



# WELCOME!

## PUBLIC WORKSHOP ON DRAFT EIR

**Thursday, October 3, 2013**

**6:00 p.m. to 8:00 p.m.**

**Flight Path Learning Center  
6661 W. Imperial Highway  
Los Angeles, CA 90009**

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



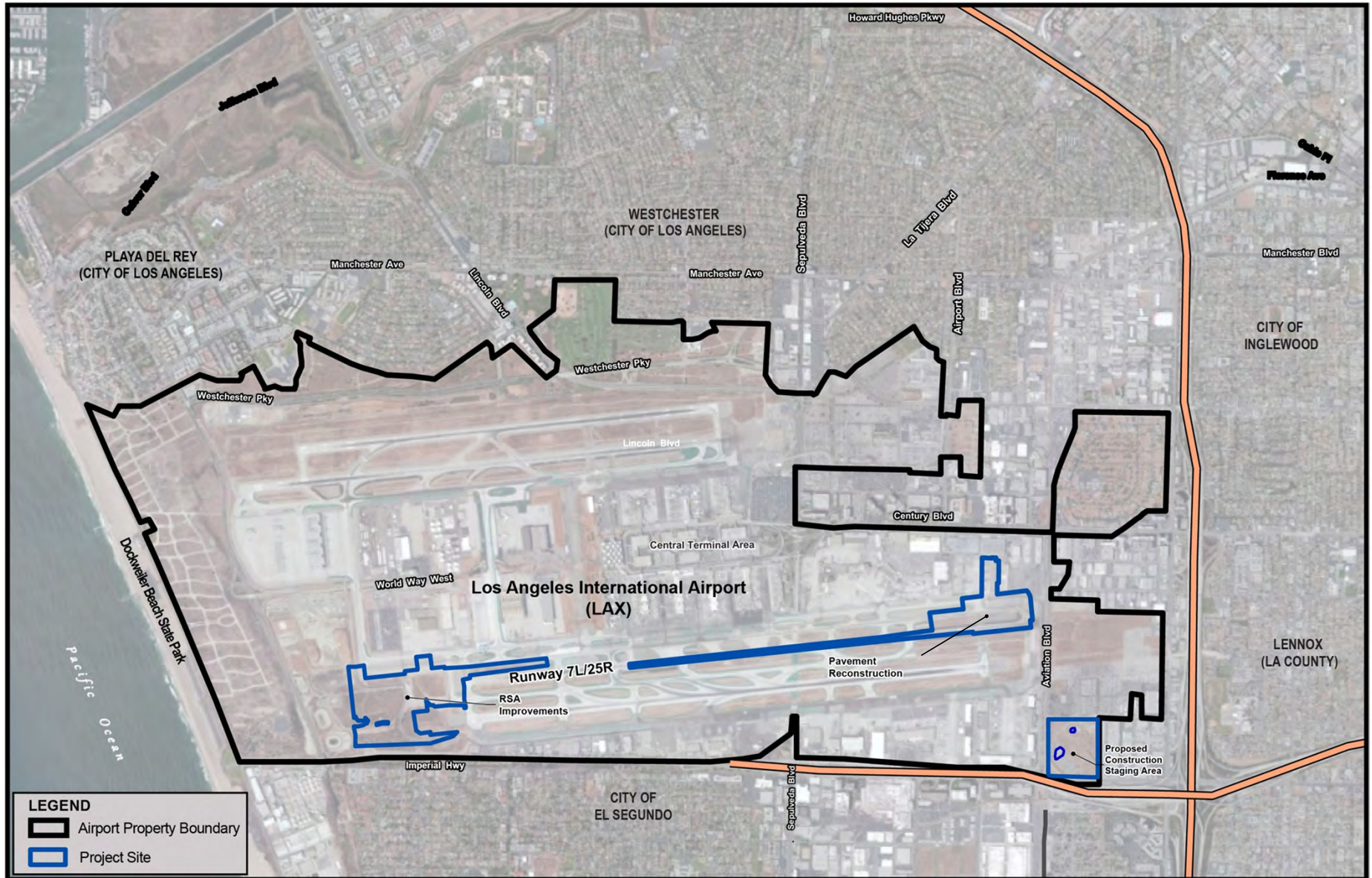
**LAX**  
*Los Angeles  
World Airports*



# PUBLIC WORKSHOP OBJECTIVES

- **Provide information on the environmental process**
- **Provide information about the LAX Runway 7L/25R Runway Safety Area (RSA) and Associated Improvements Project**
- **Present changes to scope of the proposed Project between the Initial Study and Draft EIR**
- **Present findings of Draft EIR**
- **Collect community input on content of the Draft EIR**

# PROJECT LOCATION



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



# PROPOSED PROJECT PURPOSE

The proposed Project is an integral part of the infrastructure and modernization program at LAWA and its commitment to maintain a safe and secure airport.

