2.0 DESCRIPTION OF THE PROPOSED PROJECT

2.1 Midfield Satellite Concourse Background

Los Angeles World Airports (LAWA) is in the midst of a multi-billion dollar modernization program at Los Angeles International Airport (LAX or the Airport). LAX is the nation's third busiest airport in terms of both total annual passengers and total annual aircraft operations. Although it has functioned as an airport since 1928, the main terminal complex at LAX was constructed in 1961 and its facilities are in need of modernization.

The LAX Master Plan, approved by the City of Los Angeles City Council in December 2004, is the strategic framework for future development at LAX. The main components of the LAX Master Plan include the modernization of the runway and taxiway system, redevelopment of the terminal area, access improvements to the Airport, and enhancement of passenger safety, security, and convenience. The LAX Master Plan was the subject of a joint Environmental Impact Statement (EIS) and Environmental Impact Report (EIR) completed in January 2005.[1] The City of Los Angeles City Council certified the Final EIR as complying with the California Environmental Quality Act (CEQA) and the Federal Aviation Administration (FAA) issued a Record of Decision on the Final EIS in compliance with the National Environmental Policy Act (NEPA).

The approved LAX Master Plan includes the development of the "West Satellite Concourse." The 2004 LAX Specific Plan stated that the West Satellite Concourse be included in the LAX Specific Plan Amendment Study. However, in the 2006 Stipulated Settlement, the relevant parties agreed to remove the West Satellite Concourse and associated Automated People Mover from the LAX Specific Plan Amendment Study, allowing for a separate review and approval process. Subsequent to the release of the Final EIR/EIS, the West Satellite Concourse was renamed the Midfield Satellite Concourse (MSC). The LAX Master Plan EIS/EIR assessed the MSC at a programmatic level under CEQA, meaning that additional project level CEQA review is required before LAWA can construct and operate one or more components of the MSC Program, which is the purpose of this EIR. The overall MSC Program, as documented in the LAX Master Plan, includes the following facilities:

- A Midfield Satellite Concourse (MSC);
- A Central Terminal Processor (CTP) in the Central Terminal Area (CTA);
- A connector/conveyance system between the MSC and the CTP; and
- Construction of new taxiways/taxilanes, apron areas, and utilities to service the MSC.

The northern portion of the multi-story MSC facility and associated improvements (MSC North Project) represents the initial phase of the overall MSC Program, and as such the MSC North Project must be developed with careful consideration for future phases of the MSC Program. The MSC North Project must also be developed with the ability to accommodate multiple

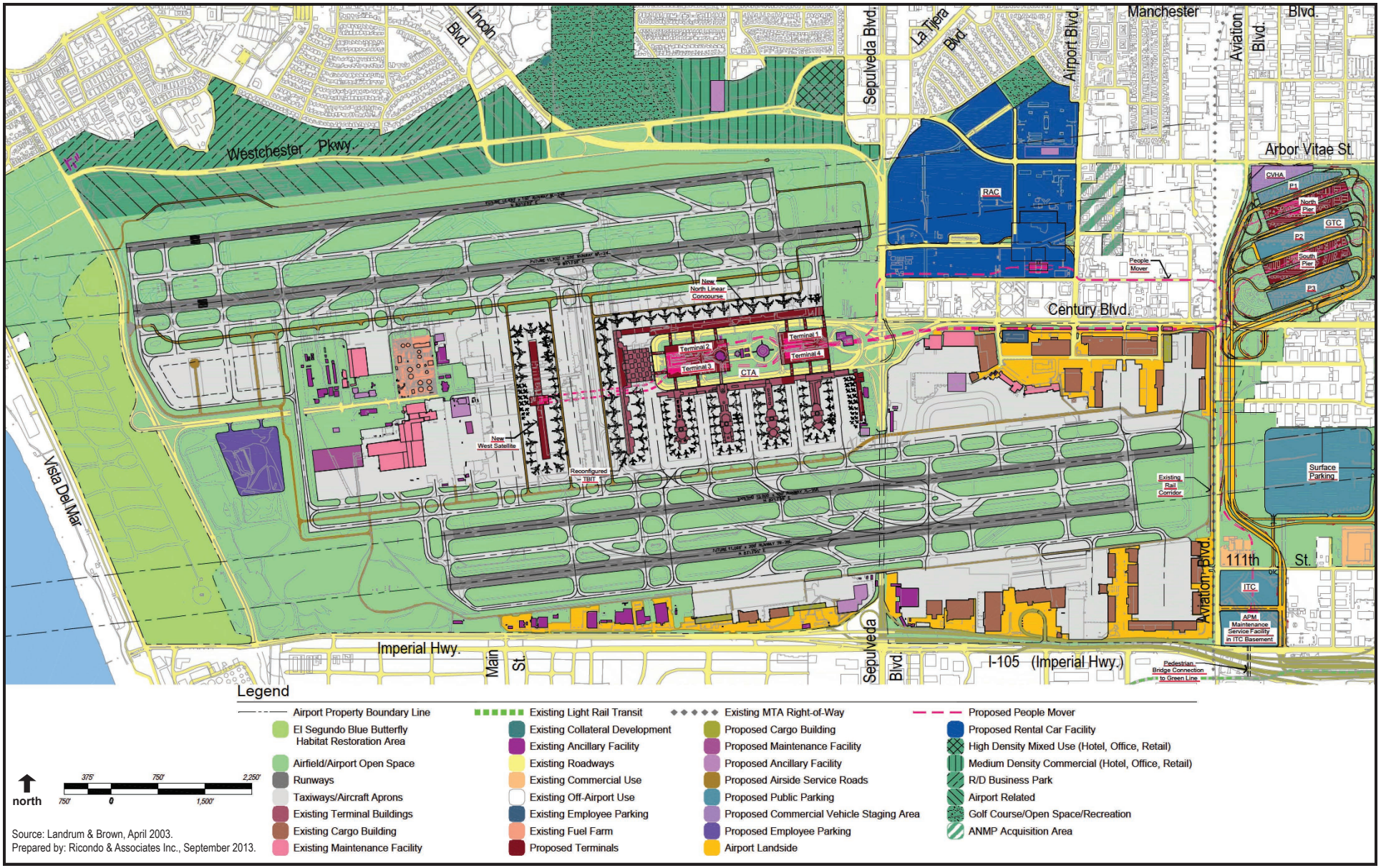
[1] City of Los Angeles, Los Angeles World Airports Final Environmental Impact Report, Los Angeles International Airport Proposed Master Plan Improvements, April 2004; U.S. Department of Transportation, Federal Aviation Administration, Environmental Impact Statement, Los Angeles International Airport Proposed Master Plan Improvements, January 2005.

utilization scenarios over the life of the facility. In the near-term, this facility is intended to provide the capacity necessary to maintain airport flexibility and mitigate impacts to passenger levels of service during construction and implementation of multiple rehabilitation and reconfiguration projects throughout the airport. Longer range goals include providing modern facilities to accommodate new, larger aircraft equipment such as the B787 and A380 while maintaining flexibility to accommodate current fleet mixes and evolving air service and passenger characteristics.

2.2 MSC Program as Part of the LAX Master Plan

The approved LAX Master Plan provides the conceptual framework for an extensive array of improvements at LAX, including a variety of improvements throughout the airfield area. The MSC is the fifth project under the LAX Master Plan to be advanced into implementation, with the other projects being the South Airfield Improvement Project (SAIP), the Crossfield Taxiway Project (CFTP), the Bradley West Project, and the West Aircraft Maintenance Area (WAMA) Project. LAWA recently completed the LAX Specific Plan Amendment Study (SPAS), which evaluated and reconsidered certain projects identified in the LAX Master Plan. While the SPAS has been completed and a programmatic EIR has been approved by the Los Angeles City Council, elements of SPAS are under litigation. LAWA is continuing planning efforts associated with the ground transportation elements of SPAS and determining which projects to advance to project-level environmental review in the near future. Concurrently, LAWA is continuing to process and develop projects, such as the Bradley West Project, the WAMA Project, and the MSC.

The main elements of the MSC Program, as described above, are identified on the airfield plan associated with the approved LAX Master Plan. **Figure 2-1** delineates the main components of the approved LAX Master Plan and shows a new concourse where one does not currently exist, labeled “West Satellite,” and two crossfield taxiways immediately to the west side of this concourse. The MSC, referred to as the “West Satellite Concourse” in the LAX Master Plan and related EIR, are also noted in Sections 2.4 and 3.2.9 of the LAX Master Plan Final EIR and Sections 2.4 and 2.10 of the Final LAX Master Plan text, as presented below:



LAX Midfield Satellite Concourse Draft EIR	Alternative D – 2015 Enhanced Safety and Security Plan	Figure 2-1

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- Construct a new West Satellite Concourse west of the TBIT building in the area [formerly] occupied by the TWA, US Airways, and American Airlines aircraft maintenance hangars (Final LAX Master Plan page 2-123).
- A new 120-foot-wide by 1,900-foot-long West Satellite Concourse would be constructed west of the TBIT and would be accessed via an airside secure underground APM from the CTA (LAX Master Plan Final EIR page 3-75)
- A new linear West Satellite Concourse would be constructed west of the TBIT and be accessed via an airside secure underground APM [Automated People Mover] from the reconfigured CTA. The concourse would replace the remote gates now located on the west pad facility as well as accommodate the overall net loss of gates created by reconfiguring Terminals 1, 2, and 3 into a continuous linear flightline. The concourse would accommodate approximately 41 aircraft gates (Final LAX Master Plan page 2-85).
- Construct, light, and mark new midfield crossfield taxiways west of the new West Satellite Concourse. Build aircraft parking apron associated with satellite concourse. Relocated Taxiways Q and S[2] that are located immediately to the west of the TBIT building (Final LAX Master Plan page 2-123).
- Construct an underground tunnel for Airside APM and baggage systems from the future West Satellite Concourse to the redeveloped CTA. Construction would be phased to coincide with apron and taxiway reconstruction (Final LAX Master Plan page 2-123).

As an integral part of the LAX Master Plan, along with the many other improvements that are represented in Figure 2-1, the environmental impacts associated with the MSC Program, and all elements of the Master Plan, are addressed directly and indirectly throughout the LAX Master Plan Final EIR.

2.3 Project Objectives

LAWA's focus on addressing aging infrastructure, new technologies, and improving passenger levels of service by reconfiguring or rehabilitating existing facilities has shaped the near-term development plans for the MSC.

The overall objective of the MSC North Project and future phase(s) of the MSC Program is to provide LAWA with the flexibility to accommodate existing demand for aircraft gates while modernizing other terminals at LAX and reducing reliance on the West Remote Gates/Pads.

The MSC North Project would allow LAWA to modernize their existing facilities more effectively by providing gate flexibility to offset the operational impacts of other improvement projects in the CTA. The new concourse facility would be designed to serve both domestic and international traffic and to accommodate all sizes of aircraft. The new gates would also reduce LAWA's reliance on the West Remote Gates/Pads.

Other specific goals and objectives for the MSC North Project and MSC Program include:

- Provide greater flexibility for modernizing existing terminals;

[2] Taxiways Q and S designated in the LAX Master Plan are now designated as Taxiways S and T.

- Allow LAWA to close gates for renovation without reducing the number of existing gates;
- Improve terminal operations, concessions facilities, and overall passenger experience at LAX; and
- Facilitate the systematic implementation of the LAX Master Plan.

The MSC North Project is planned to operate as an "empty chair" in its early life, providing capacity for the temporary relocation of carrier operations during routine construction or modernization activities in existing facilities. This requires development of highly flexible facilities capable of accommodating international and domestic operations, a wide range of aircraft equipment, and access to multiple processing areas in the CTA. As such, the MSC North Project is intended to be supported by existing processing facilities, with considerations for future phases that may include: direct connection to a centralized processing area via passenger conveyance in a tunnel or on a bridge; incorporation of Customs and Border Protection (CBP) facilities; passenger and baggage processing; and security screening components.

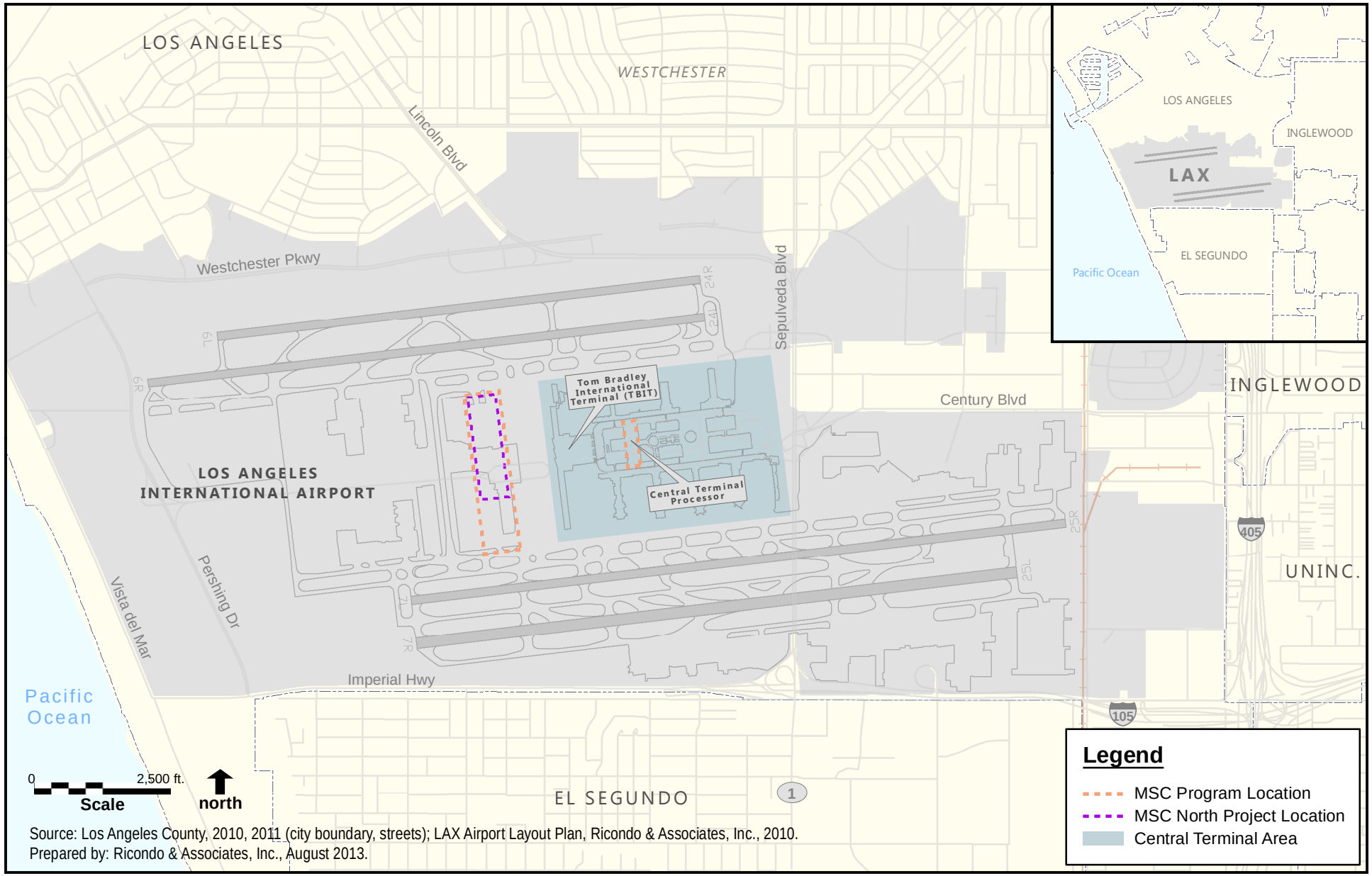
2.4 Project Location

Los Angeles International Airport is located at the western edge of the City of Los Angeles (see **Figure 2-2**). The Airport itself is located within a highly developed, urbanized area consisting of airport, commercial, transportation (i.e., interstate highways) and residential uses. To the north of LAX is the City of Los Angeles community of Westchester, to the east is the City of Inglewood, to the south is the City of El Segundo, and to the west is the Pacific Ocean. Regional access to LAX is provided by the San Diego Freeway (Interstate 405), which is a north-south freeway east of LAX, and the Century Freeway (Interstate 105), which is an east-west freeway south of LAX. Major roadways serving LAX include Sepulveda Boulevard, Century Boulevard, Imperial Highway, and Lincoln Boulevard.

