



# WELCOME!

## PUBLIC WORKSHOP AND HEARING

Thursday, November 1, 2012

Public Workshop: 6:00 p.m. to 7:00 p.m.

Public Hearing: 7:00 p.m. to 9:00 p.m.

Flight Path Learning Center  
6661 West Imperial Highway  
Los Angeles, CA 90045





# AGENDA

## ➤ **Public Workshop (6:00 p.m. to 7:00 p.m.)**

- **Introductions**
- **Background/Purpose and Need**
- **NEPA Process**
- **Overview of Alternatives**
- **Evaluation Conclusions**
- **Next Steps**

## ➤ **Public Hearing (7:00 p.m. to 9:00 p.m.)**

- **Introduction of Hearing Officer**
- **Format for Presenting Comments**
- **Project Presentation**
- **Public Comments**



## PROJECT TEAM MEMBERS

- **David B. Kessler, AICP**, FAA, Regional Environmental Protection Specialist, Airports Division, Western Pacific Region, Project Manager
- **Herbert H. Glasgow**, Los Angeles World Airports, Chief of Airport Planning I, Facilities Planning Division, Airport Sponsor Project Manager
- **Kavita Mehta, AICP, LEED AP**, URS, Environmental Consultant, EA Preparation Project Manager
- **Jaime R. Guzmán**, URS, Environmental Consultant, EA Preparation Deputy Project Manager





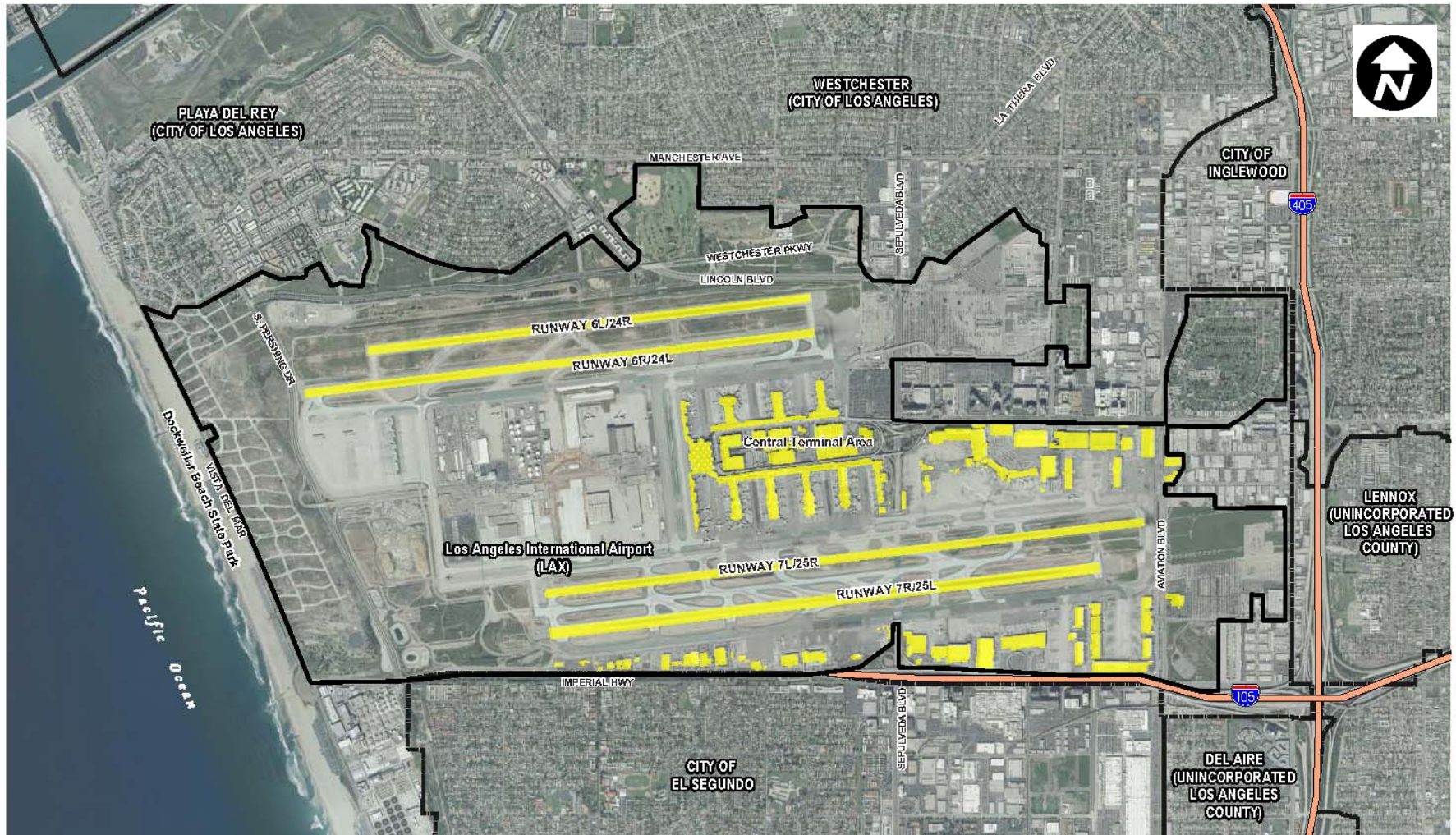
# Los Angeles International Airport Runway 7L/25R RSA & Associated Improvements Project