The proposed Project will:

- Comply with federal mandates that all runways at Title 14, Code of Federal Regulations (CFR), Part 139 certificated 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.
- Preserve and rehabilitate the aircraft parking apron west of Air Freight Building No. 8.

A number of additional improvements are required to enable compliance with FAA RSA design standards.



# RUNWAY SAFETY AREA INFORMATION

- A Runway Safety Area (RSA) is a defined surface surrounding the runway prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway (FAA Advisory Circular 150/5300-13A)
- FAA design criteria for Runway 7L-25R mandates an RSA 500 feet wide extending 1,000 feet from each runway end
- The west end of Runway 7L-25R extends 711 feet beyond runway end (289 feet less than FAA standard) and the RSA at the east end of Runway 7L-25R extends 168 feet beyond runway end (832 feet less than FAA standard)



# DECLARED DISTANCES

The proposed Project would implement Declared Distances to meet FAA RSA design standards.

**Takeoff Distance = 12,091'**

**Landing Distance = 11,259'**

East Bound

**Takeoff Distance = 12,091'**

**Landing Distance = 11,134'**

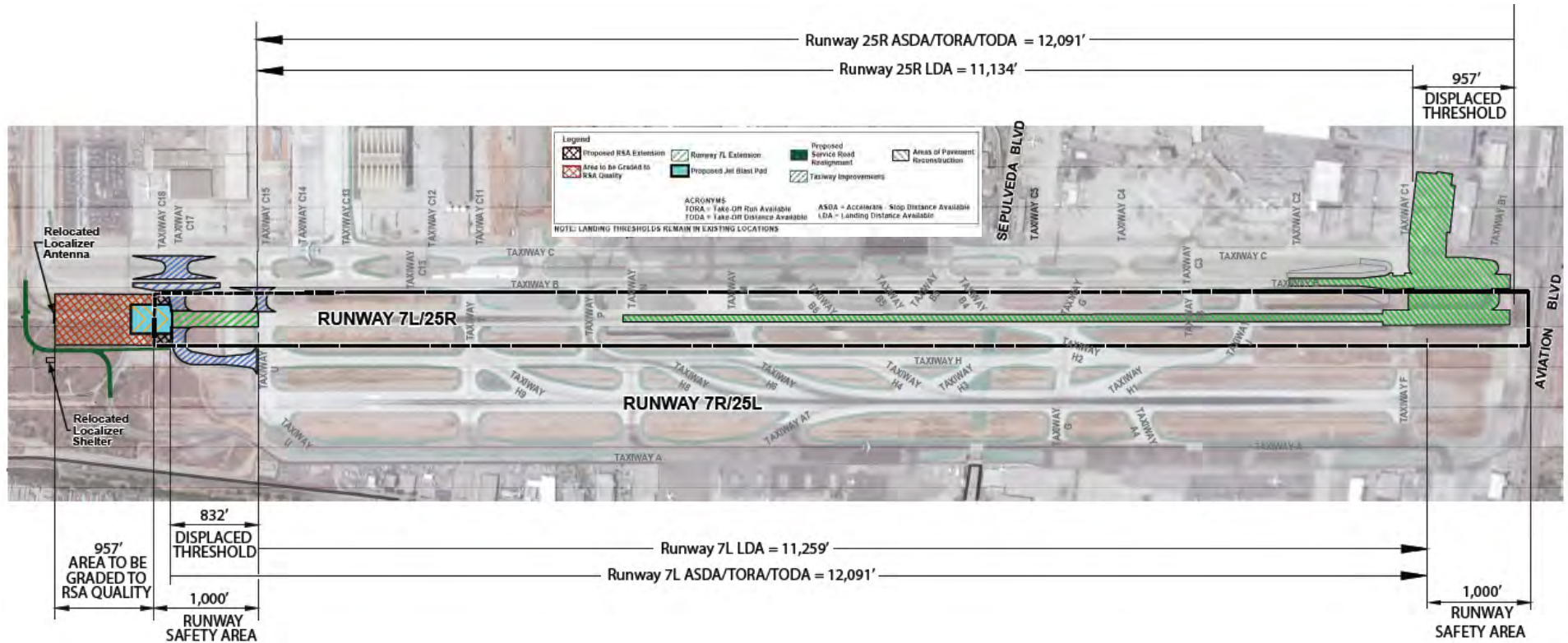
West Bound

## LEGEND





# PROPOSED PROJECT



## RSA-RELATED IMPROVEMENTS

- Extend the Runway 7L/25R pavement 832 feet to the west
- Grade and compact 1,125 feet beyond the new Runway 7L runway end