The MSC Program facility, including the concourse building and associated apron areas, would encompass approximately 60 acres in the western portion of the airfield and 6 acres in the CTA for the CTP. Due to the size and scale of the MSC Program and immediate need to enable rehabilitation and modernization of existing facilities, LAWA proposes to implement the program in independent phases. Phase 1 of the MSC Program is the construction of the northern portion of the multi-story MSC facility and associated improvements, referred to as the MSC North Project in this EIR.

Multiple project configurations were analyzed with consideration to on-going projects at the Airport, including Bradley West and CTA enhancement programs, and the impact to the facilities currently occupying the MSC site. Selection of the north site for Phase 1 of the MSC Program was based on three key discriminators:

- Availability of the site – Demolition of the existing maintenance hangar (currently occupied by the former TWA, now Qantas Airlines, Hangar), and construction of Taxilane T, were previously entitled as part of the Bradley West Project. Additionally, Qantas' operations have been earmarked for relocation to the new West Aircraft Maintenance Area upon completion of that construction.
- Retention of American Airlines High Bay maintenance operations – The north alignment allows access to all bays of the maintenance hangar, and preserves remain overnight (RON) aircraft parking areas.



Source: Los Angeles County, 2010, 2011 (city boundary, streets); LAX Airport Layout Plan, Ricondo & Associates, Inc., 2010.
Prepared by: Ricondo & Associates, Inc., August 2013.

LAX Midfield Satellite Concourse Draft EIR	MSC Program Location	Figure 2-2

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- Alignment with current terminal modernization plans in the north CTA – Planned improvements in the north terminal facilities might support future connections to the MSC. Potential future improvements in the north terminals include new APM stations, terminal processing enhancements at the northern terminals (T1, T2, and T3), utility and baggage-system connections through the knock-out panels (built in as part of the Bradley West Project), and other terminal and landside improvements.

Based on the above considerations, the proposed MSC North Project would be located in the northern portion of the MSC Program site within the Air Operations Area (AOA) west of the Tom Bradley International Terminal (TBIT), as shown in Figure 2-2. The MSC North Project site, including the concourse building and associated apron areas, encompasses approximately 36 acres in the western portion of the airfield. Current uses of the MSC North Project site include aircraft maintenance hangars, aircraft aprons, and aircraft parking areas. Uses immediately surrounding the MSC North Project site include taxiways and runways to the north (North Airfield); taxiways and terminals to the east; aircraft maintenance facilities, aircraft parking areas, taxiways, and runways to the south (South Airfield); and taxiways, U.S. Coast Guard facilities, support facilities, and airfield-related uses to the west. Besides the MSC North building and apron areas, the MSC North Project also includes construction of Taxiway C14, which would be located west of existing Taxiway R. The Taxiway C14 site encompasses approximately 25 acres west of the MSC North building site.

In addition to the site in the western portion of the airfield, the MSC Program areas would also include an area for the CTP generally located east of TBIT in the CTA. The current uses of the CTP site include parking garages and terminal roadway connectors. Uses immediately surrounding the CTP site include World Way and passenger terminals (north, west, and south) and parking garages and the Central Utility Plant to the east.

2.5 Project Characteristics

2.5.1 Midfield Satellite Concourse Program

The MSC Program approved in the 2004 LAX Master Plan consists of a new multi-level concourse with conveyance systems connecting the MSC and CTP as well as a new taxilane, taxiways, apron, and utilities required to serve the MSC. The MSC Program is designed to accommodate a range of existing aircraft and equipment, from Airplane Design Group (ADG) III up to ADG VI. ADG III corresponds to narrowbody jets (for example, the Boeing 737 and the Airbus 320). ADG V corresponds to widebody jets such as the Boeing 747 and Airbus A340 and ADG VI aircraft, often referred to as New Large Aircraft (NLA), corresponds to aircraft such as the Boeing 747-8 Series and the Airbus A380.

The overall MSC Program, as documented in the LAX Master Plan, includes the following facilities:

- A Midfield Satellite Concourse (MSC);
- A Central Terminal Processor (CTP) in the Central Terminal Area (CTA);
- A connector/conveyance system between the MSC and the CTP; and
- Construction of new taxiways/taxilanes, apron areas, and utilities to service the MSC.

2.5.2 MSC North Project

The MSC North Project represents Phase 1 of the overall MSC Program. Key characteristics of the proposed concourse include:

- Ability to accommodate simultaneous international and domestic passenger operations;
- Modularity of aircraft parking position layouts, boarding bridge locations, and holdroom areas to provide flexibility for a wide range of aircraft equipment at different times;
- Ability to accommodate point-to-point busing operations and future automated people mover (APM) connections with smooth transitions between the offered modes of travel; and
- Modular segmentation of the building and isolation of the building systems to allow for ongoing maintenance and incremental development of the MSC Program.

Project components associated with the MSC North Project, which are described in more detail below, include:

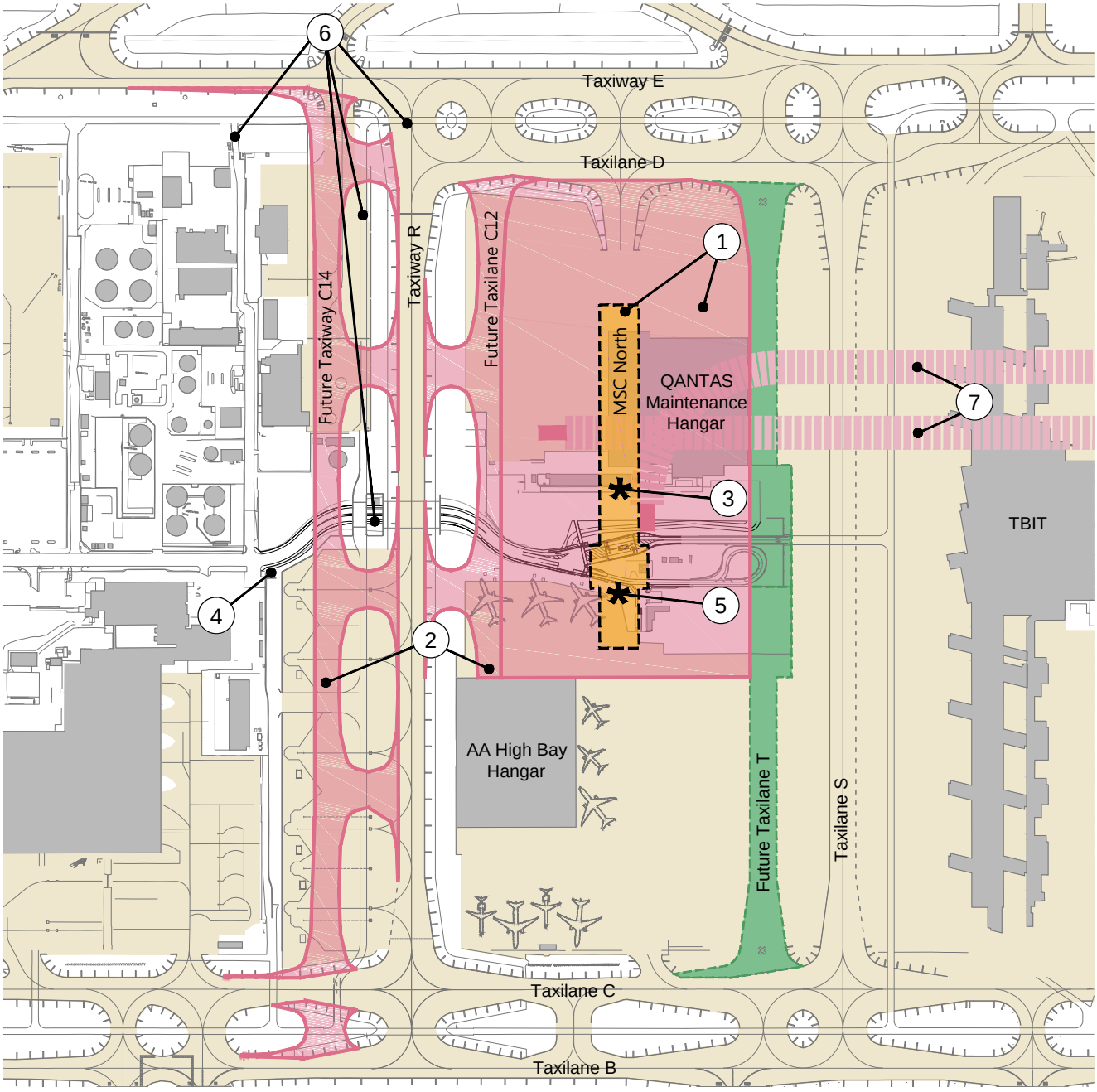
- A concourse for up to 11 gates and associated facilities;
- Additional taxiways and taxilanes;
- A ramp tower or FAA supplemental airport traffic control tower to control aircraft movement around the concourse facility and associated airfield;
- Utilities that support the MSC North Project; and
- The removal/relocation of existing facilities at the Project site.

2.5.2.1 Concourse and Apron

The proposed MSC North building (the concourse building and associated apron areas) would be constructed from the north limit of the concourse[3] to a point just south of World Way West (see **Figure 2-3**). The concourse would have the ability to serve both international and domestic flights and could accommodate up to 11 gates for ADG III to ADG VI aircraft. A sample gating plan is shown in **Figure 2-4**. Apron areas associated with the MSC North Project would also include service facilities such as aircraft parking locations, fuel pits, potable water, 400Hz power, and pre-conditioned air.

[3] The north limit of the proposed MSC would be south of the Alt D line defined by Alternative D of the 2004 LAX Master Plan. Alternative D includes the relocation of Runway 6R-24L by 340 feet to the south. It also includes the provision of a new centerfield taxiway (between Runway 6L-24R and Runway 6R-24L) and relocation and improvements to Taxiway E and Taxilane D. The Alt D line was established by the FAA-required object free area limit line south of Taxilane D. The centerfield taxiway would meet ADG VI standards; the realigned Taxiway E and Taxilane D would meet ADG V standards. The MSC North Project would not impact the Alt D line or any of the improvements associated with Alternative D.

1. Concourse and Apron
2. Taxiways and Taxilanes
3. Busing Operations
4. Project Utilities
5. Ramp Tower or Supplemental ATCT
6. Reconfiguration of New Landside/AOA Perimeter and Service Roads
7. Conveyance Tunnels



Note:
Component numbers 3,5, and 7 represent approximate locations of project components.

0 600 ft
Scale
north

Source: HNTB, Corp., Los Angeles International Draft ALP, July 2012; Ricondo & Associates, Inc., January 2014.
Prepared by: Ricondo & Associates, Inc., February 2014.

Legend
- Existing Taxiway and Apron Pavement
- Existing Runway Pavement
- Existing Airfield Building
- Taxilane T Project Area
- Project Components

LAX Midfield Satellite Concourse Draft EIR

MSC North Project Components

Figure **2-3**

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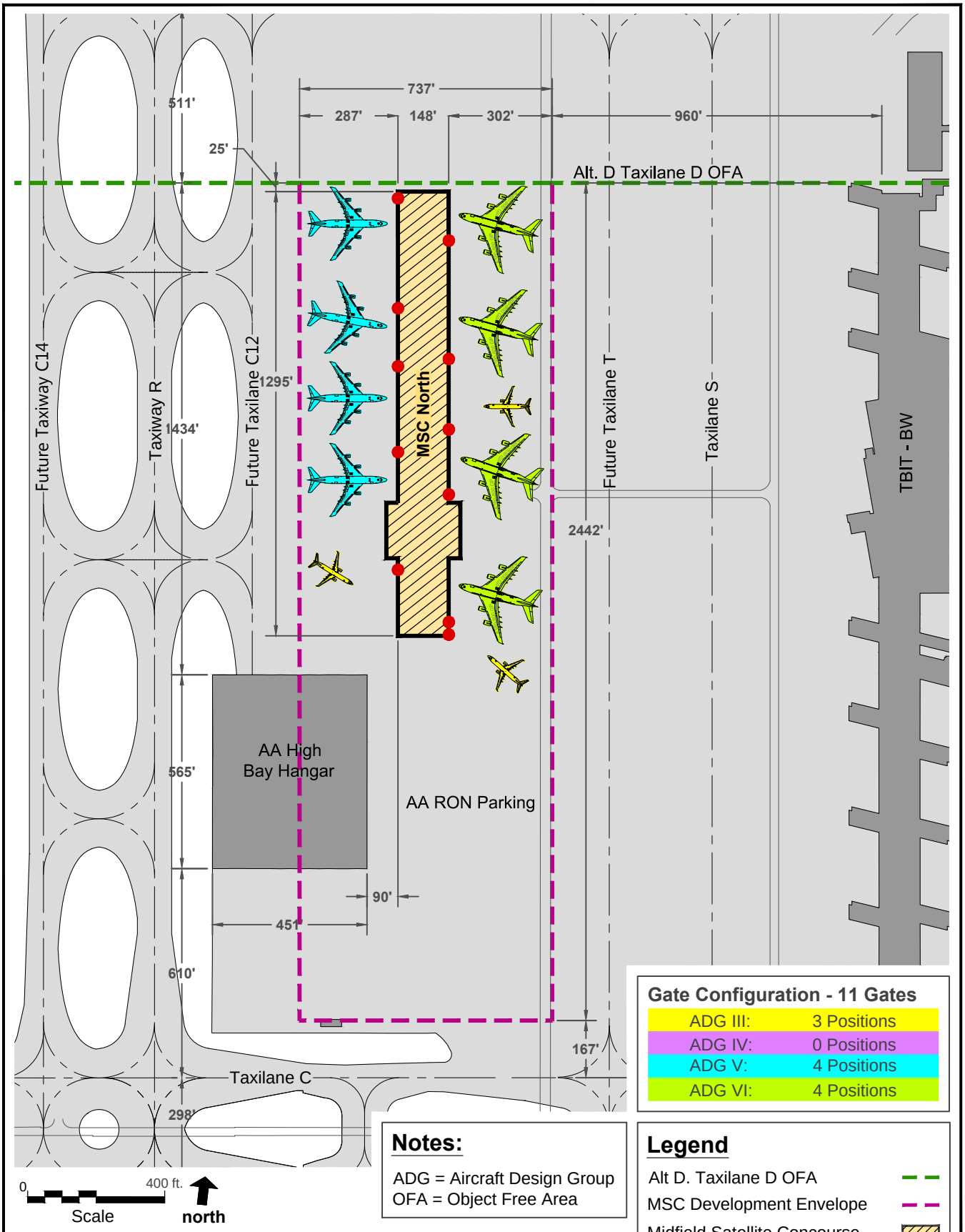

Source: HNTB, Los Angeles International Airport Layout Plan, August 2010; Simtra Aerotech AB, PathPlanner A5, June 2013; Ricondo & Associates, Inc., July 2013.
Prepared by: Ricondo & Associates, Inc., January 2014.