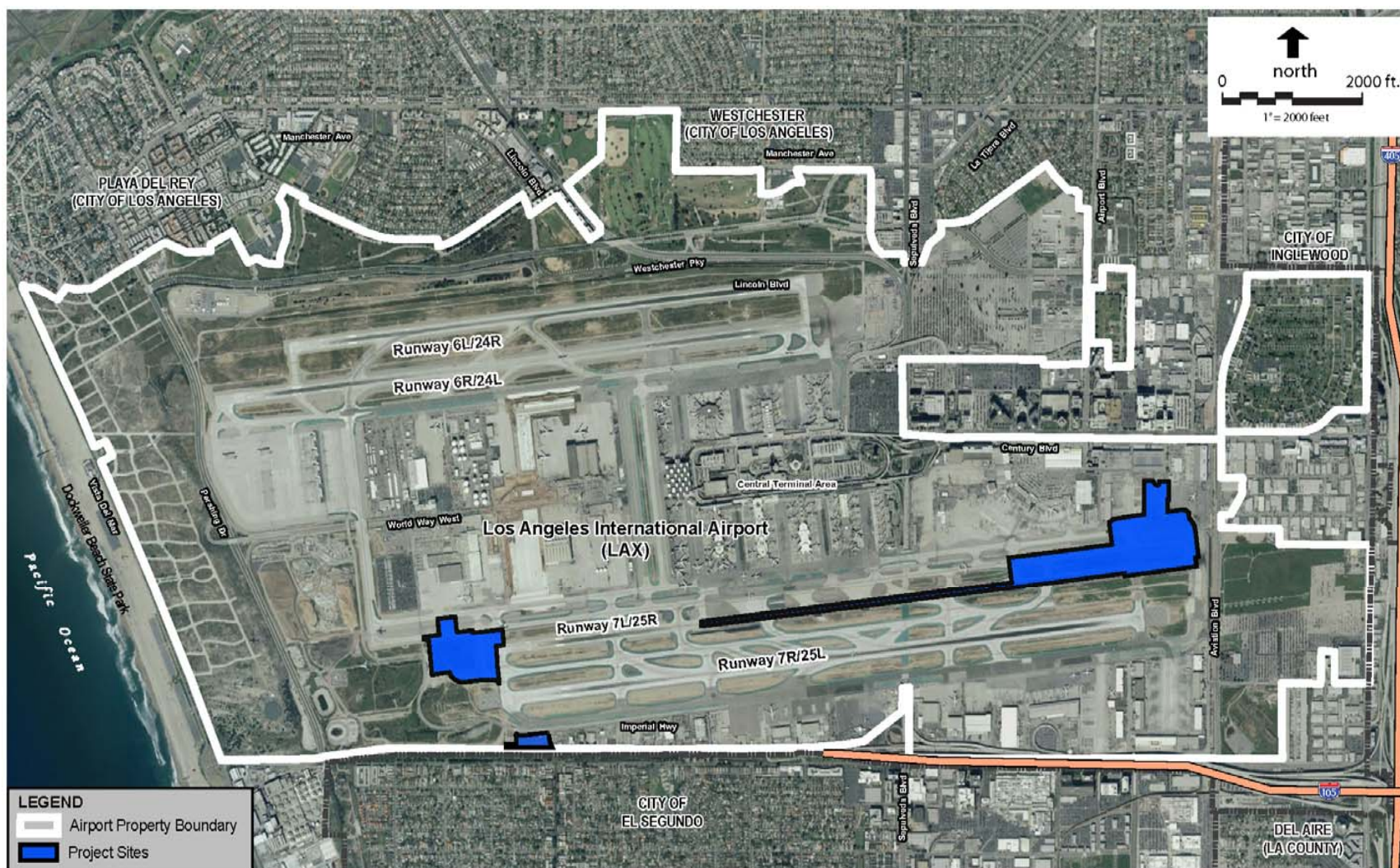
# PRIMARY AIRPORT FACILITIES







# PROJECT SITES





## PURPOSE

The Proposed Action Alternative is an integral part of the infrastructure and modernization program at LAWA and its commitment to maintain a safe and secure airport. **The Proposed Action WILL NOT increase airport operations or create new permanent employment.**

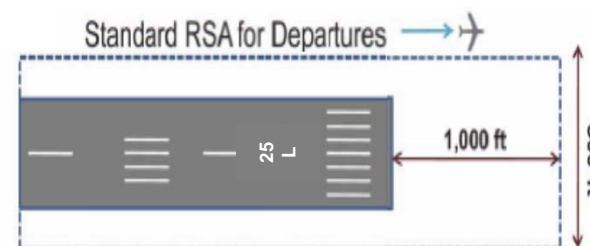
The Proposed Action Alternative will:

- Comply with federal mandates that all runways at Title 14, Code of Federal Regulations (CFR), Part 139 certified airports (such as LAX) meet Federal Aviation Administration (FAA) Runway Safety Area (RSA) design requirements by December 31, 2015.
- Preserve and rehabilitate Taxiway B and Runway 7L/25R, the inboard runway, on the south airfield.
- Extend Taxiway C to the east to maintain aircraft access to Runway 7L/25R while Taxiway B is being rehabilitated.



# WHAT IS AN RSA?

- RSAs are defined surfaces surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of undershoot, overshoot, or excursion from the runway (FAA Advisory Circular 150/5300-13A)
- In addition, RSAs must
  - Be free of unnecessary objects to the extent possible
  - Have all necessary objects mounted on frangible bases
  - Be cleared, drained, and graded
  - Be free of potentially hazardous surface variations
  - Be capable of supporting aircraft
  - Be capable of supporting aircraft rescue and fire fighting equipment.







## EXISTING RUNWAY 7L/25R RSA

Runway End	Available RSA Length from Runway End (feet)	Meets FAA Design Standards?	Deficiency (feet)
7L	711	No	289
25R	168	No	832

- Runway 7L/25R currently does not comply with the FAA RSA design standard of 1,000 feet from each end.
- Due to physical constraints at LAX, the east end of Runway 7L/25R (Runway 25R) cannot be extended eastward to comply with FAA RSA design standards. In these cases, the FAA allows for the use of Declared Distances on the runway to meet the RSA design requirements. This practice is commonly used at other major airports with similar physical constraints.
- On the west end of Runway 7L/25R (Runway 7L), however, there is sufficient physical space to accommodate the appropriate RSA length.



## ENVIRONMENTAL REVIEW OBJECTIVES

- **Disclose Potential Effects on Environment**
- **Encourage Public Participation**
- **Support Agency Decision-Making Process**
- **Provide A Detailed Description of the Proposed Action and Other Reasonable Alternatives**
- **Present Potential Environmental Effects**
- **Identify Ways to Avoid, Minimize, or Compensate Adverse Environmental Effects**



# THE PROCESS

All airfield projects require federal and state approval and environmental clearance as dictated by the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), respectively. In order to meet the federal RSA requirements and comply by December 31, 2015, both the CEQA and NEPA processes are underway simultaneously.

## NEPA PROCESS

- A Draft Environmental Assessment (DEA) was prepared and published on September 28, 2012.
  - Public Review Period is September 28 – November 13, 2012
  - Today's meeting (November 1, 2012) includes:
    - A Public Workshop that will present the project and Draft EA evaluation
    - A Public Hearing to allow the public to make comments on the Draft EA directly to LAWA
  - Comments on the Draft EA are due November 13, 2012 by 5:00 p.m.
- The FAA is the Lead Agency for the NEPA process

## CEQA PROCESS

- The Notice of Preparation (NOP) of an EIR and Initial Study (IS) were published on October 5, 2012.
  - Scoping Commenting Period is October 5 – November 20, 2012
  - Scoping Meeting was held October 17, 2012
  - Comments on the NOP and IS are due November 20, 2012 by 5:00 p.m.
  - Draft EIR will be subsequently prepared and is anticipated to be published in Spring 2013
- LAWA is the Lead Agency for the CEQA process





