

SUMMARY OF PUBLIC SCOPING WRITTEN COMMENTS

This report summarizes the written scoping comments received by the Federal Aviation Administration (FAA) and Los Angeles World Airports (LAWA), in response to the Notice of Preparation (NOP) and Notice of Intent (NOI) to Prepare an Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Los Angeles International Airport (LAX) Master Plan. The issues and comments raised in the scoping letters are broken down by topical areas, and summarized for the main points expressed, followed by a discussion of how the comments are to be addressed.

The most frequently raised issues included impacts on noise, air pollution, surface traffic congestion and circulation, and air safety. Other areas of concern expressed included: the range and impacts of alternatives; public health issues related to increased noise, air pollution, traffic and toxic and hazardous materials and operations; water quality impacts, particularly on Santa Monica Bay; impacts upon the biological resources of the area; degradation of quality of life; adequacy of public services/utilities, including aschools, libraries, water and power, police, fire, and parks/recreational facilities in the area.

NOISE

The most widely mentioned comment regarding noise impact was that the increased number of flights and changes in flight patterns would increase the levels of aircraft noise, exacerbating what commentator have described as an already "severely impacted" condition. Of particular concern is the adverse human health consequences of prolonged exposure to aircraft noise, in light of the many schools, libraries, residences and other sensitive noise receptors in the area. The concern over noise impacts was expressed by communities widely distributed over the region-from neighboring areas such as El Segundo, Westchester, Lennox, Hawthorne, and Inglewood, to cities further south including Gardena, Hermosa Beach, Manhattan Beach, Redondo Beach, Torrance and Rancho Palos Verdes, to areas as far east as Whittier.

Other comments touched upon the adequacy of noise analysis methodology, calling for the consideration of such aspects of aircraft noise as single event noise levels, seasonal fluctuations, overnight flight operations, overflights, potential number of aborted landings which result in low flying aircraft over the surrounding communities, and the federal mandate of phasing out the older "Stage 2" aircraft by 2001.

All commentator have stressed adequate and proper mitigation measures to reduce noise impacts, including but not limited to, operational modifications (i.e., eliminating offsets, modifying the published missed approach procedure, requiring straight out departures and power cut-backs, mandatory fines for violations of noise restrictions, and the establishment and implementation of home noise reduction installation programs for the communities impacted.

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The Draft ETS/ETR will fully analyze the potential noise impacts of the proposed project. In addition to the CNEL determination, information will be presented as to the day and night noise levels. Additional noise monitoring will be done in areas outside the 65 dB contour, to assess the single event concerns raised by the commentators. The newly proposed Alternative 3 moves the southern runways and a large amount of cargo activity further away from the impacted communities to the south of the airport. The Public Health and Safety section of the DEIS/ETR will address the potential secondary physiological and psychological health impacts of noise. All necessary and feasible mitigation measures will be included in the DEIS/ETR.

AIR QUALITY

Commentator voiced the concern over long-term, cumulative effects to human health associated with increased air pollution in the region resulting from proposed expansion of LAX. Expanded aircraft operations at LAX would, they comment, result in increased levels of aircraft and vehicular emissions, further degrading air quality in the area. The commentators emphasize concerns over the impact of increased air pollution on many sensitive receptors in the area, including schools and residences. Such comments were received from many communities in and around the LAX area as well as from several public agencies. Other comments stated that the "EIS/EIR must evaluate the effect of the proposed project on the region's ability to comply with federal air quality mandates". The comments stressed that the EIS/EIR should consider pollution impacts from current operations as well as from all additional overflights and increased traffic and ground transportation demand associated with the proposed project. Consideration of ground transportation impacts, it was commented, should account for emissions from expanded trucking and rail operations connecting LAX to points outside of the area. Also mentioned was the inclusion of andysis of the potential impacts that could result if the federal government withheld funds from the region based on failure to attain national ambient air quality standards.

All commentators stressed the need to include adequate and proper mitigation measures to reduce or eliminate emissions likely to resulting from the proposed project.

The DEIS/EIR will include modeling analysis of all criteria pollutants. The modeling protocol will be performed consistent with U.S. EPA, CalEPA and SCAQMD recommendations and requirements. The impacts will be compared against the existing setting as well as the projected future conditions without the proposed project. Health and safety concerns regarding both criteria and hazardous air pollutants will be addressed in the Public Health and Safety section a Health Risk Assessment will be performed. An analysis will be undertaken to demonstrate that implementation of the proposed project would not interfere with the South Coast Air Basin's ability to attain the NAAOS, nor interfere with its progress in reaching that goal.

TRAFFIC/CIRCULATION

Comments expressed concern over the consequences of increased traffic volumes on areas in and around LAX. Commentators' concerns emphasized the traffic congestion and concomitant air and noise pollution that would result from increased traffic volumes. Safety concerns over increased traffic, particularly as it may affect schools and other sensitive sites, were raised. Public health issues related to increased stress as a result of increased congestion were also raised. The implementation of appropriate mitigation measures was urged as well as adequate methodology to be utilized in the traffic impact analysis. In addition to roadway improvements, extension of the LA County MTA Green Line was mentioned as mitigation. Additionally, questions were raised regarding how LAWA would finance the traffic improvements necessary to accommodate the increased traffic volumes attributable to the proposed project.

The traffic analysis will consider both on and off-airport traffic and circulation issues. A full range of alternative transit modes and fuel types will be analyzed consistent with the recommendations and requirements of SCAG, DOT, MTA and others. The analysis will encompasts a study area that reaches beyond the direct proximity of the airport. The potential primary and secondary health and safety impacts of increased traffic will be included in the Public Health and Safety section of increased traffic will be included in the DEIS/EIR. All necessary and feasible mitigation will be included in the DEIS/EIR.