LAX Midfield Satellite Concourse Draft EIR	Sample Aircraft Parking Plan	Figure 2-4

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The MSC North building would have an estimated footprint of 200,000 square feet, with approximate dimensions of 1,295 feet in length (north-south) and between 148 feet and 160 feet in width (east-west). The floor space of the concourse, which would consist of four levels plus an APM level, would provide up to 800,000 square feet of floor space for facilities such as passenger holdrooms, concessions, restrooms, airline space, utility rooms, and circulation. The MSC North Project would include space for airline operations, baggage handling, concourse circulation, holdrooms, concessions, airline lounges, office space, building support spaces, bus station(s), automated people mover system, and utilities. Conceptual floor plans of the proposed concourse are shown in **Figures 2-5** through **2-10**. **Figures 2-11** and **2-12** provide conceptual sectional views of the proposed building. The MSC North Project would also include provisions for future connection(s) between the proposed concourse facility and TBIT and/or the CTA to accommodate passengers, baggage, and utilities.

2.5.2.2 Busing Operations

Passengers would access the MSC North building by airfield buses powered by clean fuel, traveling between existing CTA terminal facilities and the MSC North building using existing and relocated vehicle service roads (existing vehicle service roads in the vicinity of the MSC North site would be relocated to provide access around the MSC North building). Passengers would obtain tickets, check luggage, and be screened by security at the existing passenger terminals within the CTA and would be bused to and from existing bus gates located within these terminals. One or more bus stations would be integrated to be part of the MSC North building.

Existing busing operations at the Airport consist mainly of passenger trips from the CTA to the West Remote Gates/Pads (a distance ranging between 7,500 and 12,500 feet), and from Terminal 4 to the American Eagle Commuter Terminal (a distance of approximately 5,200 feet). The current fleet consists of 15 diesel-powered articulated buses, 12 compressed natural gas "Co-buses", and 5 Americans with Disabilities Act (ADA) accessible trucks and shuttle vans. Each articulated bus has a capacity of 66 passengers. There are two Co-bus models in use at the Airport; one has a capacity of 77 passengers and the other has a capacity of 99 passengers.

For the MSC North Project, each bus would have to travel a minimum of 1,300 feet (from TBIT) and up to 6,000 feet between the MSC and the CTA, which is substantially shorter distance than current bus trips out to the West Remote Gates/Pads. Gates at the MSC North building could potentially accommodate 4 ADG VI aircraft, 5 ADG V aircraft, and 2 ADG III aircraft or a mix of smaller aircraft. It is assumed that approximately 300 bus trips per day would transport arriving and departing passengers to and from the MSC North building. Baggage transport between the MSC North building and existing CTA terminals is anticipated to be accommodated by airside baggage carts and tugs.

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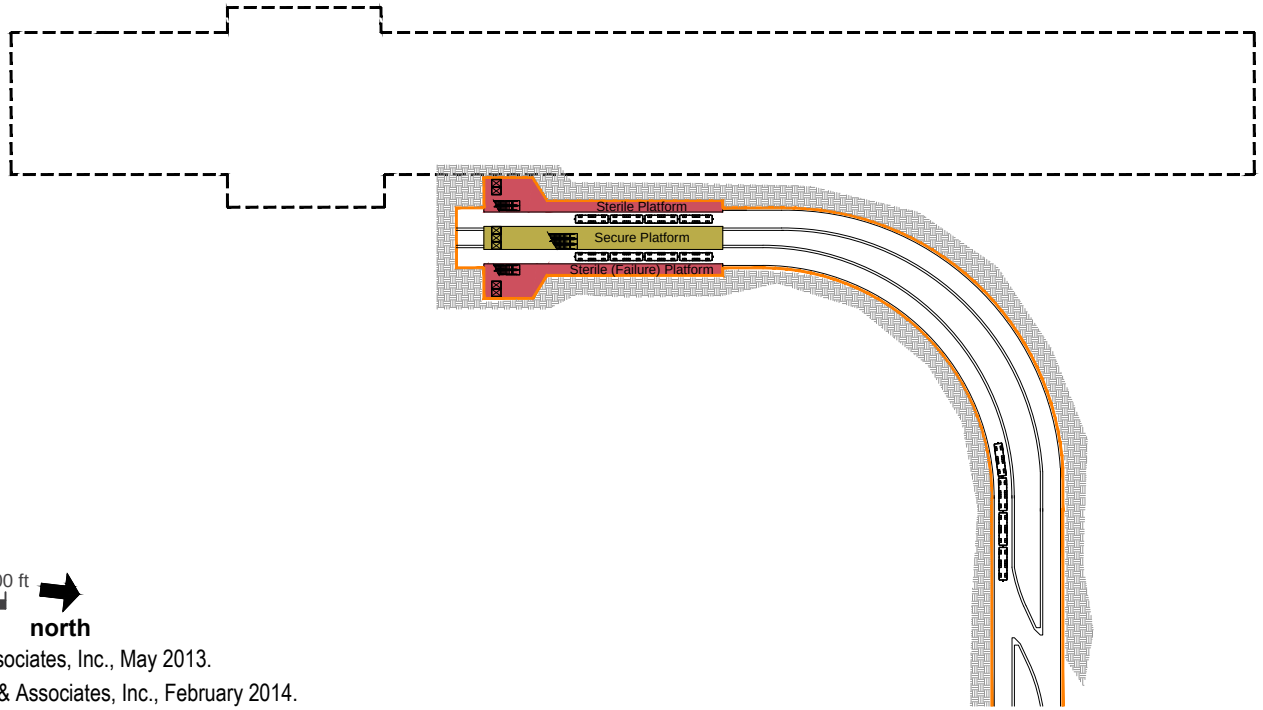
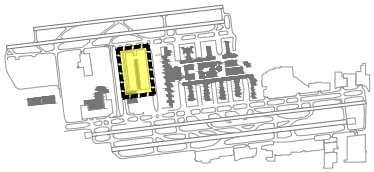


KEY MAP



0 200 ft

Scale north

Source: Ricondo & Associates, Inc., May 2013.

Prepared by: Ricondo & Associates, Inc., February 2014.

Legend

Secure Platform

Sterile Platform

LAX Midfield Satellite Concourse Draft EIR	**APM Level**	Figure **2-5**

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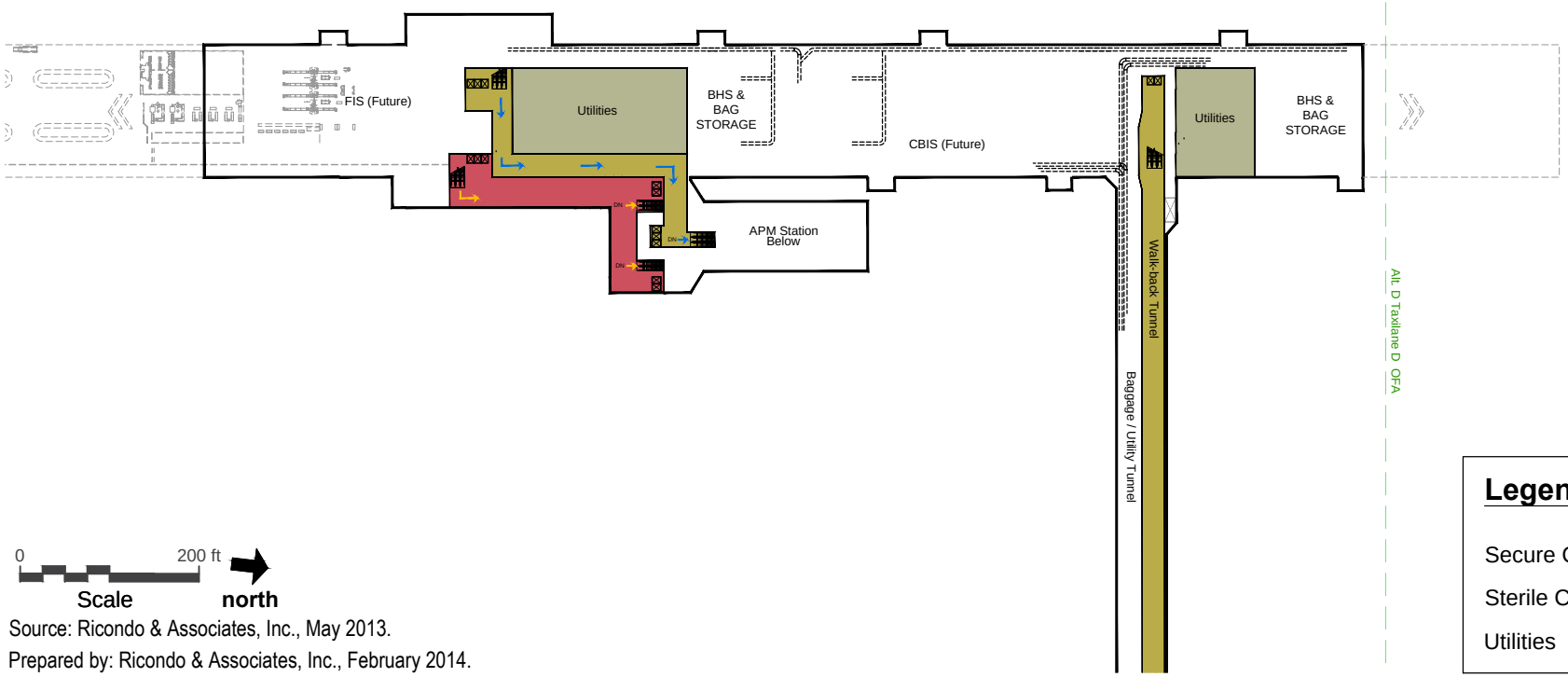

Source: Ricondo & Associates, Inc., May 2013.

Prepared by: Ricondo & Associates, Inc., February 2014.

LAX Midfield Satellite Concourse Draft EIR

Baggage Handling Systems Level

Figure **2-6**

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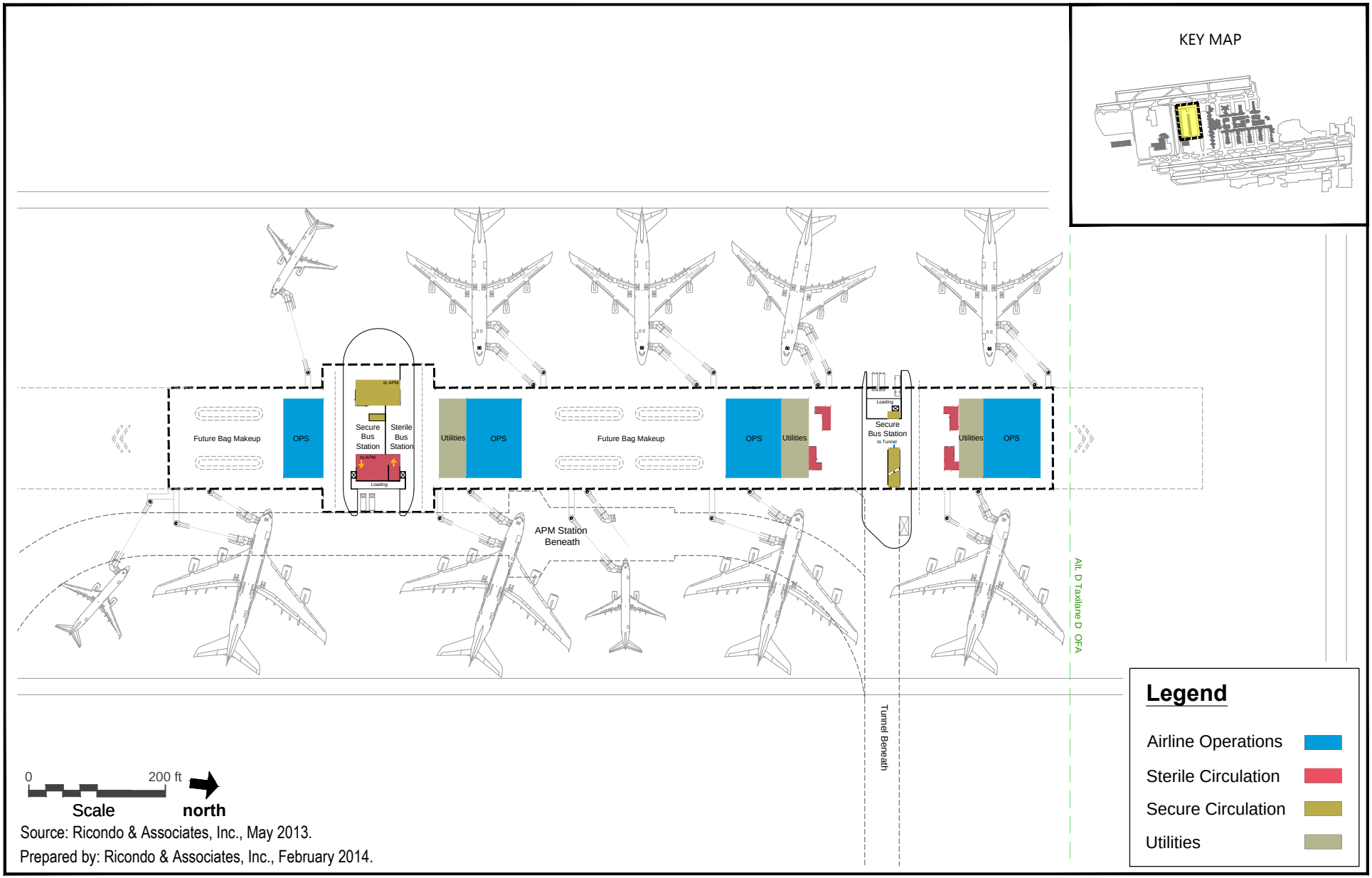

Source: Ricondo & Associates, Inc., May 2013.