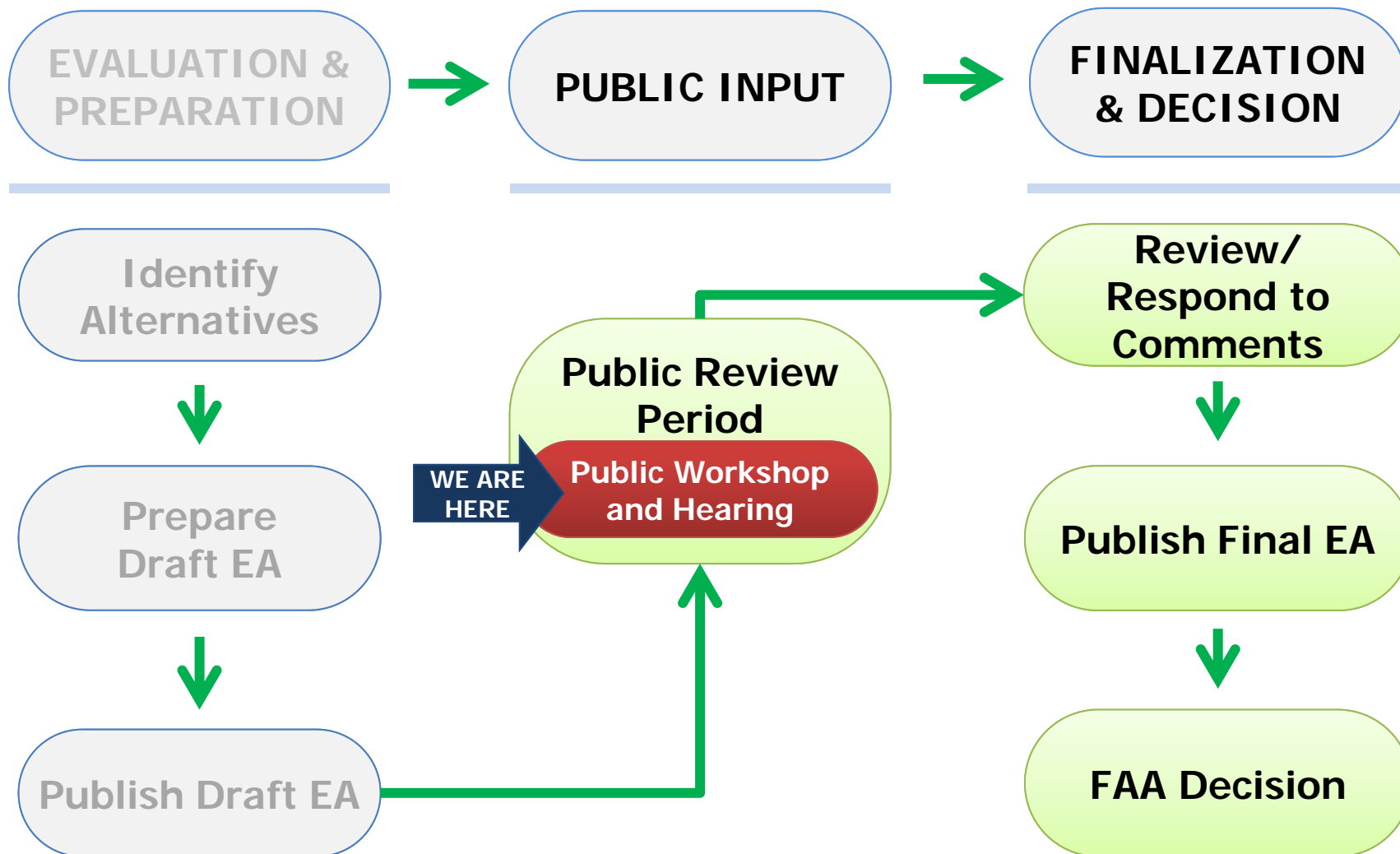
# NEPA EA REQUIREMENTS

- **Purpose and Need**
- **Selection of Alternatives**
- **Environmental Impacts of the Proposed Action and Alternatives**
- **List of Agencies**





# OVERVIEW OF EA PROCESS





# ALTERNATIVES SCREENING PROCESS

## STEP 1

Would the proposed Alternative enhance the airport's Runway Safety Areas consistent with FAA Advisory Circular 150/5300-13A, Airport Design?

NO

*Eliminated  
from further  
consideration*

YES

## STEP 2

Would the Alternative be practicable and consistent with FAA Order 5200.8, Runway Safety Area Program, considering existing technology and logistics in light of overall project purpose, including implementation and completion by December 31, 2015 as specified in Public Law 109-115?

NO

*Eliminated  
from further  
consideration*

YES

## STEP 3

Would the Alternative result in a safe and efficient use of navigable airspace and minimize airfield operational impacts?

NO

*Eliminated  
from further  
consideration*

YES

## DRAFT EA

Retain for detailed analysis of environmental impacts within Chapter 4.0, Environmental Consequences of this EA.





# ALTERNATIVES SCREENED

## Summary of RSA Alternatives Screening Evaluation

Location	Alternative	Alternative Pass to the Next Step			Retained For Further Analysis in the Draft EA?
		Step 1	Step 2	Step 3	
Off-Site Alternatives	Use of Other Modes of Transportation	No			No
	Use of Other Public Airports	No			No
On-Site Alternatives	Use of Smaller Aircraft	No			No
	Construct Standard RSAs	Yes	No		No
	<b>Shift Runway</b>	Yes	Yes	Yes	Yes
	Reduce Runway Length	Yes	Yes	No	No
	Declared Distances	Yes	Yes	No	No
	Implement EMAS	Yes	No		No
	<b>Refinement #2 (Proposed Action)</b>	Yes	Yes	Yes	Yes
	<b>No-Action Alternative</b>	No			Yes