PUBLIC SAFETY/PUBLIC HEALTH

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Several commentators expressed concern over the risks to public safety and health resulting from the increased number of flights and changes in flight patterns. Hazards from debris and mid-air collisions/disasters were cited as potential incidents of the proposed project. Additional jet exhaust, noise and vehicular exhaust, and overall environmental pollution were cited as impacts to public health. Traffic and congestion increases were cited as simpacts to public health. Traffic and congestion increases were cited as simpacts to public health. Traffic and congestion increases were cited as suppacts to public health. Traffic and congestion increases were cited as suppacts to public health. Traffic and congestion increases were cited as refer visks. Such concerns were emphasized in light of the many residences, schools, and from nearby communities, including El Sequndo, Hawthorne, Inglewood, Westchester, Manhattan Beach, and Redondo Beach as well as from public agencies and special interest groups.

The Public Health and Safety section will be expanded to include a broader discussion of the potential health and safety concerns raised by the comments. To facilitate the usefulness of the document, the discussion of all potential health and safety impacts will be consolidated into this section rather than spread through each individual topic area. The section will include a Health Risk Assessment for toxic air contaminants.

QUALITY OF LIFE

Comments mentioned that the overall quality of life may be reduce due to the range of potential adverse impacts resulting from the proposed project. The issues of decreased quality of life will be addressed in the socioeconomic analysis section of the DEIS/EIR, as well as in various other specific impact areas such as Cultural, Visual and Historic Resources.

WATER QUALITY

Comments expressed concerns over adverse impacts on water quality and recreational opportunities (due to increased stormwater runoff and attendant pollutants) on waters and water courses in the area, namely, Santa Monica Bay in general and at Dockweiler State Beach in particular. A concern over waters in the South Bay deteriorating as a result of LAX expansion was also expressed.

Water quality concerns will be fully addressed through water quality, demand, and supply analyses. In an addition air pollutant deposition study will be undertake, the results of which will consider impact on waterways. All necessary and feasible mitigation will be included in the DEIS/EIR.

BIOLOGICAL RESOURCES

Several comments expressed concerns that plant and animal life may be affected and migration may occur as a result of pollution and reduced habitat and land use changes. Comments raised concerns that the proposed project could adversely impact endangered species, including plants and animals (specifically, the El Segundo Blue Butterfly), and associated habitats at the El Segundo Dunes. Comments called for "a thorough assessment of endangered, threatened, and locally unique species and sensitive habitats, including ripariam/aquatic habitat values associated with wellands/watercourses". All concerns regarding impacts to biological resources will be addressed in the DEIS/EIR. In addition, in direct response to comments received from U.S. Fish & Wildlife Service, LAWA has expanded the scope to include studies of vernal pools on LAX property; the federally listed Pacific Pocket Mouse on the El Segundo Dunes and LAX runway areas; and an expanded biological assessment that examines all endangered, threatened or sensitive plant and animal species.

ENERGY CONSUMPTION AND PUBLIC SERVICES/UTILITIES

It was encouraged that solar and wind energy farming be developed to address the additional energy demands that could result from the proposed project. Comments were received concerning the impact of the proposed project on the Department of Water and Power's existing subtransmission and distribution systems. Agencies providing public and utility services were especially concerned with the impact the proposed project might have on their ability to provide adequate public services in the area. These services include police, fire and emergency medical services/facilities, and libraries, as well as electrical and water services. Also mentioned was the proposed project's potential adverse impacts on recreational resources in the area, including the Santa Monica Mountains, and Dockweiler State Beach (coastal beach access and recreation). A detailed discussion of the potential increased energy and public utility demands that could result from the proposed project will be included in the DES/EIR. The analysis will include an assessment of current and projected future energy and utility use, based upon, among other elements, operations, occupancies, and population distributions.

FUEL FARM

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Comments from El Segundo stated that if the fuel farm is expanded or relocated closer to El Segundo, that the risk of disasters (e.g., explosion, toxic smoke and emergency response) on the community would increase. Consideration should be given to this potentiality, and mitigated adequately.

The DEIS/EIR will consider additional on and off-airport locations for the fuel farm. The potential health and safety impacts will be included in the Public Health and Safety section.

IMPACTS ON RELIEVER AIRPORTS

A few cities in the vicinity of LAX have commented that increased aircraft operations at LAX as a result of the proposed project would in turn increase airport activity at reliever airports such as Santa Monica Airport and Torrance Airport. Such developments would, they comment, have negative impacts on noise, air quality, traffic and air safety on areas adjacent to those airports. To the extent increased operations at nearby airports can be predicted the DEIS/EIR will consider the potential associated environmental impacts.

ALTERNATIVES

Several comments expressed concerns over the inadequacy of the alternatives presented. The comments argue that all variations of potential growth are not presented. In particular, comments indicated that there should be alternatives that would utilize other airports in the region, such as Palmade, Ontario, El Toro or Long Beach. The comments raise concerns that some of those airports are capable of being developed, and accommodating projected increases in passenger and cargo demands. The comments stress that developing other airports that could accommodate growth would relieve LAX and its environs of the wide ranging impacts expected to accompany the proposed project. The comments stress the requirements of NEPA and CEQA to address reasonable alternatives that could mitigate or avoid significant adverse impacts of the proposed project.

The DEIS/EIR will include an expanded analysis of the regional airport system. The initial feasibility study undertaken prior to the LAX Master Plan proposal assumed expanded operations would occur at all airports within the regional system. The DEIS/EIR will consider the feasibility and analyze the associated impacts of further expanding operations at those airports. The analysis will

compare the ability of such alternative scenarios to meet the purpose and need of the proposed project including time and economic constraints.

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