Prepared by: Ricondo & Associates, Inc., February 2014.

LAX Midfield Satellite Concourse Draft EIR

Apron Level

Figure 2-7

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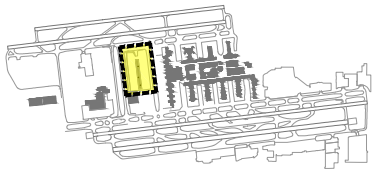
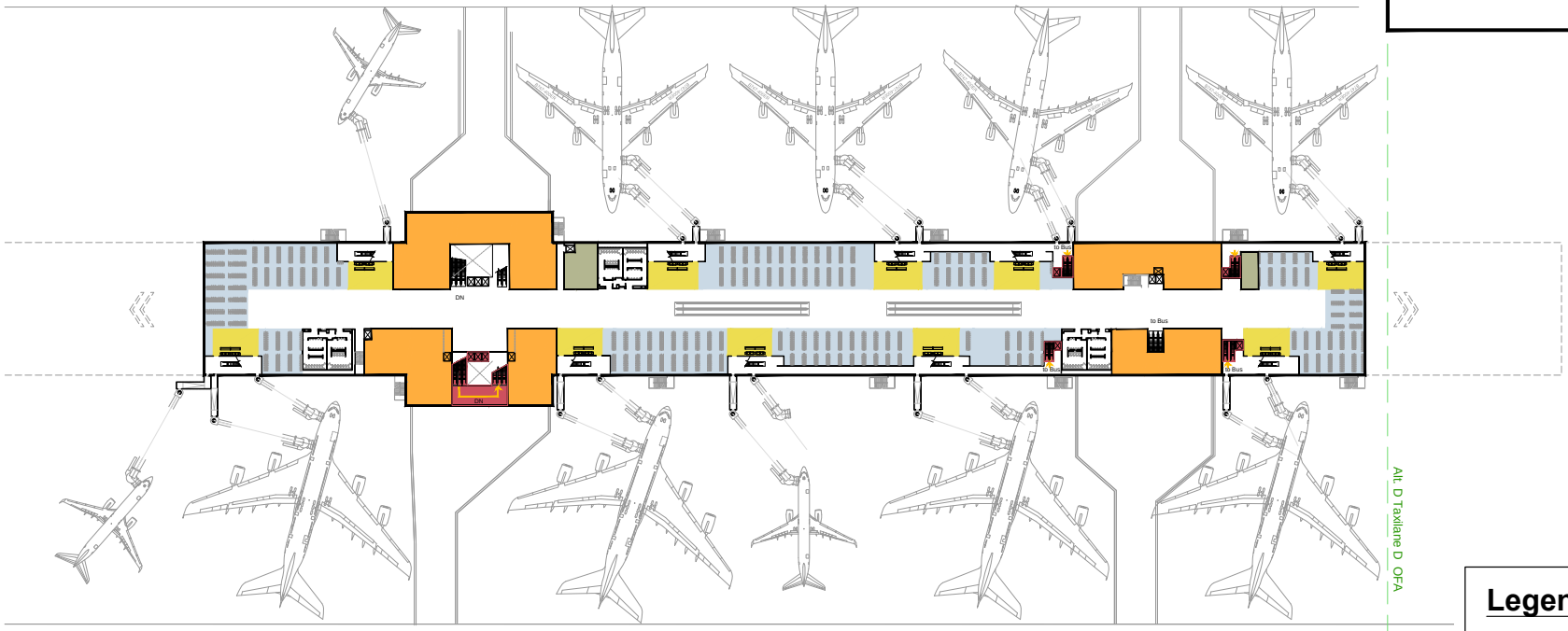
KEY MAP





Legend

- Concession
- Sterile Circulation
- Gate Area
- Holdroom
- Utilities

0 200 ft

Scale north

Source: Ricondo & Associates, Inc., May 2013.

Prepared by: Ricondo & Associates, Inc., February 2014.

LAX Midfield Satellite Concourse Draft EIR

Concourse Level

Figure **2-8**

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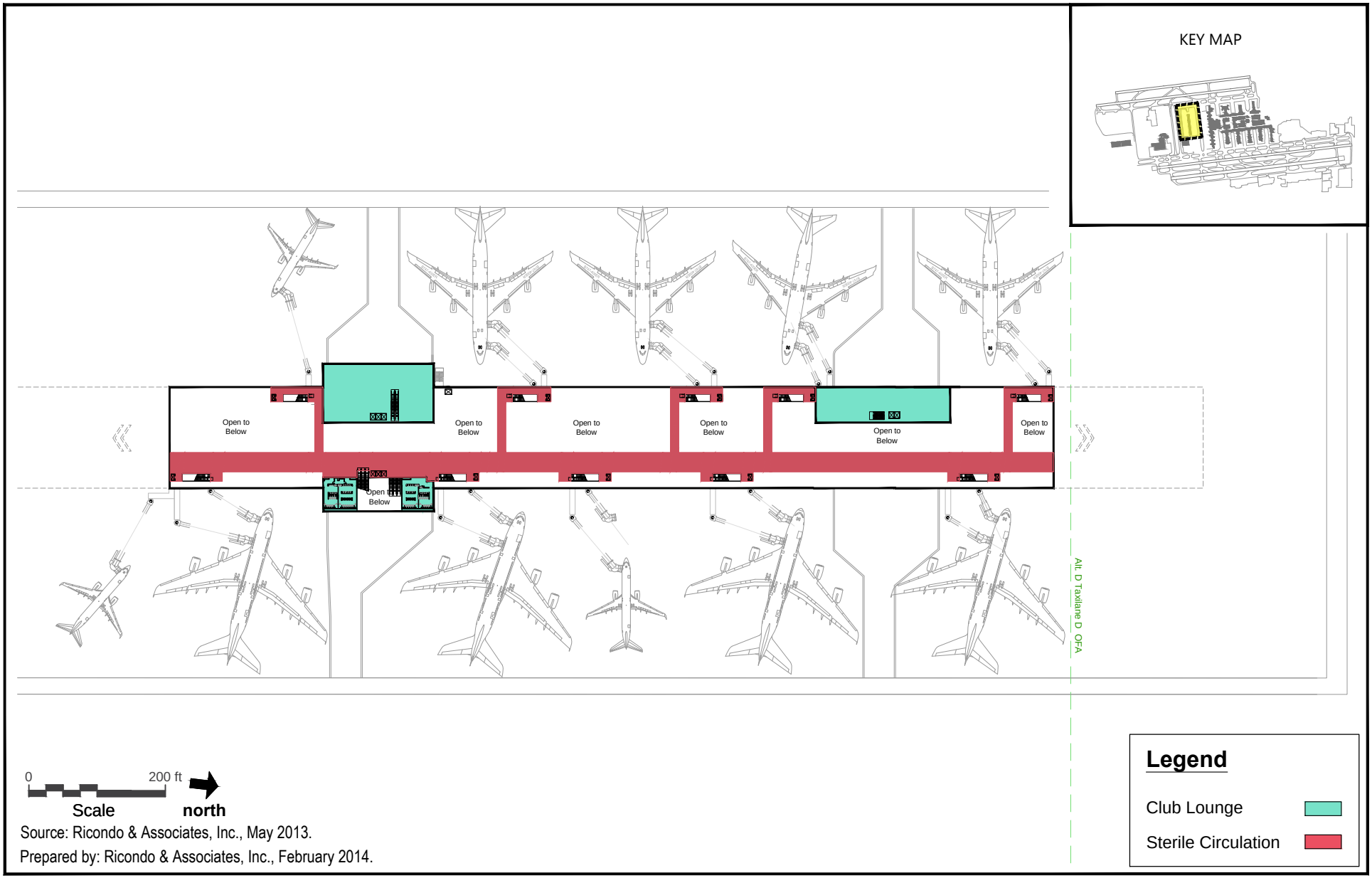

Source: Ricondo & Associates, Inc., May 2013.

Prepared by: Ricondo & Associates, Inc., February 2014.

LAX Midfield Satellite Concourse Draft EIR

Club Level

Figure **2-9**

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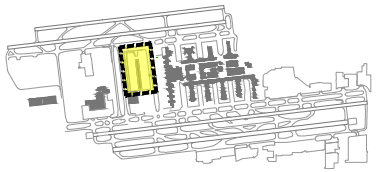
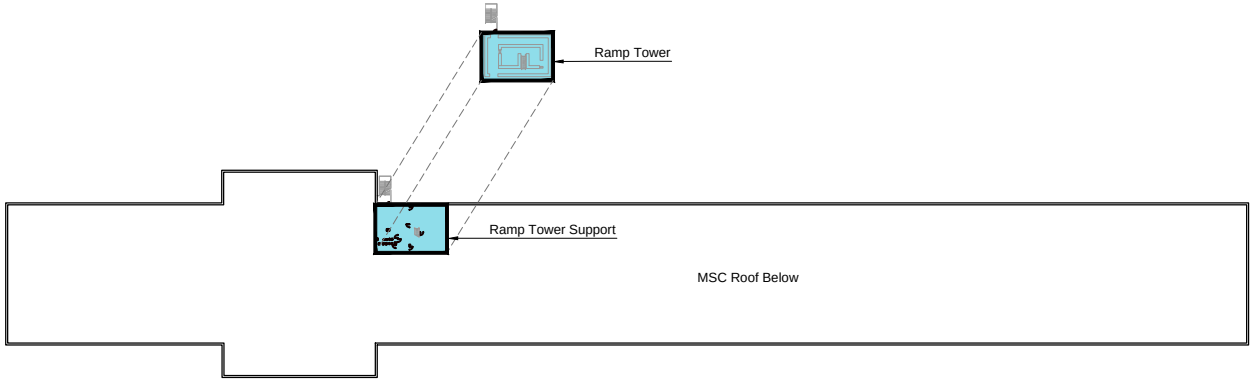
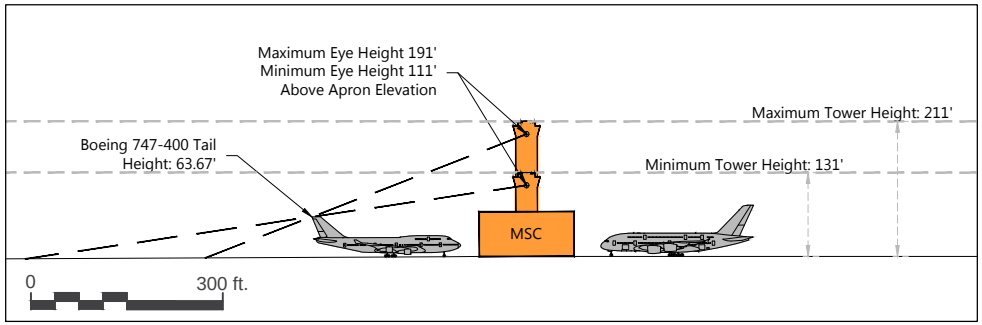
KEY MAP





Alt. D Taxilane D OFA



0 200 ft

Scale north

Source: Ricondo & Associates, Inc., May 2013.

Prepared by: Ricondo & Associates, Inc., February 2014.

Legend

Ramp Tower

LAX Midfield Satellite Concourse Draft EIR

Ramp Tower

Figure **2-10**

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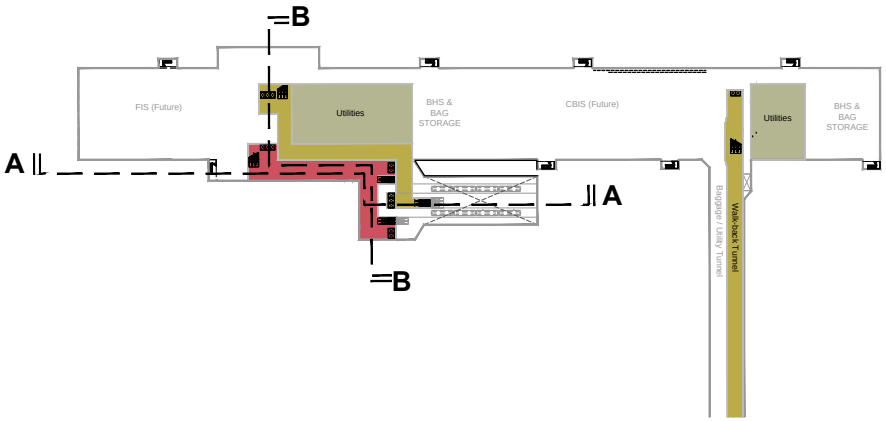
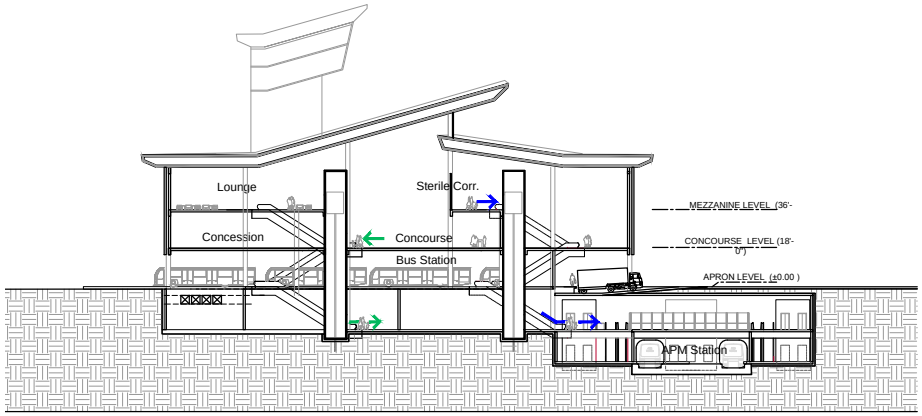
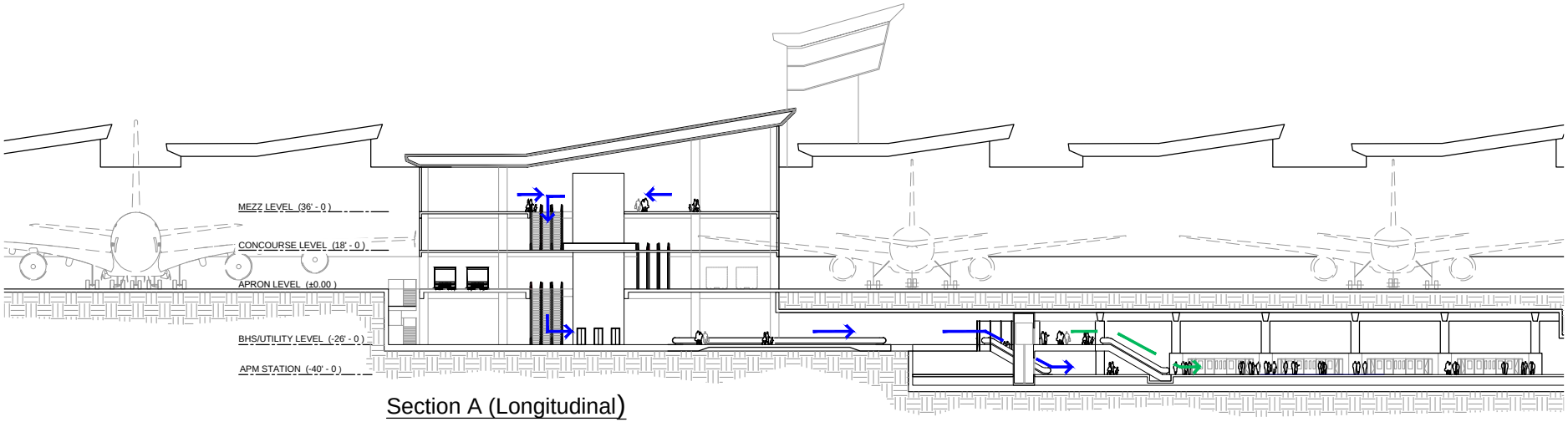




Section B (Enlarged Section - Core Area)



Section A (Longitudinal)

0 Not to Scale

Scale

Source: LAWA, HNTB, Ricondo & Associates, Inc., July 2012.
Prepared by: Ricondo & Associates, Inc., August 2013.