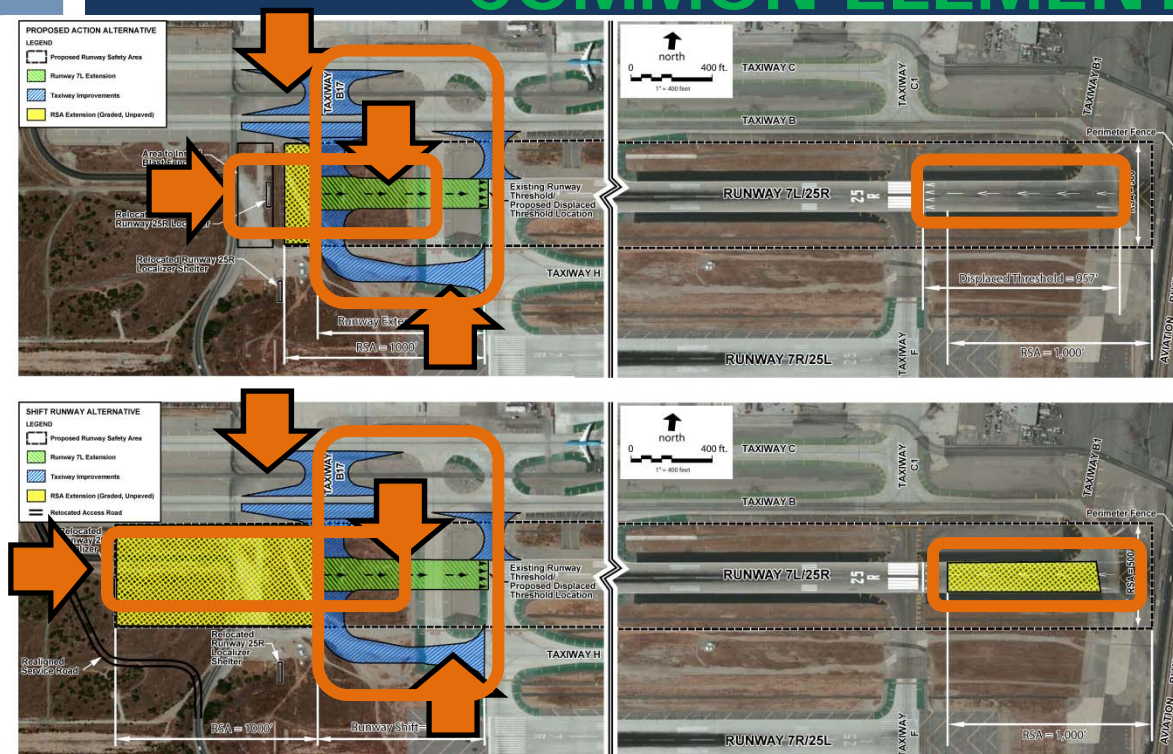
# RSA ALTERNATIVES EVALUATED

- **Proposed Action Alternative**
- **Shift Runway Alternative**
- **No-Action Alternative-Required**





# RSA ACTION ALTERNATIVES: COMMON ELEMENTS



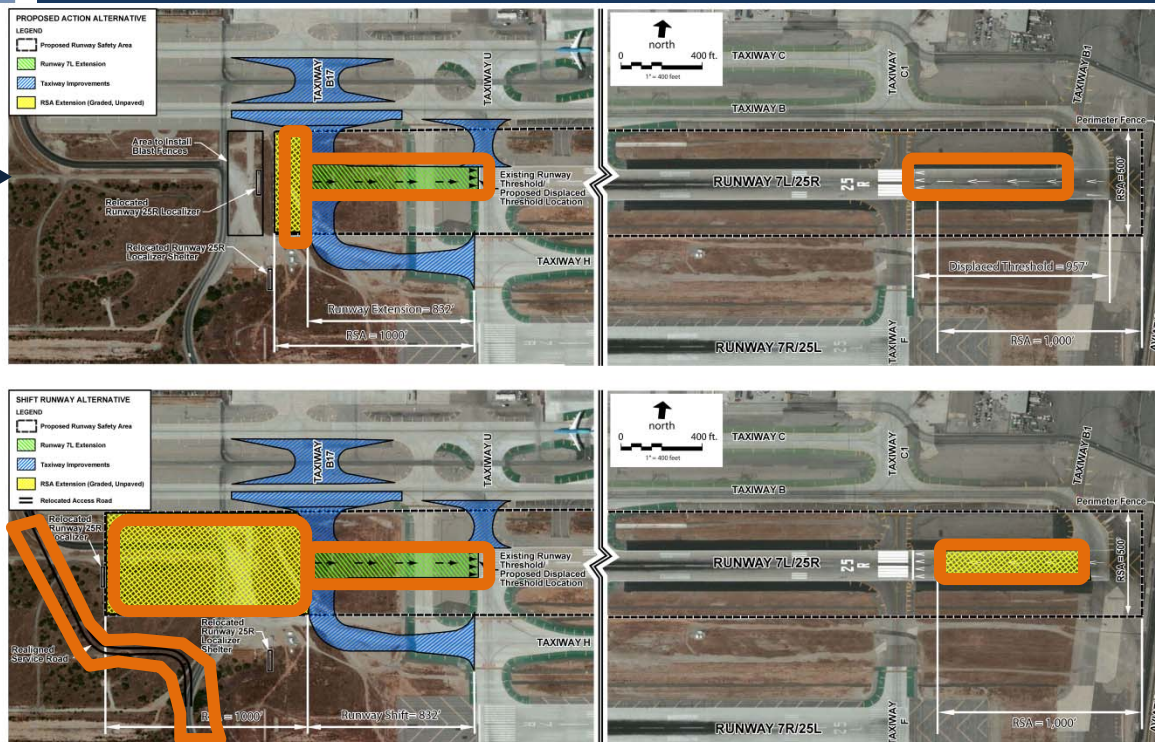
- Extending the Runway 7L/25R pavement to the west and implement displaced thresholds to provide FAA-required RSA
- Relocating the existing Localizer Antenna and blast fences to the west
- Several taxiways modifications as necessary
- Replacing the existing Approach Lighting System (ALS) towers with in-pavement lights
- Modifying the existing Runway and Taxiway lighting and markings in the newly constructed pavements





# RSA ACTION ALTERNATIVES: COMPARISON

## PROPOSED ACTION



## SHIFT RUNWAY



- West End of Runway 7L/25R
  - Extended 832 feet to the west
  - 84,000 square feet, graded/unpaved RSA
- East End of Runway 7L/25R
  - Use of declared distances for new displaced threshold

- West End of Runway 7L/25R
  - Extended 832 feet to the west
  - 500,000 square feet, graded/unpaved RSA
- East End of Runway 7L/25R
  - Usable Runway shifted 832 feet to the west
  - 128,325 square feet, paved RSA
- Realign Existing Western Service Road