- Construct a blast pad west of the Runway 7L extension
- Construct several taxiway improvements
- Relocate equipment and existing western service road
- Implement declared distances
- Modify Runway and Taxiway lighting and markings

## PAVEMENT RECONSTRUCTION IMPROVEMENTS

- Demolition, removal, and reconstruction of pavement and base materials
- Modify Runway and Taxiway lighting and markings

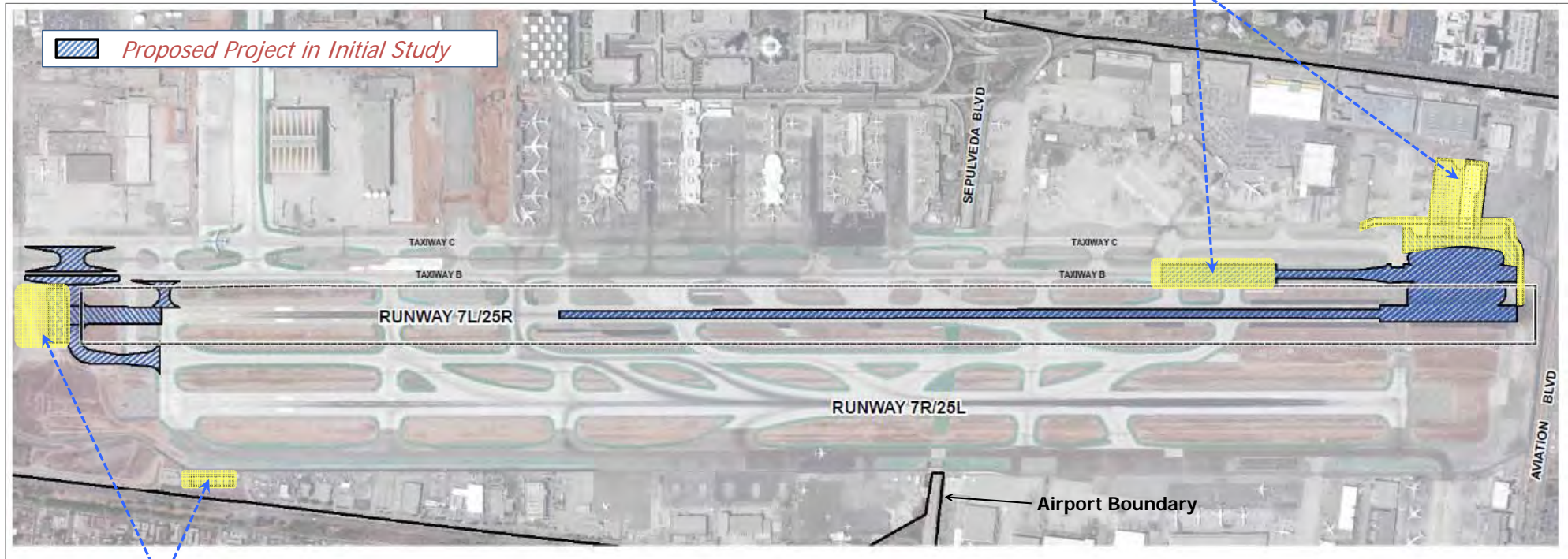
## Los Angeles International Airport Runway 7L/25R RSA & Associated Improvements Project



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# PROJECT SCOPE CHANGES

- Removed Taxiway C Extension Element
- Removed Realignment of Service Road Element
- Removed Demolition of Air Freight Building No. 8 Element
- Changes to Areas of Pavement Reconstruction



- New Realignment of Service Road
- Additional RSA-Standard Graded Area
- Different Location to Relocate Localizer Antenna & Equipment Shelters
- Removed New Ground Support Equipment (GSE) Maintenance Facility Element





# ENVIRONMENTAL PROCESS



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



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# ENVIRONMENTAL FINDINGS

## **Initial Study Findings (No Further Study)**

Agricultural Resources  
Biological Resources  
Cultural Resources  
Geology/Soils  
Land Use/Planning  
Mineral Resources  
Population/Housing  
Public Services  
Recreation  
Utilities and Public Systems