Legend

- International Circulation
- Domestic Circulation
- Sterile Circulation
- Secure Circulation
- Utilities

LAX Midfield Satellite Concourse Draft EIR

Conceptual Floor Plan - APM Station Sections

Figure **2-11**

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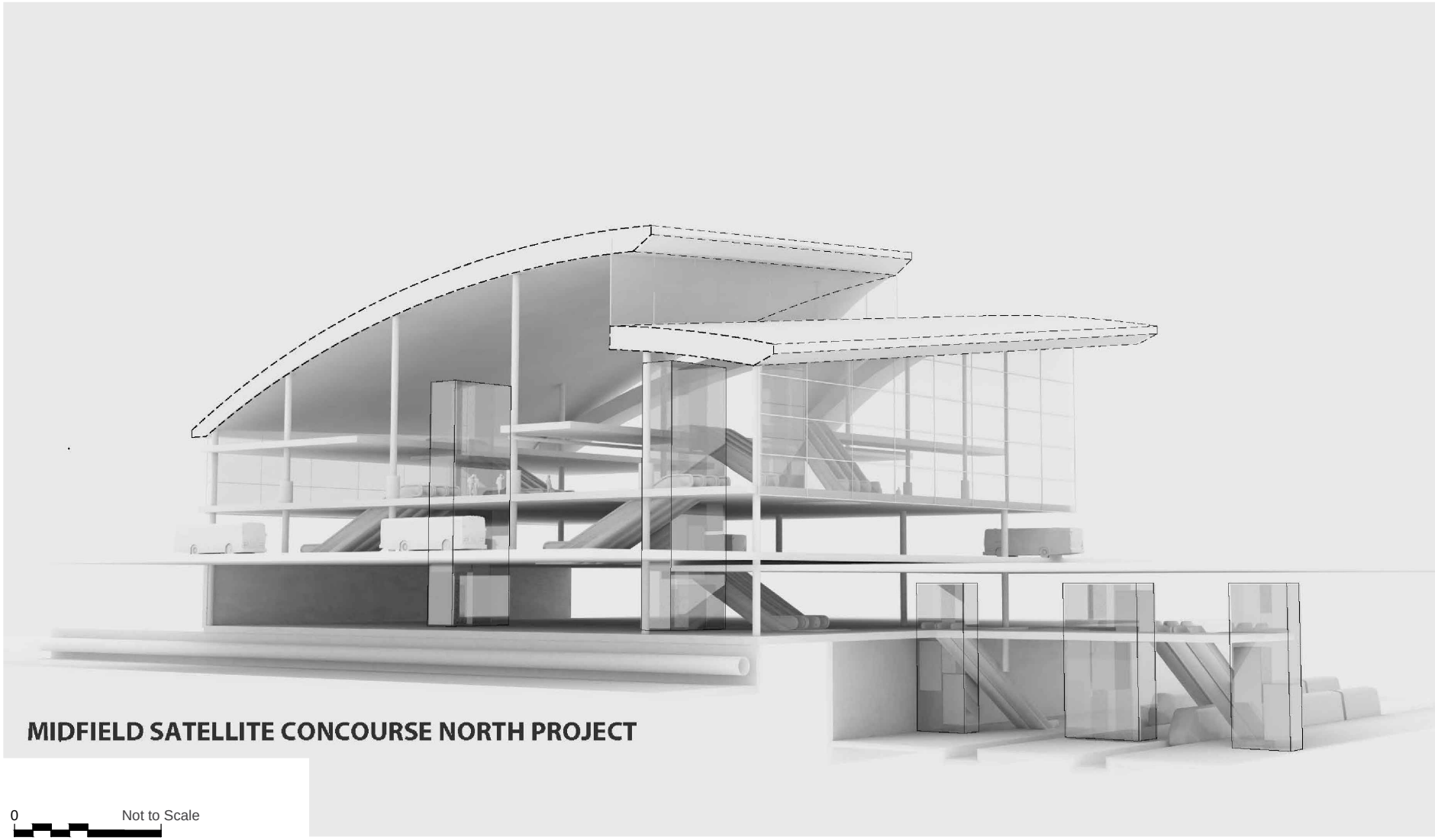

0 Not to Scale

Scale

Source: Ricondo & Associates, Inc., July 2013.

Prepared by: Ricondo & Associates, Inc., August 2013.

LAX Midfield Satellite Concourse Draft EIR	Conceptual Section View	Figure 2-12

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2.5.2.3 Taxiways and Taxilanes

A new taxilane would be needed to provide aircraft access from the airfield to the gates on the west side of the MSC North building. Airside improvements associated with the MSC North Project include the construction of Taxilane C12 on the west side of the MSC North building, aircraft apron areas, and service roads (see Figure 2-3). Taxilane C12 would be designed to be 75 feet wide and approximately 2,000 feet long to provide connections to existing Taxilane D and Taxiway E.

Taxilane T, located on the east side of the MSC concourse facility and apron, currently under construction and approved as part of the Bradley West EIR,[4] would provide aircraft access between the gates on the east side of the MSC North building and the airfield.

The MSC North Project also includes a new crossfield taxiway designated as Taxiway C14. Taxiway C14 would be located west of existing Taxiway R (see Figure 2-3). Taxiway C14 would be designed to be 82 feet wide[5] (to ADG VI standards) by approximately 3,600 feet long to provide connections to existing Taxiway B, Taxilane C, and Taxiway E.

2.5.2.4 Ramp Observation Area and/or Supplemental Airport Traffic Control Tower (ATCT)

To ensure that the LAX airport traffic control tower (ATCT) has a clear unobstructed and direct view of aircraft located on runways and taxiways in the vicinity of the MSC North Project, supplemental aircraft movement control, such as a ramp observation area or ramp control tower and/or supplemental FAA ground-control of taxiways from a second ATCT would be included as a project component (see Figure 2-3). It is assumed that a ramp control tower would be integrated into the MSC North building. The ramp control tower would be between 131 and 211 feet tall; the height of the tower will be determined by FAA once it conducts a line-of-sight analysis and shadow analysis (see Figure 2-10). However, if the FAA determines that a supplemental ATCT is required to provide clear unobstructed and direct view in the vicinity of the MSC, this would be constructed as a separate structure on the MSC North Project site, most likely immediately adjacent to the MSC North building. The final location and height of a supplemental ATCT, if required by FAA, would be the subject of additional environmental review under CEQA and NEPA.

2.5.2.5 Reconfiguration of New Landside/AOA Perimeters and Service Roads

As part of the proposed MSC North Project, World Way West would need to be reconfigured as the concourse and apron would be constructed over the current alignment. Landside access to

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4 City of Los Angeles, Final Environmental Impact Report (Final EIR) for Los Angeles International Airport (LAX) Bradley West Project, September 2009.

5 Taxiway C14 is being designed to be 82 feet wide, which is the current FAA criteria for taxiways planned to accommodate ADG VI aircraft. Taxilane T is being constructed to be 100 feet wide; at the time this project was designed and approved by FAA, the criteria for ADG VI taxilanes was 100 feet wide, which was reduced to 82 feet upon the release of FAA Advisory Circular (AC) 150/5300-13A on September 28, 2012.

the MSC North Project for employees, services, and deliveries may be provided through a secured AOA post located either on World Way West or Coast Guard Road.

Additionally, four service roads are located in the immediate vicinity of the MSC North Project site. Due to their location, approximately 6,000 linear feet of roadways around the Taxiway C14 and MSC North building sites must be reconfigured in order to proceed with the construction of the MSC North building and Taxiway C14 (see Figure 2-3).

2.5.2.6 Site Preparation for MSC Tunnel

The MSC Program incorporates tunnel facilities to provide a connection between the MSC and the CTA for passengers, baggage, and utilities. Figure 2-3 identifies the preliminary alignments for an automated people mover (APM) tunnel as well as "utilidor" tunnel for baggage, utilities, and a passenger "walk back" tunnel. These are only a representation of the proposed tunnels based on planning to-date, but provide the maximum potential sizes of the tunnels under consideration.

This Project element will require coordination with other LAWA projects to identify which tunnel segments and/or provisions for future tunnels should be constructed as part of the MSC North Project, and to identify their respective alignments from the MSC to their connections in the CTA. Several upcoming LAWA projects (demolition of TBIT North Concourse, Bradley West; East Apron, and Taxilane 'T') offer potential early site preparation construction opportunities for these facilities and the MSC tunnel. It is assumed for this EIR that a 2,600-foot long segment of the tunnel(s) would be constructed from the MSC North building to an East Station in the CTA. The tunnel(s) would be a maximum of 90 feet wide by 60 feet tall with the bottom of the tunnel at an average depth of 50 feet below the apron.

Portions of the tunnel(s) could be constructed using cut and cover (those portions by the MSC North building), while other sections that would traverse under the existing airfield and terminal infrastructure would most likely be constructed by boring. The tunnels would be constructed in compliance with Los Angeles Building Code, Caltrans Bridge Design Specifications, FAA design standards, and Caltrans Seismic Design Criteria. Emergency exit provisions will be incorporated into the design per National Fire Protection Association (NFPA) standards. The maximum distance to an "exit" will be 300 feet, which will consist of fire-rated doors through the center wall between tunnels at a regular spacing as permitted by NFPA in subway or highway tunnels. In addition, the tunnels will be equipped with ventilation systems consisting of jet fans installed in pairs at approximately 200-foot intervals in each tunnel. The tunnels will also include lighting, emergency lighting, drainage, vent shafts, fire protection (sprinkler) systems, and other features as required by the Los Angeles Department of Building and Safety (LADBS).

2.5.2.7 Project Utilities

The MSC North Project site extends across an area that contains various subsurface and aboveground utility lines and facilities. The MSC North Project would include the provision of utilities to serve the proposed concourse facility, including: domestic water, fire suppression water, reclaimed water, sanitary sewer, storm drain, natural gas, electrical, fuel, and communications. In compliance with the LAWA Sustainability Guidelines, the MSC North Project would meet the energy efficiency and water efficiency and conservation requirements of the Los Angeles Green Building Code (Chapter IX, Article 9 of the Los Angeles Municipal Code).

Implementation of the MSC North Project would require the relocation or modification of certain lines and may include connection upgrades to satisfy current code requirements. **Table 2-1** identifies utility lines in the MSC North Project area that require relocation; these are illustrated in **Figure 2-13** and **Figure 2-14**. Additional infrastructure facilities in the MSC North Project area may also require relocation as a result of MSC North Project construction.

Table 2-1

MSC North Project - Summary of Planned Utility Relocations and Modifications

Utility	Description
Domestic Water	Existing 16-inch water line in World Way West connects to a 12-inch transmission line in Pershing Drive, and to an 8-inch service line east of Bradley West. Two (2) 8-inch laterals are proposed from the 16-inch water line to both sides of the MSC North building.
Fire Suppression Water	The existing 24-inch fire water line under World Way West would need to be extended beneath the MSC North building to connect to the fire water network at Bradley West. A utility corridor through the MSC North building would be required, or alternatively the pipe can be retroactively encased within 10 feet either side of the foundation. Two (2) 16-inch laterals from the 24-inch fire water main will connect to a fire water loop around the MSC North building. These connections would provide redundant service to the fire hydrants to be located around the building at 300-foot spacing.
Reclaimed Water	Reclaimed water is currently available at Vault 3 at Bradley West; a twelve-inch service lateral will be extended from this location to the MSC North building. However, the practicability of using reclaimed water for toilets is being investigated.
Sanitary Sewer	An existing 15-inch sewer on the west side of the MSC North building site flows south to the 57-inch Central Outfall Sewer (COS), but its viability and capacity is unknown at this time. Therefore it is not recommended for use in a new structure unless the condition and capacity of the sewer can be verified through further investigation. Thus, for the MSC North building, 8-inch laterals would be connected to a 12-inch collector system on the west side of the MSC North building. This would eventually connect to a 15-18 inch trunk line (either existing or a new line required). The existing sewer lines east of the proposed connection would be abandoned.
Storm Drain	An existing 57-inch storm drain lies in the middle of World Way West. The 57-inch line increases to 63 inches, then increases to 72 inches before joining the reinforced concrete box (RCB) in Pershing Drive. Storm drainage on both sides of the MSC North aprons would connect to the storm drain systems associated with Taxilane T and Taxilane C12. These airfield storm drains are designed to flow downstream into Standard Urban Storm Mitigation Programs (SUSMPs) provided by the CFTP Project. A diversion (24-inch diameter) of the existing storm drain in World Way West will be required to run through the Utility Chase provided by the building Architect. The Taxiway T Project (currently under construction) does not provide additional storm drain capacity on the east side of the MSC North Apron.
Natural Gas	A 6-inch high pressure gas line (LADBS side) located near Taxiway “D” would be constructed to the MSC North Project from the existing 4-inch high-pressure gas line (Sempra side) in World Way West. The existing gas line and meter in World Way West would need to be removed and relocated when the MSC is constructed.
Electrical	Three new duct banks have been constructed in World Way West. There are two Los Angeles Department of Water and Power (LADWP) duct banks, one high voltage and one medium voltage, and one LAWA duct bank. The LAWA duct bank is for distribution to airport facilities, and would be the likely candidate routing for MSC North building service.
Aircraft Fuel	The source of aircraft fuel for the airport is from the LAXFUEL storage facility located adjacent to and north of World Way West. From the LAXFUEL facility, two 18-inch pipelines feed the aircraft hydrant fueling system on the north side of the airport, and two 20-inch