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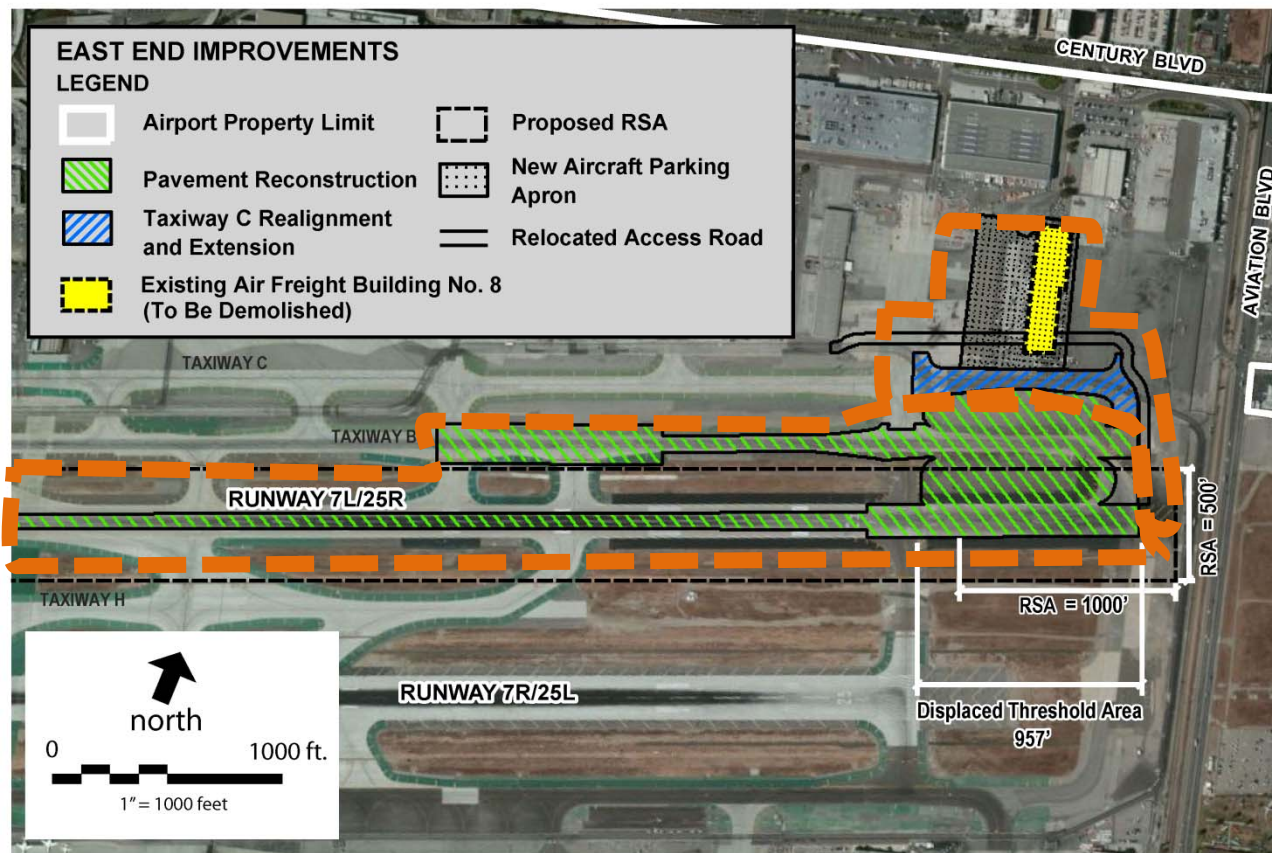
# EASTERN ELEMENTS UNDER BOTH ACTION ALTERNATIVES

## Pavement Reconstruction of the Eastern Portions of Runway 7L/25R and Taxiway B

- Demolition, removal, and reconstruction of pavement and base materials
- Application of runway and taxiway markings on the new pavement segments, and the installation of in-pavement approach lights

## Taxiway C Extension and Demolition of Air Freight Building No. 8

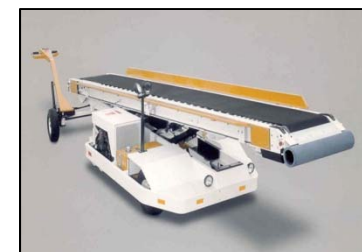
- Demolition of Air Freight Building No. 8
- Realigning an existing service road north of Taxiway C
- Realignment and eastward extension of Taxiway C
- Paving of the Air Freight Building No. 8 site







# GSE MAINTENANCE FACILITY



- To comply with FAA fixed-object clearance requirements during the realignment of Taxiway C, Air Freight No. 8 is being demolished and its uses moved to a new GSE Maintenance Facility
- The proposed GSE Maintenance Facility is an enclosed building that will store and perform indoor routine maintenance on GSE equipment
- Primary access to the new GSE Maintenance Facility will be through the airfield with employee access available off Imperial Highway
- The new GSE Maintenance Facility will be a 60,000-square-foot, 2-story facility





# ACTION ALTERNATIVE PHASING

CONSTRUCTION TASK	2013					2014												2015		
	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
MOBILIZATION																				
REPLACEMENT GSE MAINTENANCE BUILDING																				
RSA IMPROVEMENTS																				
TAXIWAY C EXTENSION/ AIR FREIGHT BUILDING NO. 8 DEMO																				
TAXIWAY B & RUNWAY 25R PAVEMENT RECONSTRUCTION																				



## NO-ACTION ALTERNATIVE

- **Required by NEPA**
- **Planned & Funded Improvements Only**
- **Runway 7L/25R RSA would not comply with FAA requirements**
- **No Extension of Taxiway C**
- **No Demolition of Air Freight Building No. 8**
- **No Replacement GSE Facility**



## TOPICS EVALUATED IN DRAFT EA

- Noise
- Compatible Land Use
- Department of Transportation Act, Section 4(F) and Land and Water Conservation Fund Act, Section 6(F) Resources
- Demographic, Socioeconomic, and Transportation Characteristics
- Air Quality (Including Greenhouse Gases)
- Water Resources
- Fish, Wildlife, and Plants
- Wetlands
- Floodplains
- Coastal Resources
- Historic, Architectural, Archaeological, and Cultural Resources
- Light Emissions and Visual Impacts
- Natural Resources and Energy Supply
- Hazardous Materials, Pollution Prevention, and Solid Waste
- Past, Present, and Reasonably Foreseeable Future Actions (Cumulative Impacts)



## DRAFT EA CONCLUSIONS

- **No Significant Impacts Anticipated for All Environmental Topics Evaluated**
- **LAWA Shall Implement Applicable Mitigation Measure Commitments from LAX Master Plan Final EIS/EIR**
- **Selected Analysis**
  - **Noise – Western Extension**
  - **Cultural Resources – Demolition**



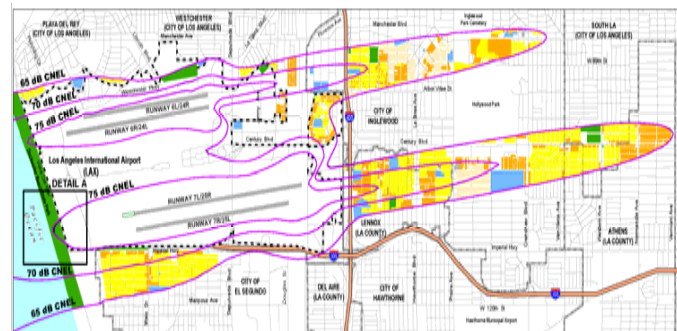
# NOISE OVERVIEW

## ➤ Community Noise Level Equivalent (CNEL) Metric

- All aircraft events
- Number of times they occur
- Time of day
- Measured in Decibels CNEL

## ➤ Noise Exposure Contours

- Operations/noise monitoring station data
- Annual averaged aircraft operations
- 65, 70, 75 Decibels CNEL-Significant Noise Levels



