

LOS ANGELES INTERNATIONAL AIRPORT

Runway 6L-24R Safety Area and Associated Improvements

Los Angeles International Airport (LAX) is the 6th busiest airport in the world and 3rd busiest in the United States, serving 61 million annual passengers in 2012. The proposed Project is an integral part of the infrastructure and modernization program at LAX and Los Angeles World Airport's (LAWA) commitment to maintain a safe and secure airport. As part of the proposed Runway 6L-24R Safety Area and Associated Improvements Project, Runway 6L-24R and service roads at LAX will be improved to enhance safety and maintain efficient operations. As a 14 CFR Part 139 Certificated Airport, LAX must comply with federal requirements regarding safety areas for runways and taxiways. The proposed Project would bring Runway 6L-24R into compliance with applicable FAA design criteria, but would not result in increased or decreased aviation activity at LAX compared to existing conditions. Runway 6L-24R would not be moved, extended or realigned as part of the proposed Project.



WHAT IS A RUNWAY SAFETY AREA?

An 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). The function of the RSA is to create a buffer between the runway pavement and non-movement areas. Takeoffs and landings are generally regarded as the most critical phases of flight where more than 60 percent of aircraft accidents occur. The FAA standard RSA dimensions for runways that accommodate aircraft that operate at LAX is 500 feet wide along the entire length of the runway, extending 1,000 feet beyond each runway end.

PURPOSE AND NEED OF THE PROPOSED PROJECT

PURPOSE

- The purpose of the proposed Project is to comply with the *Transportation, Treasury, Housing and Urban Development, the Judiciary, The District of Columbia, and Independent Agencies Appropriations Act* (Public Law 109-115), which states that all RSAs at 14 CFR Part 139 airports (such as LAX) must meet FAA design standards by December 31, 2015.
- To address deteriorating pavement conditions and extend the life of Runway 6L-24R to maintain its usage as the primary arrivals runway for the north airfield.
- Runway 6L-24R is the primary arrivals runway on the north airfield. Due to heavy usage over the years, the replacement or repair of deteriorated pavements is needed at LAX to safely support aircraft landing or departing on its runways.

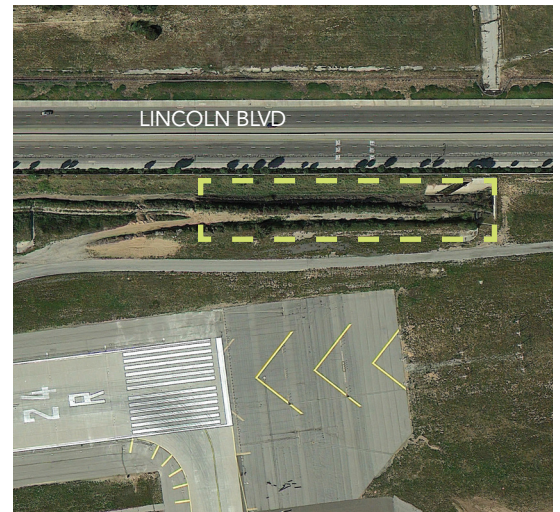
NEED

- The RSA on the east end of Runway 6L-24R is 159 feet short of complying with the FAA RSA design standard.
- Heavy usage over the years has led to deterioration of the pavement.