Table 2-1

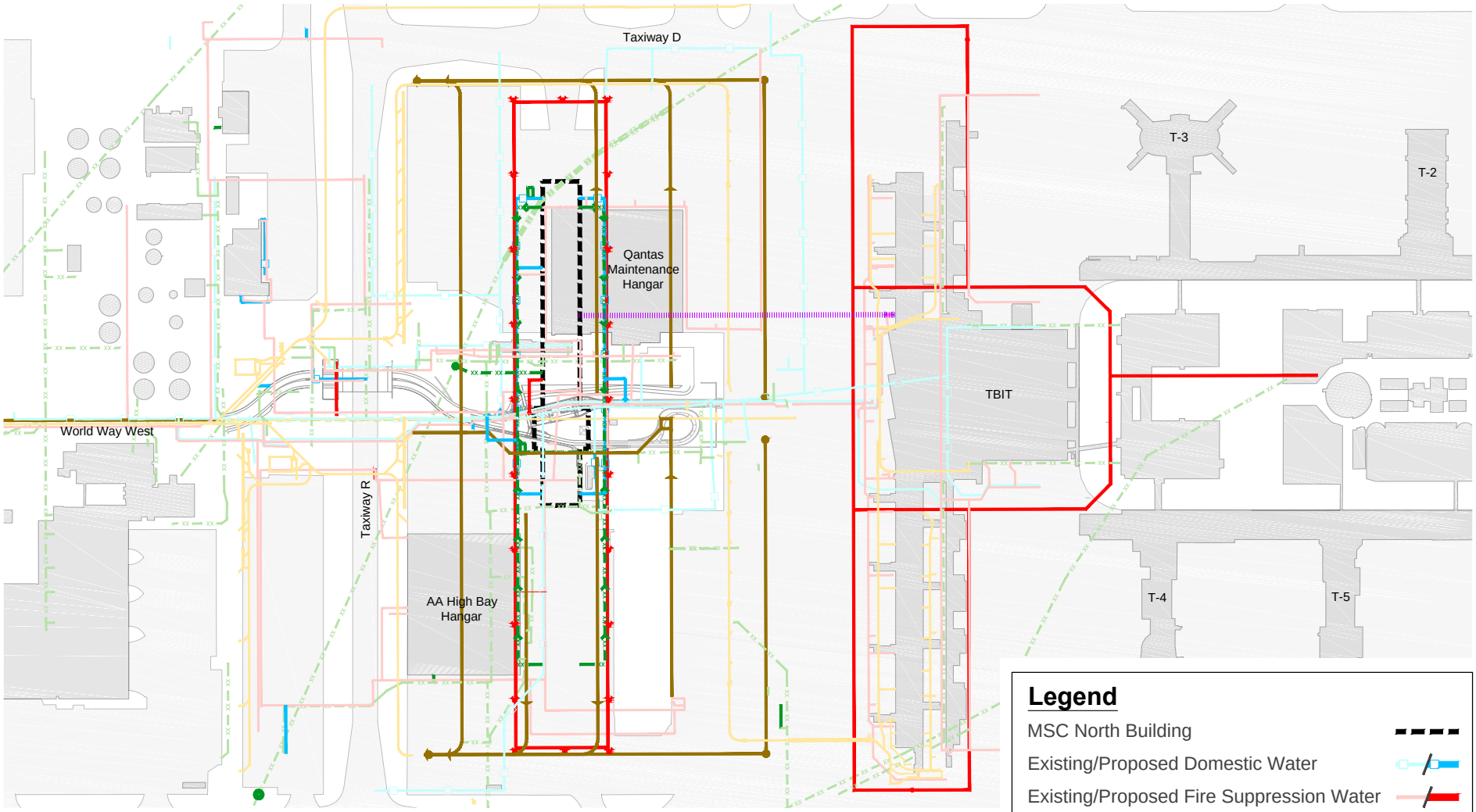
MSC North Project - Summary of Planned Utility Relocations and Modifications

	pipelines similarly feed the south side of the airport. The hydrant fueling system serving the MSC Program would be fed from the existing LAXFUEL north and south feeder pipelines. Two connections and valve vaults are expected for the MSC Program, one on the south side and one on the north side. New fuel lines and hydrants for taxiway construction and/or improvements would be part of the MSC North Project. The LAXFUEL system would also require new fiber optic connections to the valve boxes to enable them to be controlled and monitored remotely. Emergency shut-off switches would be provided at each gate where hydrant fueling exists.
Communications	There is an existing fiber optic system in World Way West that extends from LAWA Admin West east to TBIT and beyond to both the LAWA Admin East and the Telecom building. The (16) 6-inch conduits of the existing fiber optic system runs through the footprint for the proposed MSC North building. It will be relocated into a Utility Chase provided by the building Architect. The FAA fiber optic system must remain in service during relocation.

Source: Ricondo and Associates, Inc., LAX MSC North Project – Building Systems, August 16, 2013.

The relocation, modification, and upgrading of utility systems would involve the placement of new lines or facilities at locations compatible with MSC North Project plans in advance of removal of the affected utility from service. The design and construction of the utility systems improvements will be coordinated with the affected service provider which, relative to the aforementioned utility types, may include: the Los Angeles Bureau of Sanitation, Los Angeles Department of Water and Power, Southern California Edison, Southern California Gas Company, LAXFUEL and other fuel/oil companies with lines at LAX, and various communications companies.

The construction activity associated with such utilities systems improvements would occur in conjunction with the other MSC North Project-related construction activities. For example, the necessary improvements to the underlying utility lines, including relocations necessary to be compatible with proposed MSC North Project plans, would occur when the existing facilities, apron/pavement, and other surface improvements are removed to prepare the site for construction of the MSC North Project elements. In some cases, it will be necessary to complete some or all of the improvements associated with a utility line relocation or modification in advance of construction occurring near the existing line. This may be required in order to avoid a substantial disruption of service, such as if removal of existing surface structures has a high likelihood of impacting the underlying utility line.



Source: HNTB, Corp., Los Angeles International Draft ALP, July 2012; Ricondo & Associates, Inc., January 2014.

Prepared by: Ricondo & Associates, Inc., January 2014.

LAX Midfield Satellite Concourse Draft EIR	MSC North Utilities - Sewer, Water and Stormwater	Figure 2-13

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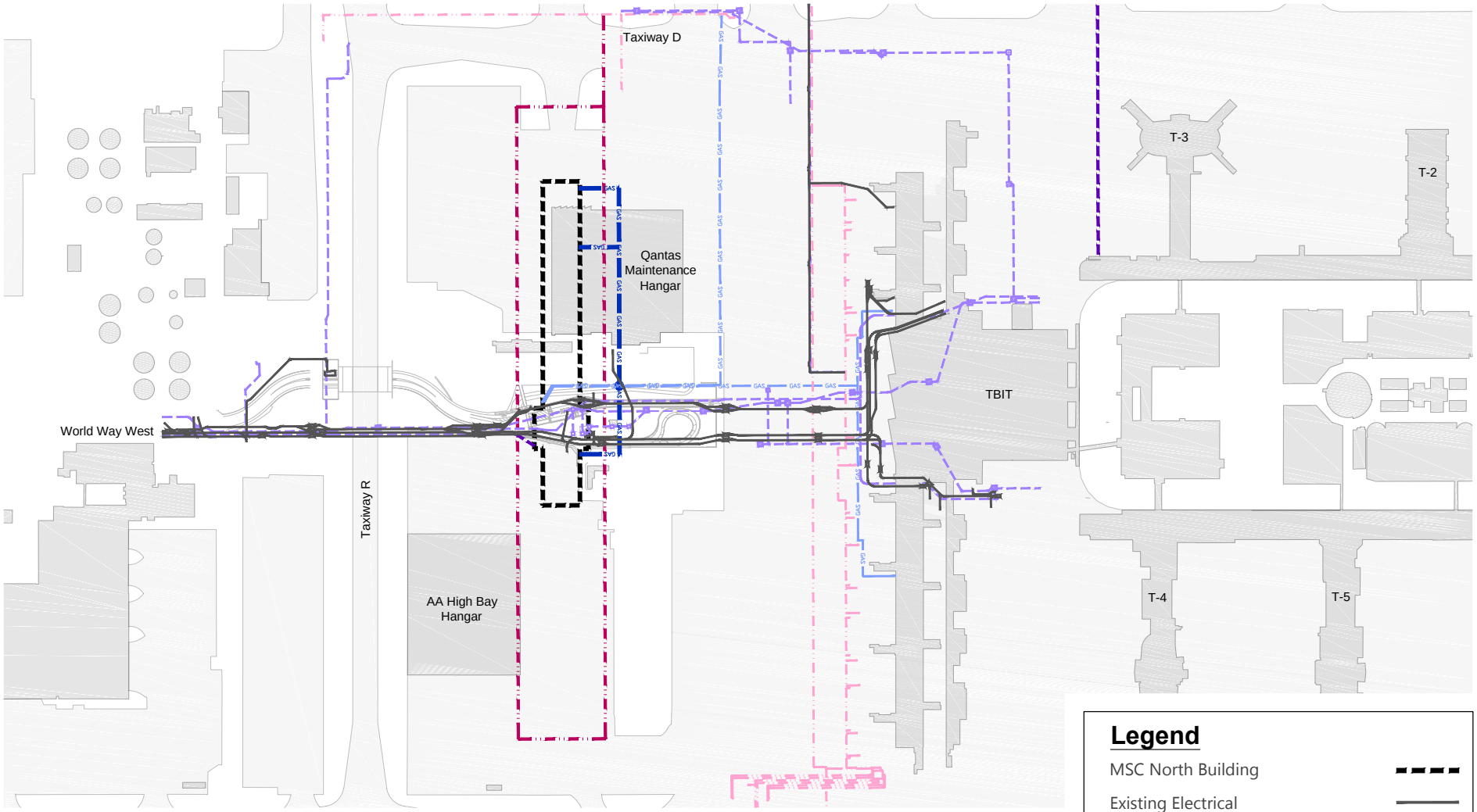

Source: HNTB, Corp., Los Angeles International Draft ALP, July 2012; Ricondo & Associates, Inc., January 2014.

Prepared by: Ricondo & Associates, Inc., January 2014.

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MSC North Utilities - Electrical, Communications, Aircraft Fuel and Natural Gas

Figure **2-14**

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2.5.3 Removal/Relocation of Existing Facilities

Construction of the MSC North Project would require the relocation and/or removal of several existing airfield facilities. **Table 2-2** provides an overview of the facilities that would be affected by the proposed MSC North Project, including the name, size, and disposition of each facility; additional discussion of the subject facilities is provided in the narrative text that follows the table. **Figure 2-15** delineates the existing locations of the affected facilities.

Table 2-2

Summary of Existing Facilities to be Removed/Relocated as part of MSC North Project

Facility	Approximate footprint Area	Current Use	Disposition of Facility/Use
American Airlines Maintenance (Non-Power) Shop	13,800 sq. ft.	Maintenance shop	Building would be demolished. Existing uses would be accommodated at West Aircraft Maintenance Area or consolidated with existing American Airlines facilities.
American Airlines Leasehold Parking	89,500 sq. ft.	Employee Parking	Parking would be removed and consolidated with existing American Airlines parking on the west side of the Airport. Parking for Qantas Hangar and the American Airlines Maintenance (Non-Power) Shop would be provided at the West Aircraft Maintenance Area site.
US Airways Maintenance Facility	17,600 sq. ft.	Aircraft maintenance	Assumed that this would be consolidated with existing American Airlines facilities.
Electrical Vault #2	7,500 sq. ft.	Electrical utility access	The building contains high voltage transformers that provide airfield lighting and would be relocated just to the west of its existing location.
U.S. Coast Guard Facility	39,400 sq. ft.	U.S. Coast Guard offices and facilities	This facility would be relocated off-site by the U.S. Coast Guard.
Water Deluge Tank and Pump Station	9,700 sq. ft.	Water storage and pump facilities	Water tank and pump would need to be relocated, adjacent to the American Airlines High Bay Hangar.
Remain Overnight (RON) Aircraft Parking Spaces	771,000 sq. ft.	Aircraft Parking	These parking spaces would be eliminated. Aircraft that utilize these spaces would utilize other spaces on-Airport.
FAA Navigational Aids (including electrical substation)	28,800 sq. ft.	Beacon and Antenna Array and electrical facilities	FAA facilities will need to be relocated on the Airport, including the substation that powers the FAA NAVAIDS. Several potential locations for these facilities have been identified on Figure 2-15.

Table 2-2

Summary of Existing Facilities to be Removed/Relocated as part of MSC North Project

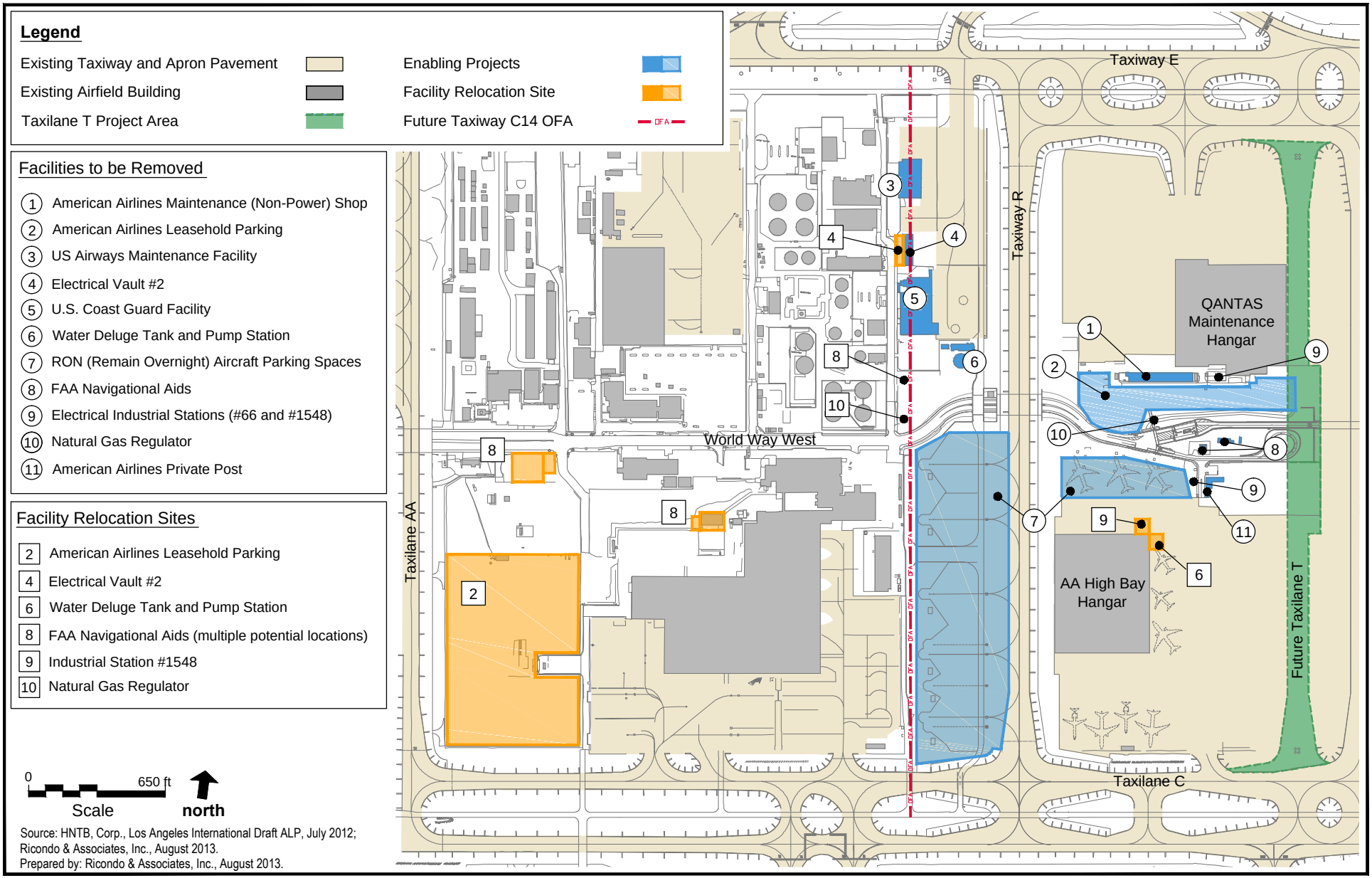
Electrical Industrial Stations #66 and #1548	3,500 sq. ft.	Electrical Station	Electrical Station #66 would be relocated with the Qantas Hangar to the West Aircraft Maintenance Area. Electrical Station #1548 would be relocated adjacent to the American Airlines High Bay Hangar.
Natural Gas Regulator	Approx. 100 sq. ft.	A high to medium pressure valve that regulates the flow of natural gas to Bradley West and the Tom Bradley International Terminal (TBIT)	Facility to be relocated to the west of proposed Taxiway C14.
American Airlines Private Post		Airline support offices for High Bay Hangar	Building would be demolished. Existing uses would be accommodated elsewhere on-Airport.