## ➤ Significance Thresholds – Perceptible Noise Increase

- Increase of 1.5 Decibels CNEL or More for Existing Exposed
- Increase of 1.5 Decibels CNEL for Newly Exposed

## ➤ Compatible Land Uses Standards

- Residences 65 Decibels CNEL
- Commercial/Industrial/Some Recreational 75 Decibels CNEL

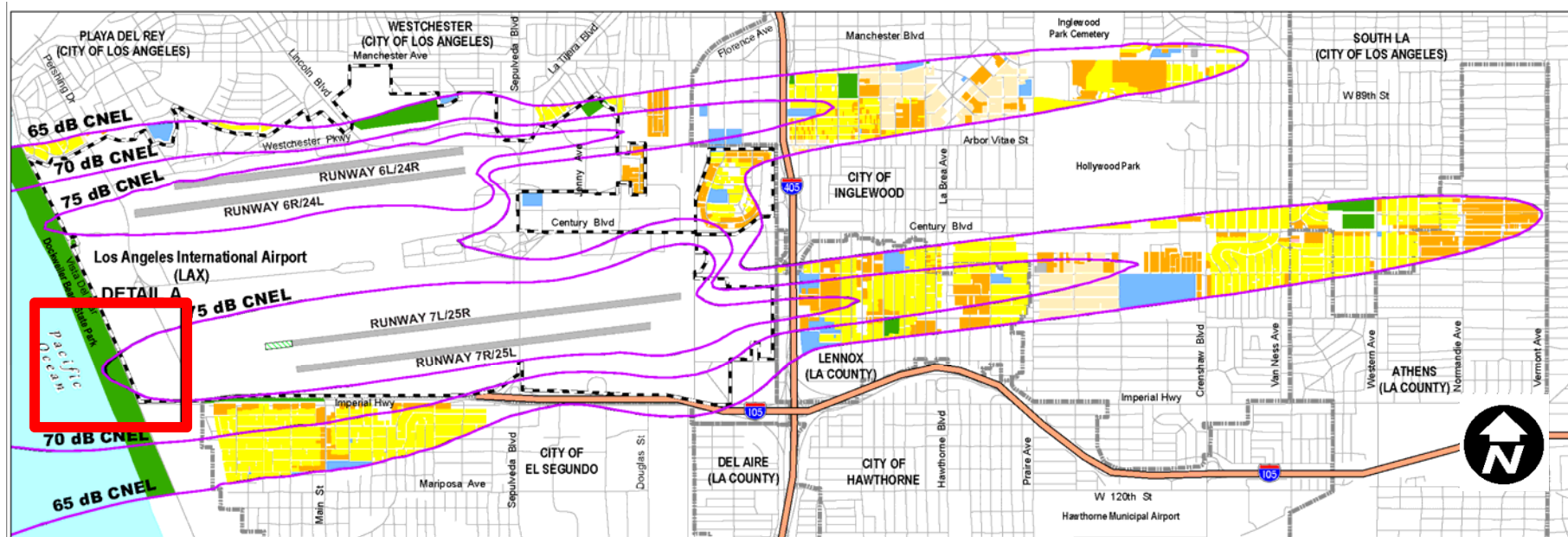




# NOISE: PROPOSED ACTION

## PROPOSED ACTION VS NO-ACTION (2015)

- 2015 Noise Contours Nearly Identical
- Additional area of Dockweiler Beach in 75 Decibels CNEL Contour
- Under significance threshold of 1.5 Decibels CNEL change
- No addition/reduction of sensitive uses in CNEL Contours



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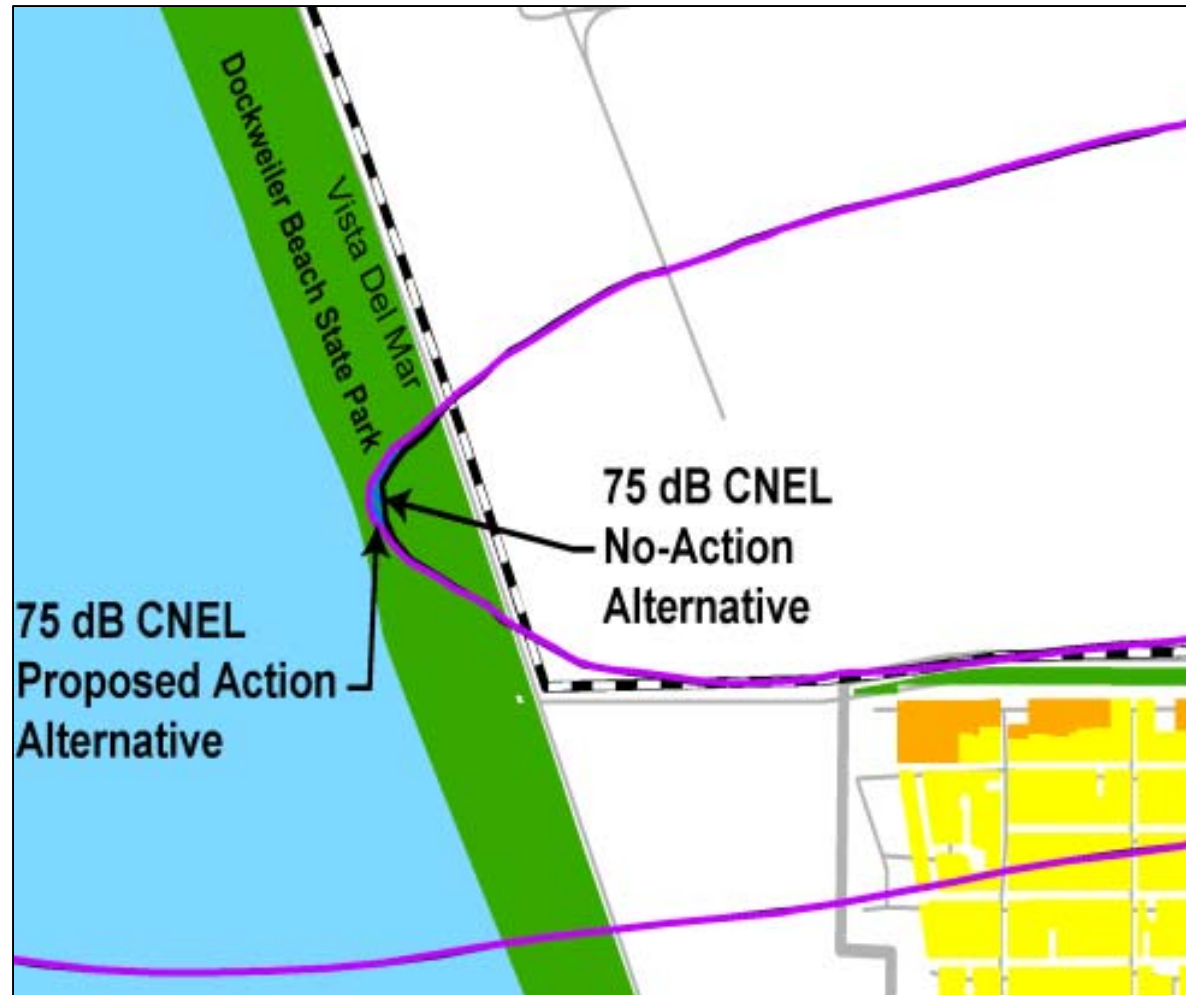