## **Environmental Topics Analyzed in Draft Environmental Impact Report**

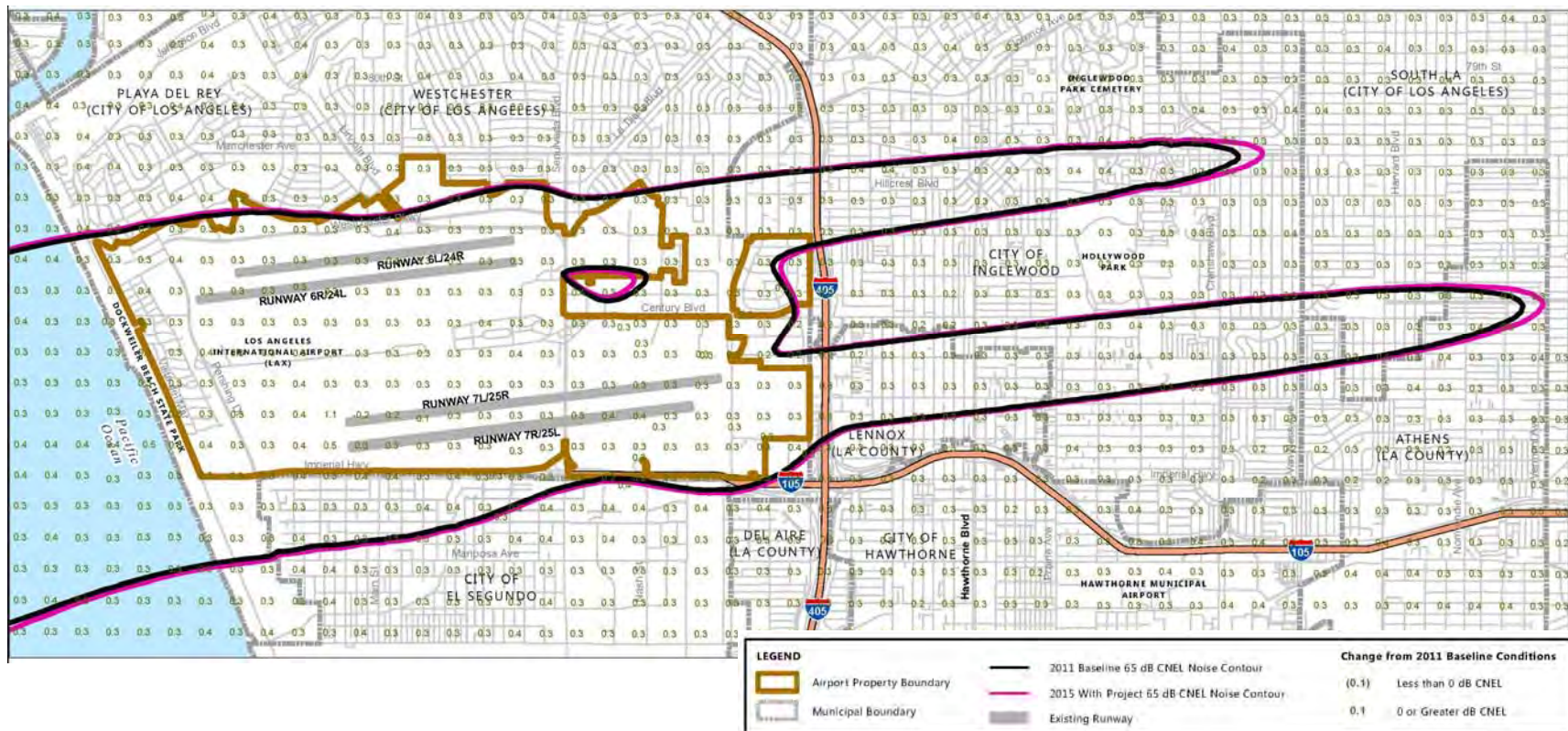
Aesthetics  
Air Quality – Construction\*  
Air Quality – Operations  
Greenhouse Gas Emissions  
Hazards and Hazardous Materials  
Hydrology and Water Quality  
Noise  
Traffic/Transportation

\*Significant & Unavoidable (Short term & Temporary)

# NOISE

## Results

- Less than significant impacts are anticipated
- During the temporary 3.5 month runway closure, increases in noise levels over noise sensitive uses would not exceed 1.5 db CNEL for any areas that exceed 65 db CNEL
- No mitigation measures are required