Source: Ricondo & Associates, Inc., January 2014.

2.5.3.1 Demolition of American Airlines Maintenance (Non-Power) Shop

The American Airlines Maintenance (Non-Power) Shop is located along the north side of World Way West, east of Taxiway R. This building supports the Qantas (former TWA) maintenance hangar, which is proposed to be relocated to the West Aircraft Maintenance Area, and may also include some storage for American Airlines equipment.[6] This building is located within the footprint of the proposed MSC North building and would need to be demolished to enable construction of the MSC North Project. This one-story facility is approximately 13,800 square feet and includes maintenance bays for aircraft service vehicles. It is assumed that the functions of this building supporting the Qantas (former TWA) maintenance hangar would be relocated with the Qantas hangar.

[6] The demolition of the Qantas (former TWA) maintenance hangar was environmentally cleared in the *Bradley West Final Environmental Impact Report*; the *West Aircraft Maintenance Area Project Draft Environmental Impact Report* was released for public review on October 17, 2013.



Source: HNTB, Corp., Los Angeles International Draft ALP, July 2012; Ricondo & Associates, Inc., August 2013.
Prepared by: Ricondo & Associates, Inc., August 2013.

LAX Midfield Satellite Concourse Draft EIR

Existing Facilities Necessary for Removal and/or Relocation

Figure **2-15**

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2.5.3.2 Demolition/Relocation of American Airlines Leasehold Parking

The American Airlines leasehold parking is located along World Way West adjacent to the south side of the Maintenance (Non-Power) Shop described above. This facility is an asphalt-paved surface lot approximately 89,500 square feet in area and contains approximately 290 parking spaces. This parking area is located within the footprint of the proposed MSC North building and would need to be demolished to enable construction of the proposed MSC North Project. The American Airlines Leasehold Parking area provides parking for the American Airlines High Bay Hangar facility, the American Airlines Maintenance (Non-Power) Shop, and the Qantas Hangar.

American Airlines has currently provided 1,600 parking spaces for their employees to park at a new parking lot on the west side of the Airport. The parking spaces currently located at the MSC North Project site would be eliminated and vehicles currently parking in this area would park in the existing parking lot on the west side of the Airport (no additional spaces would be required). Vehicles parking in this area for employees of the Qantas Hangar and the American Airlines Maintenance (Non-Power) Shop would park at the WAMA when those facilities are relocated as part of the WAMA project.

2.5.3.3 Demolition of US Airways Maintenance Facility

The US Airways Maintenance Facility is located at the northern end of Coast Guard Road, which is used for vehicle access north of World Way West. This facility would need to be demolished in order to enable construction of Taxiway C14. This facility currently consists of a 17,600-square-foot hangar that houses maintenance, support, and administrative functions. The facility includes 10,000 square yards of apron space on the north, east, and south sides of the hangar. A parking lot is located between the facility and Coast Guard Road with approximately 30 spaces. Landside access to the leasehold is via World Way West and Coast Guard Road. It is assumed that the maintenance functions occurring at this facility would be consolidated with American Airlines facilities as part of the merger of these two airlines and/or can be accommodated at the WAMA site.

2.5.3.4 Demolition/Relocation of Electrical Vault #2

Electrical Vault #2 is located south of the US Airways Maintenance Facility described above; it would also need to be relocated to allow construction of Taxiway C14. Currently, the site includes a 7,500-square foot building and an asphalt pad for service vehicles on the east side. The building contains high voltage transformers that provide power for Taxiway R lights and some of the North Airfield. Electrical Vault #2 would be relocated approximately 100 feet to the west prior to removal of the existing vault.

2.5.3.5 Demolition of U.S. Coast Guard Facility

The U.S. Coast Guard facility is a 39,400 square-foot building located along Coast Guard Road; it is also located within the area necessary for construction of Taxiway C14. The LAX U.S. Coast Guard station (Air Station LA) supports four MH-65C "Dolphin" Helicopters and associated staff. The Air Station Los Angeles maintains a Search and Rescue (SAR) helicopter 24 hours a day, 365 days a year and is responsible for protecting the coastal area of southern

California from Dana Point to Morro Bay. In addition to SAR, Air Station LA helicopters provide Homeland Security Patrols for the Ports of Los Angeles and Long Beach, and Port Hueneme in Ventura County.[7]

The facility currently consists of approximately 25,000 square feet of hangar space with approximately 14,000 square feet of support area for maintenance areas, storage shops, and office space. The facility also includes an 85,000-square yard concrete aircraft apron on the east side of the hangar. Immediately south of the hangar area is a 3,700-square yard parking lot with approximately 75 spaces. This facility would be relocated off-Airport by the U.S. Coast Guard.

2.5.3.6 Demolition/Relocation of a Water Deluge Tank and Pump Station

The Water Deluge Tank and Pump Station is located off of Coast Guard Road just north of World Way West and adjacent to the airfield access road. This aboveground water tank is used for fire suppression systems. The Deluge Tank and Pump Station are an essential part of the fire suppression system for both the American Airlines High Bay Hangar and the Qantas Hangar. This facility would be relocated adjacent to the American Airlines High Bay Hangar.

2.5.3.7 Removal of Remain Overnight (RON) Aircraft Parking Spaces

There are five RON aircraft parking positions located within the southern portion of the future Taxiway C14 and three RON aircraft parking positions located north of the American Airlines High Bay Hangar. These RON parking spaces would be removed; aircraft that utilize these spaces today would utilize other aircraft parking areas on the Airport.

2.5.3.8 Demolition/Relocation of FAA Navigational Aids (Beacon and Antenna Array)

The FAA navigational aids are located at the east end of World Way West and are within the footprint of the proposed MSC North building. The Airport Rotating Beacon and the FAA Remote Transmitter/Receiver (RTR) facility are located at the east end of World Way West immediately east of AOA Post 5. The RTR site is a standalone facility, while the beacon is located on top of a large steel tower structure. Included on the tower structure is an FAA Airport Surface Detection Equipment (ASDE) remote sensor.

In order to accommodate the proposed MSC North Project, these FAA facilities will need to be relocated on the airport. The relocation of the ASDE antenna must be in an area that provides the coverage over the area it currently serves; therefore, the new site must be in the vicinity of the current site, such as the proposed MSC North building. A temporary site, such as the American Airlines High Bay Hangar, may need to be utilized during construction. Several potential on-airport locations for these facilities have been identified by LAWA (see Figure 2-15); FAA is currently conducting a siting study and will select their preferred relocation sites.

[7] U.S. Department of Homeland Security, U.S. Coast Guard, "United States Coast Guard Air Station Los Angeles", accessed online: http://www.uscg.mil/d11/airstaLA/, May 21, 2013.

An electrical substation located on the western side of the American Airlines Maintenance (Non-Power) Shop provides power to the FAA navigational aids described above. This facility is located within the future aircraft apron area of the proposed North MSC building and would also need to be relocated.

2.5.3.9 Demolition of Electrical Industrial Station #66 and Demolition/Relocation of Electrical Industrial Station #1548

There are two electrical industrial stations located in the footprint of the MSC North Project site. Both will need to be demolished to allow for construction of the east aircraft apron.

Industrial Station #66 is located at the south end of the Qantas Hangar and just north of the American Airlines leasehold auto parking area. This station provides power to the Qantas Hangar, the American Airlines Maintenance (Non-Power) Shop and street lighting along the eastern end of World Way West. This station would not be required once the Qantas Hangar is relocated as part of the WAMA Project. Industrial Station #1548 is located just south of the Airport Rotating Beacon on World Way West. This station provides power to the American Airlines High Bay Hangar and to the American Airlines RON parking area adjacent to the High Bay hangar. This station previously provided power to the old American Airlines Low Bay Hangar which has been demolished. Industrial Station #1548 will need to be relocated adjacent to the American Airlines High Bay Hangar.

2.5.3.10 Demolition and Replacement of Natural Gas Regulator

The Natural Gas Regulator is located along World Way West just west of the Airport Rotating Beacon. The facility is a high to medium pressure valve that regulates the flow of natural gas to Bradley West and the TBIT. The regulator is fed from a 4-inch gas main that comes in along World Way West from the west. The Natural Gas Regulator would be relocated west of the proposed Taxiway C14 (see Figure 2-15).

2.5.3.11 Demolition of American Airlines Private Post

American Airlines Private Post supports the American Airlines High Bay maintenance hangar and the American Airlines truck fueling operation, the latter of which has been relocated to another area of the Airport. The Private Post is utilized as support offices for the American Airlines High Bay Maintenance Hangar and used as a check-in point for employees at the American Airlines High Bay Hangar. This facility would need to be demolished in order to construct the MSC North building. With the relocation of the American Airlines Leasehold Parking, the check-in and support functions of this facility would be assumed at a security checkpoint along World Way West.

2.5.4 Construction Phasing

Construction of the MSC North Project is anticipated to occur over approximately five years, beginning in 2014 and finishing in 2019. The general sequence of construction activities that is currently anticipated for the MSC North Project is summarized below:

- The initial phase of construction would focus on the enabling projects, primarily on the relocation of the utility lines and the development of the future Taxiway C14. Activities occurring immediately upon issuance of the contractor's notice to proceed would include the demolition of the U.S. Coast Guard Facility, the US Airways Maintenance Facility, and the relocation and demolition of the Water Deluge Tank and Pump Station, and Electrical Vault #2. Concurrently, new FAA NAVAIDS would be installed, which would be followed by the removal of the existing NAVAIDS. The reconfiguration of World Way West would also progress throughout this opening phase. A temporary batch plant would be established on the Project site and utilized for apron, taxiway, and taxilane construction.
- Also occurring in the early phase of construction would be the relocation of the American Airlines Maintenance (Non-Power) Shop. Shortly after would be the removal of the RON aircraft parking spaces and the relocation of the American Airlines Leasehold Parking, scheduled to begin the first quarter of 2015.
- As the enabling projects reach completion, the construction activities would then focus on facilities associated with the new MSC North building. The installation of MSC-related utilities would complete the initial phase. At this point, construction of the new MSC North building, Taxilane C12, and the tunnel(s) would be underway. Taxilane C12 and the tunnel(s) are anticipated to be completed by the second quarter of 2017.
- In the final year of construction (2018), the apron associated with the MSC North building would be constructed. The remaining on-going projects, including Taxiway C14 and the concourse, would be completed along with the apron by mid-2019.

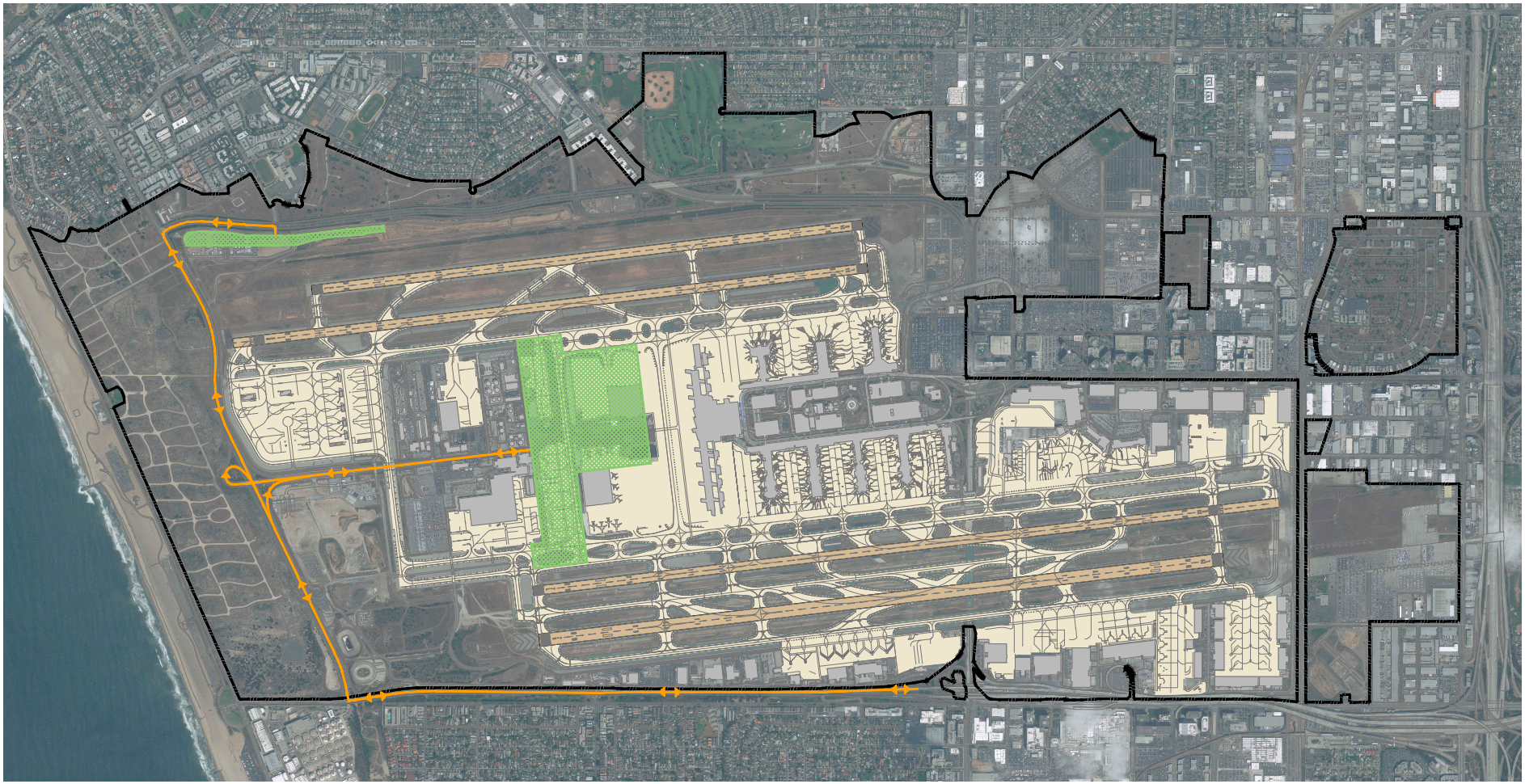
The guidance in FAA Advisory Circular 150/5370-2E, *Operational Safety on Airports During Construction*, has been incorporated into the Project design to address potential impacts on existing airport operations during construction of the MSC North Project.