COMPONENTS OF THE PROPOSED PROJECT

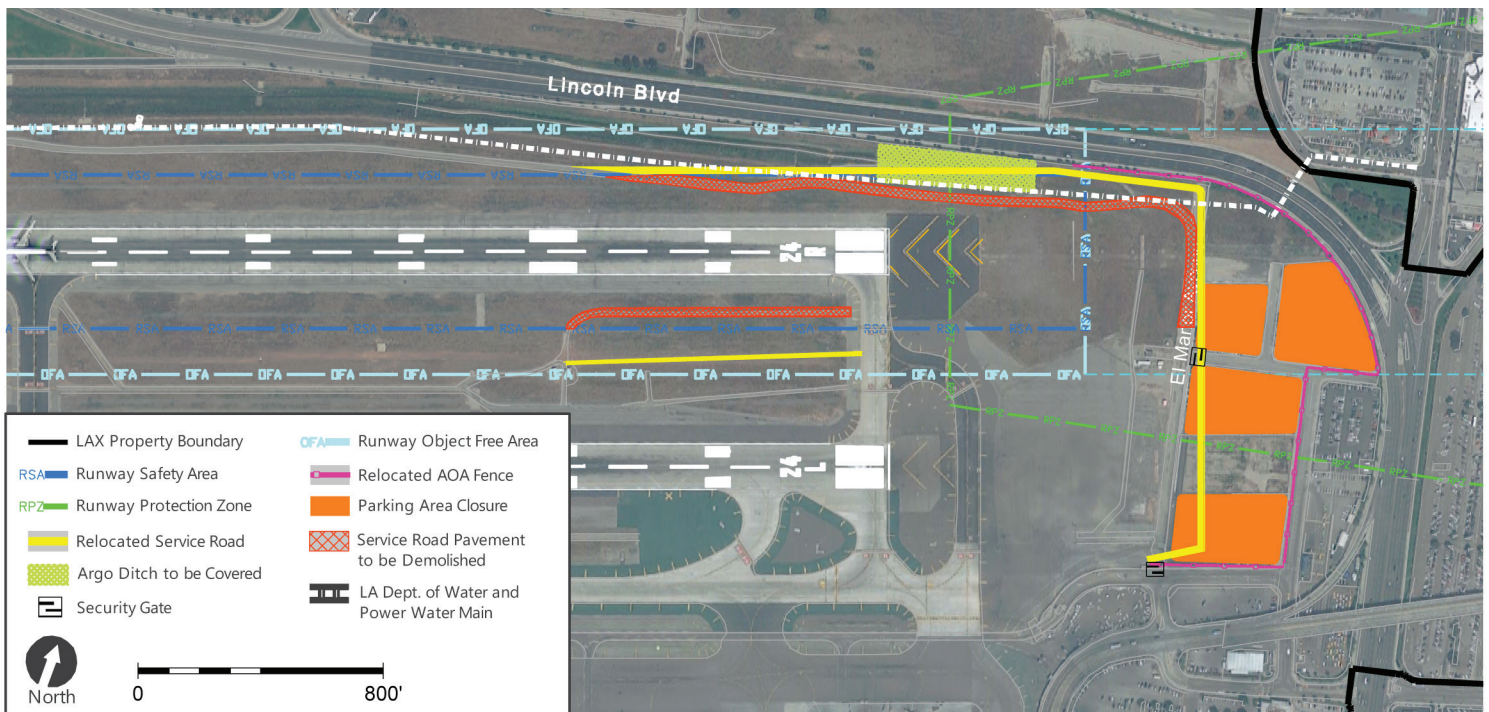
- Implementation of declared distances on Runway 6L
- Two segments of a vehicle service road will be relocated or realigned outside the RSA, which will require covering a portion of the Argo Ditch. The relocation of the vehicle service roads will also require:
 - Relocation or removal of security gates
 - Relocation of Air Operations Area (AOA) fence
 - Parking Area Closures
 - Pavement rehabilitation
 - Protect-in-place Los Angeles Department of Water and Power water line

To account for physical constraints, the FAA allows for the use of declared distances to meet the RSA design requirements. This practice is commonly used at other major airports with similar physical constraints. The west end of Runway 6L-24R (Runway 24R), however, currently meets the RSA design standard of 1,000 feet and will require no modifications.



Portion of Argo Ditch that would be covered

Image Source: Google Earth Pro Imagery, March 7, 2011



PROCESS AND SCHEDULE

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

- To comply with NEPA, a Draft Environmental Assessment (DEA) is being prepared and is anticipated to be released for public review by the end of this year
- A Notice of Preparation (NOP) and Initial Study were released on August 22 to begin the CEQA process

The public will have an opportunity to provide comments in writing on any areas of concern during the Scoping Meeting on September 5, up to the end of the public comment period. Comments are due to LAWA on September 23, 2013.

After federal, state, and City approvals are secured, construction would begin and it is estimated the proposed Project would be completed within a six-month period. All comments are welcomed throughout both the CEQA and NEPA processes.



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For additional information and/or to submit comments visit: <http://www.ourlax.org/>