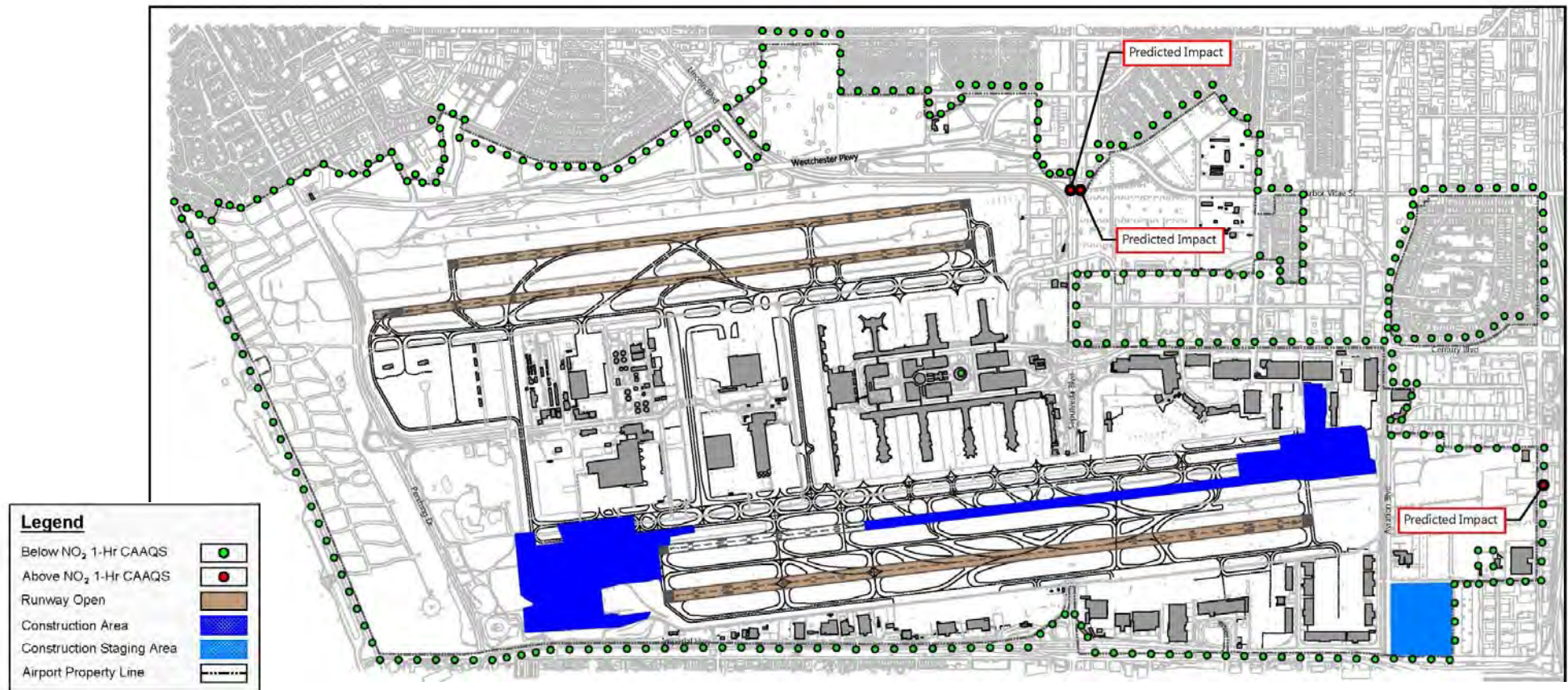




# AIR QUALITY

## Results

- Impact would be unavoidable and significant at 3 commercial land use locations (identified on map below)
- Less than significant impacts to residential uses
- Impacts anticipated ONLY during the 3.5 month closure of Runway 7L/2R and WOULD NOT occur during remaining construction period or during operations





# COMMENTS

- Comments can be handwritten on comment cards and submitted at this Public Workshop or mailed-in
- Comments can be submitted online at [www.ourlax.org](http://www.ourlax.org)
- Comments can be mailed to the following contact:

**EVELYN QUINTANILLA**  
**PROJECT MANAGER**  
**LOS ANGELES WORLD AIRPORTS**  
**1 WORLD WAY, ROOM 218**  
**LOS ANGELES, CA 90045**

**COMMENTS MUST BE RECEIVED BY**  
**(NOT POSTMARKED BY)**

**5:00 P.M.**  
**MONDAY, NOVEMBER 4, 2013**