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# NOISE: PROPOSED ACTION – DETAIL

## PROPOSED ACTION VS NO-ACTION (2015)

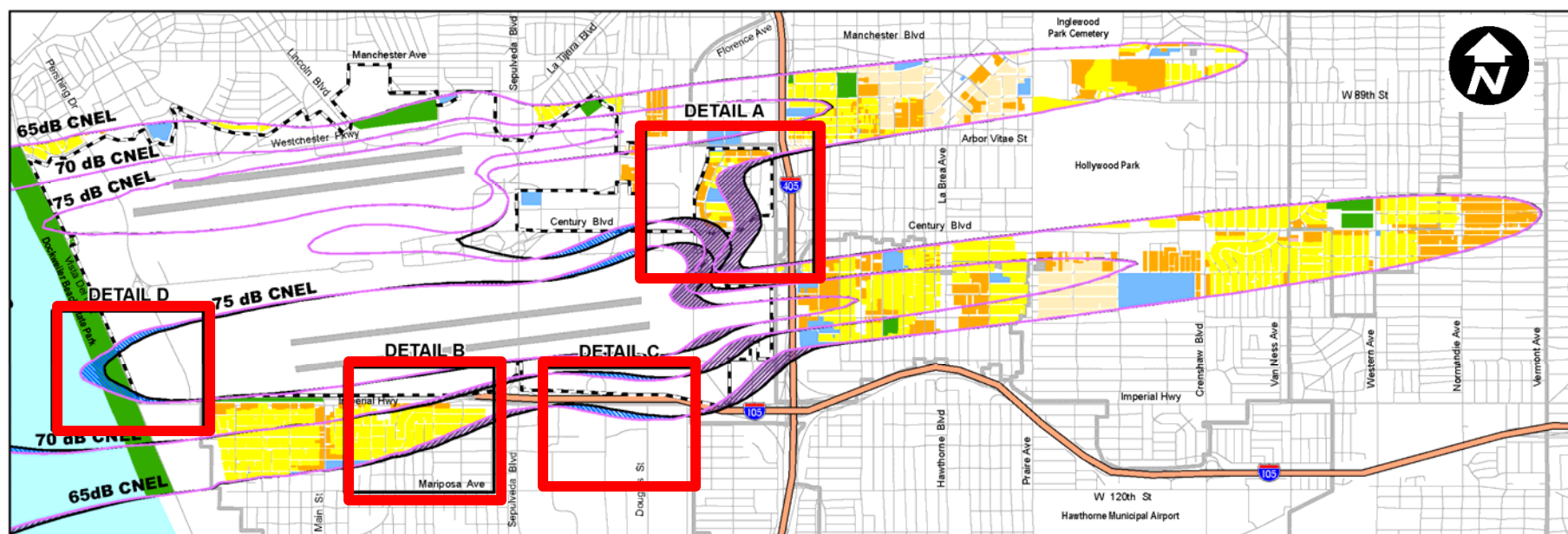




# NOISE: SHIFT RUNWAY

## SHIFT RUNWAY VS NO-ACTION (2015)

- 2015 Noise Contours Have Variations
- Additional area of Dockweiler Beach in 75 Decibels CNEL Contour
- Additional parcels of Non-Sensitive Commercial/Industrial Uses in 65 Decibels and 70 Decibels CNEL Contours
- Reduction in parcels of Sensitive Residential Uses in the 65 Decibels and 70 Decibels CNEL Contours
- All changes under significance threshold of 1.5 Decibels CNEL change

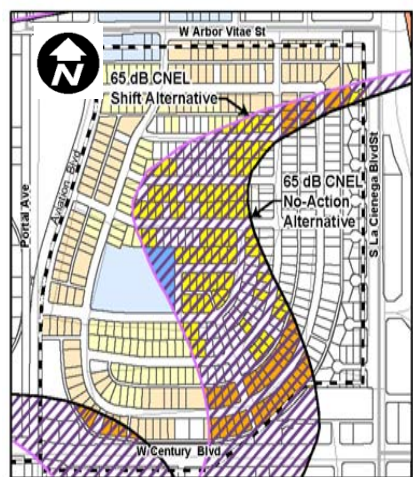


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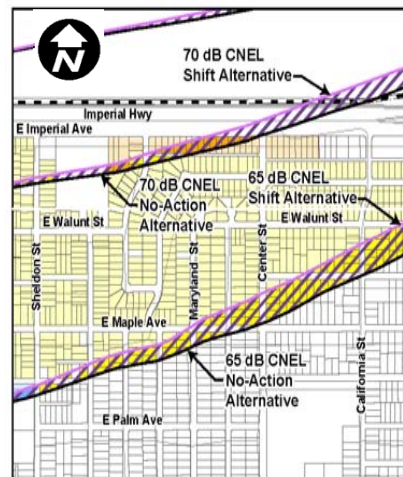
# NOISE: SHIFT RUNWAY - DETAIL