2.5.5 Construction Staging, Parking, and Haul Routes

2.5.5.1 Contractor Staging

Construction staging for the MSC North Project would occur on the Project site and within LAWA Construction Staging Area A, as shown on **Figure 2-16**. Construction Staging Area A is located within the Airport boundary in the northwestern portion of the Airport, immediately south of Westchester Parkway between Pershing Drive and Lincoln Boulevard, and accommodates construction staging for several on-going LAX Master Plan projects including the Bradley West Terminal project. The western half of Construction Staging Area A currently contains construction trailers, storage areas, loading areas, etc., and over 30-pole mounted lights in the interior. The eastern half of the staging area has been graded and a portion of it is currently being used as a stockpile area. It has over 40 pole-mounted perimeter fence lights running along the entire northern boundary. Portions of this area have been designated for construction staging for the MSC North Project. This area would primarily be used for stockpiling of material until it is needed on the Project site.

Soil that is excavated as part of the construction of the tunnel(s) would be hauled off-site. Construction staging activities would be subject to mitigation measures contained in the LAX Master Plan Mitigation and Monitoring Reporting Program (MMRP).



Legend

- LAX Property Boundary
- Existing Taxiway and Apron Pavement
- Existing Runway Pavement
- Proposed Construction Staging Location
- Proposed Construction Haul Route

0 2,500 ft.

Scale north

Source: Ricondo & Associates, Inc., January, 2014.
Prepared by: Ricondo & Associates, Inc., January, 2014.

LAX Midfield Satellite Concourse Draft EIR

Construction Parking, Staging Areas and Haul Routes

Figure **2-16**

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2.5.5.2 Contractor Employee Parking

It is anticipated that construction contractor employee parking would occur directly at the Project site, with access via World Way West. As indicated above, the Project site would also be used as a construction staging area.

2.5.5.3 Contractor Haul Routes

Figure 2-15 also delineates the delivery and haul routes proposed to be used during construction of the MSC North Project. As shown, the primary delivery routes would be Pershing Drive and World Way West, with the western end of Westchester Parkway used to access Construction Staging Area A. For materials delivered to, and stored at, Construction Staging Area A, the contractor haul routes to and from the MSC North Project work area would be on airport property and not on public streets.

2.5.6 Future Phase(s) of the MSC Program

The MSC Program components that are not part of the MSC North Project have only been conceptually planned; thus, only an update of the program-level analysis of these components presented in the certified LAX Master Plan EIR is possible. For those MSC Program components receiving only programmatic environmental review in this EIR, further project-level environmental review under CEQA will be required in the future before they can be implemented. Project-level environmental documents for future phase(s) of the MSC Program will be initiated at such time as LAWA determines that they are needed.

Components associated with the future phase(s) of the MSC Program, as shown in **Figure 2-17**, include:

- Southerly extension of MSC Program building and associated facilities;
- Extension of Taxilane C12;
- Utilities that support the future phase(s) of the MSC Program; and
- Central Terminal Processor.

2.5.6.1 Future Phase(s) of the MSC Program Components

Midfield Satellite Concourse and Associated Facilities

The future phase(s) of the MSC Program would extend the MSC building south in one or more phases. The future phase(s) of the MSC Program would expand the MSC North building with up to 18 additional aircraft gates and an additional footprint with approximate dimensions of 1,000 feet in length (north-south) by 140 to 160 feet in width (east-west). The extension(s) to the MSC North building could have up to four levels and approximately 560,000 square feet in floor space for facilities such as passenger holdrooms, concessions, restrooms, airline space, utility rooms, and circulation. The future phase(s) of the MSC Program, including the concourse building and associated apron areas (see Figure 2-17), would encompass approximately 24 acres in the western portion of the airfield and 6 acres in the CTA for the CTP.

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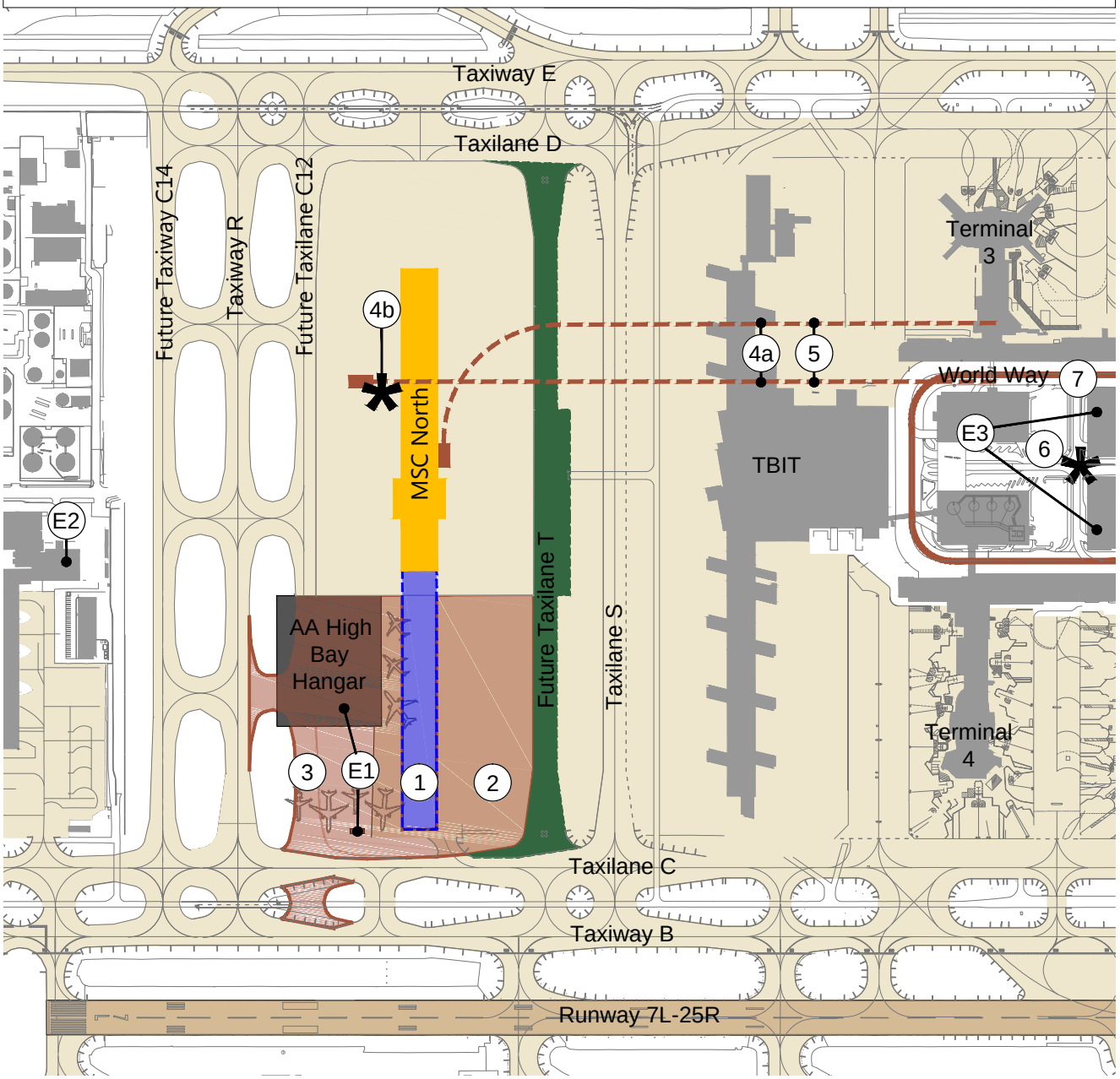
1 Concourse
2 Aircraft Apron
3 Taxilane C12
4a Automated People Mover & Baggage Handling System
4b Automated People Mover Maintenance Facility
5 Utilities
6 Central Terminal Processor
7 Roadway Modifications to World Way
E1 Demolition of American Airlines High Bay Hangar and Maintenance Shed
E2 Additional Utility Plant
E3 Demolition of Parking Garages P2B and P5



Notes:
Component numbers 4a, 4b, 5, and 6 represent approximate locations of project components.
Taxilane T will be constructed in 2013.

0 700 ft
Scale
north

Source: HNTB, Corp., Los Angeles International Draft ALP, July 2012; Ricondo & Associates, Inc., August 2013.
Prepared by: Ricondo & Associates, Inc., August 2013.

Legend
- Existing Taxiway and Apron Pavement
- Existing Runway Pavement
- Existing Airfield Building
- Taxilane T Project Area
- Project Components
- Program Components

LAX Midfield Satellite Concourse Draft EIR

Components Associated with Future Phases of the MSC Program

Figure 2-17

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The approved LAX Master Plan also included a conveyance system to move passengers and baggage between the MSC and the CTP, and vice versa. The conveyance system for the future phase(s) of the MSC Program is being planned for passenger and baggage circulation in both a sterile and secure/non-sterile format. A vertical circulation element and an airside APM are anticipated to convey checked-in passengers to the MSC. A maintenance facility to service the airside APM would also need to be constructed on Airport property (see Figure 2-17).

Future Phase(s) of the MSC Program Taxilanes

The future phase(s) of the MSC Program would include the extension of Taxilane C12 south to connect to Taxilane C (see Figure 2-17).

Utilities Supporting Future Phase(s) of the MSC Program

The future phase(s) of the MSC Program would require utilities to accommodate the additional gates, the CTP, the automated people mover and baggage handling system, and facilities (see Figure 2-17) including: domestic water; electrical and communication systems; chilled water and heating hot water; natural gas and fuel systems; and waste water systems. Utility relocations and connections to the MSC building would mostly be completed as part of the MSC North Project. Additional relocations and connections may be necessary for the CTP.

Central Terminal Processor (CTP)

The approved LAX Master Plan included a dual level CTP in the CTA to provide (in part) MSC passenger processing facilities that cannot be fully accommodated in the existing CTA terminals. The CTP would process departing and arriving passengers from a facility that would be centrally positioned within the CTA where parking garages are currently located (see Figure 2-17). The CTP would be constructed in the area where parking structures P2B and P5 are located and extend between World Way North and World Way South. As part of the CTP, roadway modifications along World Way and the associated terminal roadway network would be required. The future phase(s) of the MSC Program assumes that passengers could use common-use airline counters and electronic check-in facilities, and would be able to both check and claim baggage at the CTP. Other passenger services and amenities, as well as airline tenant operations space, could also be provided within the CTP.

2.5.6.2 Enabling Projects

Enabling projects that may be required for the future phase(s) of the MSC Program, as shown in Figure 2-17, include:

- Relocation and demolition of the American Airlines High Bay Hangar and American Airlines maintenance shed;
- Additional utility plant; and
- Relocation and demolition of parking garages P2B and P5.

2.6 Intended Uses of This Draft EIR

The content of this Draft EIR will be used by LAWA, the Board of Airport Commissioners, and the Los Angeles City Council to evaluate and consider the potential environmental impacts of the MSC North Project and future phase(s) of the MSC Program in taking action on the Project. Certification of the MSC North Project would complete the project-level CEQA compliance review for the MSC North Project as described in this EIR. This Draft EIR also evaluates the potential environmental impacts of the MSC Program at a programmatic level. A project-level approval for any component of the future phase(s) of the MSC Program will be subject to the appropriate levels of environmental review.

The primary uses of this Draft EIR are (1) to inform decision-makers and the public about the potentially significant environmental effects of the proposed Project and the ways to avoid or reduce the significant environmental effects to the extent feasible; (2) to demonstrate to the public that the environment is being protected; and (3) to ensure that the planning and political processes reflect an understanding of the environmental cost of the proposed Project. The Draft EIR also provides the information and environmental analysis necessary to assist LAWA in considering the approvals and permits required to implement the Project.

2.6.1 Required Approvals/Consultations

In addition to use of this EIR by LAWA, the MSC North Project requires various federal, state, and local approvals. CEQA requires that all state and local agencies consider the environmental consequences of projects over which they have discretionary authority. The approving agencies may use this EIR in their respective decision-making and approval processes. A list of federal, state, and local permits and approvals and consultations anticipated to be required to implement the proposed Project is provided below. Any future phase(s) of the MSC Program will also require a project-level environmental review in compliance with CEQA.

2.6.1.1 Federal

- U.S. Department of Transportation, FAA approval of a Notice of Construction or Alteration to ensure safe and efficient operations during the construction of the MSC. LAWA and its selected contractor would submit FAA Form 7460-1 “Notice of Proposed Construction or Alteration.”
- FAA approval of NEPA documentation associated with the relocation of FAA facilities.

2.6.1.2 State and Regional Actions

- South Coast Air Quality Management District review for any permits required under the Clean Air Act for stationary sources.
- The State Water Resources Control Board (SWRCB) and nine Regional Water Quality Control Boards (RWQCBs) administer regulations regarding water quality in the State. Permits or approvals required from the SWRCB and/or RWQCB may include but are not limited to: (1) General Construction Storm Water Permit; (2) Standard Urban Stormwater Mitigation Plan; and (3) Submittal of a Recycled Water Report to the RWQCB for the use of recycled water as a dust control measure for construction.

2.6.1.3 Local

- Certification of the Final EIR for the MSC (MSC North Project and future phase(s) of the MSC Program).
- LAX Plan Compliance Review in accordance with Section 7 of the LAX Specific Plan.
- Preparation of a Project-specific Storm Water Management Plan or Standard Urban Storm Water Mitigation Plan for approval by the Bureau of Sanitation, Watershed Protection Division.
- Los Angeles Fire Department approval.
- Grading permits, building permits, and other permits issued by the Department of Building and Safety for the Project and any associated Department of Public Works permits for infrastructure improvements.
- Other federal, state, or local approvals, permits, or actions that may be deemed necessary for the Project.

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