## SHIFT RUNWAY VS NO-ACTION (2015)



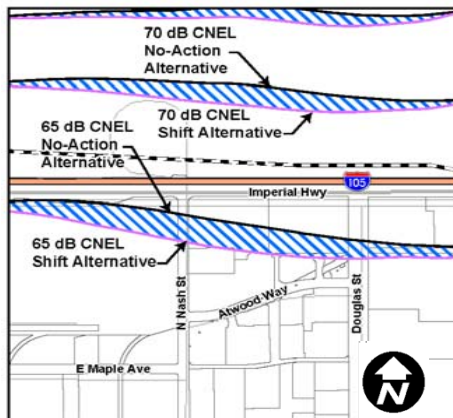
DETAIL A

1 inch = 1,000 feet



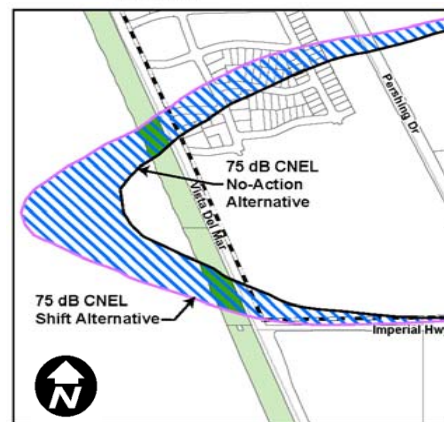
DETAIL B

1 inch = 1,200 feet



DETAIL C

1 inch = 1,200 feet



DETAIL D

1 inch = 1,200 feet

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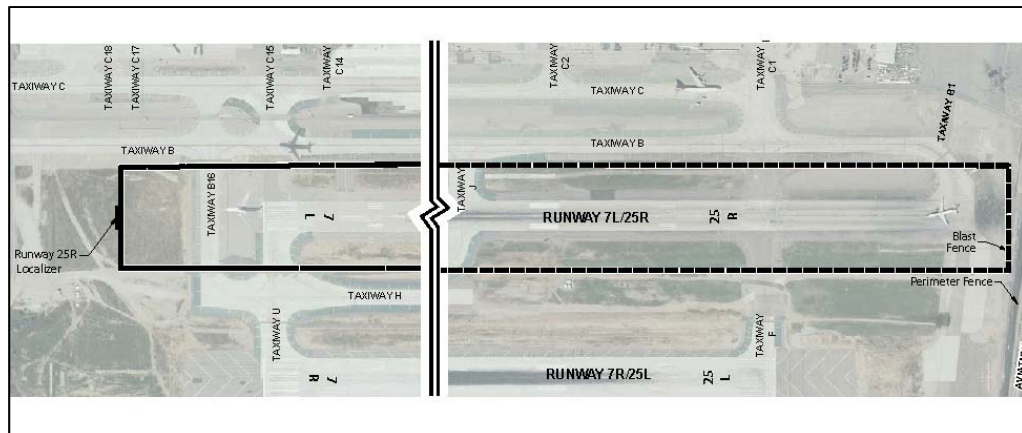


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# CULTURAL RESOURCES EVALUATED



## Runway 7L/25R & Associated Taxiways

- Extensively modified since construction in 1940s
- Was found to be **not eligible** for NRHP
- SHPO Concurrence



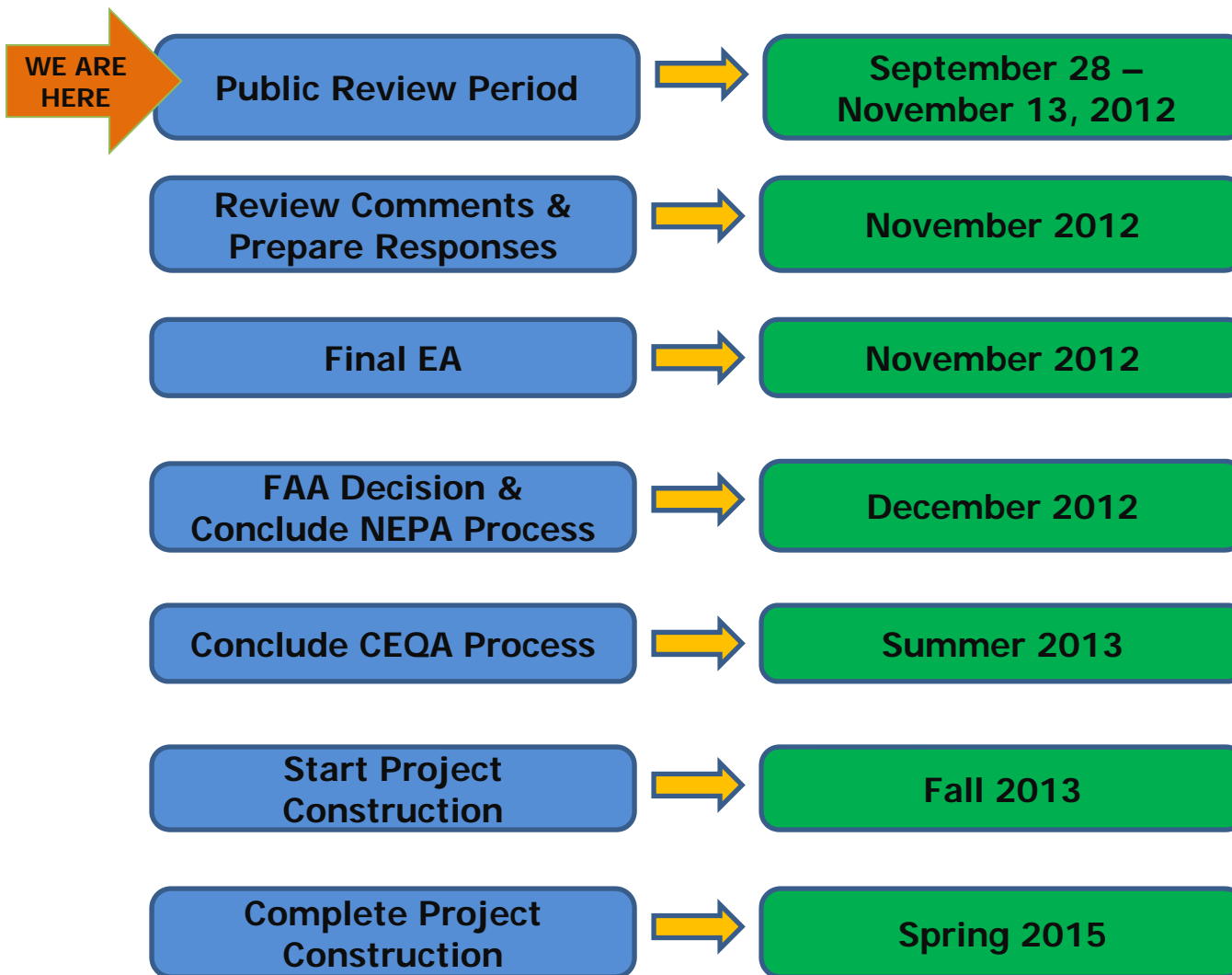
## Air Freight Building No. 8

- Built between 1965-1969
- Has been modified
- Was found to be **not eligible** for NRHP in Master Plan & in Draft EA
- SHPO Concurrence





## NEXT STEPS





# COMMENTS

- Comments can be made orally or handwritten on comment cards and submitted at this Public Hearing
- Comments can be mailed or faxed to the following contact:

**Herb Glasgow**  
**Chief of Airport Planning I**  
**Los Angeles World Airports**  
**1 World Way, Room 218B**  
**Los Angeles, CA 90045**  
**Fax No.: (424) 646-9210**

- Comments must be received by (not postmarked by) **5:00 p.m. on Tuesday, November 13, 2012**
- Responses to Comments will be disclosed in the Final EA

*Before including your address, phone number, email address, or other personal identifying information with your comment, be advised that your entire comment, including your personal identifying information, may be made publicly available at any time.*



# THANK YOU!

