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[PROPOSED] MITIGATED NEGATIVE DECLARATION FOR RUNWAY 6R-24L RUNWAY SAFETY AREA  
IMPROVEMENTS PROJECT AT LOS ANGELES INTERNATIONAL AIRPORT

**Date:** March 19, 2015

**Project Name:** Los Angeles International Airport (LAX) Runway 6R-24L Runway Safety Area (RSA) Improvements Project

**Lead Agency:** Los Angeles World Airports (LAWA)

**Description of Project:**

The intent of the proposed Project is to comply with the *Transportation, Treasury, Housing and Urban Development, the Judiciary, District of Columbia, and Independent Agencies Appropriations Act, 2006* (Public Law [P.L.] 109-115), November 30, 2005. P.L. 109-115 requires completion of Runway Safety Area (RSA) improvements by airport sponsors that hold a certificate under Title 14, Code of Federal Regulations (CFR), Part 139, *Certification and Operations: Land Airports Serving Certain Air Carriers*, such as LAX, to meet Federal Aviation Administration (FAA) airport design standards by December 31, 2015. LAWA prepared an RSA Practicability Study and concluded that the existing RSA for Runway 6R-24L does not meet current FAA airport design standards and improvements to the RSA were needed.

The components of the proposed Project related to Runway 6R-24L RSA improvements are outlined below. However, the description of the proposed Project that follows is subject to refinement through final design and FAA approvals. The primary components of the RSA improvements include:

- Runway 6R (West End)
  - Construction of the proposed Project would require the physical end of Runway 6R be shifted about 200 feet to the east. The proposed Project also requires shifting of the existing displaced threshold for Runway 6R an additional 420 feet to the east;
    - The existing Runway 6R end has a displaced threshold of 331 feet. The resulting 420-foot eastward shift of the Runway 6R displaced threshold would provide a new displaced threshold of about 550 feet.
    - This shift in the displaced threshold requires a corresponding shift in navigational aids at the 6R runway end. The end of Runway 6R would shift 200 feet east, plus the needed 550-foot threshold means the new threshold would be 750 feet from the current runway end. If you subtract the existing threshold distance of 331 feet from the current runway end, you have a net threshold change of 420 feet.
  - Construct a blast pad 400 feet long and 280 feet wide;
  - Construct retaining wall and add fill graded to RSA standards;
  - Shift existing connector Taxiways E16 and E17 to the east;
  - Construct new and rehabilitate existing runway and taxiway pavement, as needed in the areas of the improvements identified above, and modify airfield signage, lighting, and markings;

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- Relocate navigation aids, including the glide slope antenna, and Precision Approach Path Indicators (PAPI); and
  - Installation of in-pavement Approach Lights in proposed pavement east of Pershing Drive and proposed retaining wall;
  - Remove two approach light system (MALSR) stations and shift the light stations to the east coincident with existing light station locations to accommodate the proposed relocated runway end and approximate 550-foot displaced threshold;
    - The two western-most stations including concrete pads would be removed. Towers, lights, and equipment control boxes and concrete pads would be removed. Concrete pads would be excavated and areas would be restored to pre-project conditions;
    - Relocate the "1,000-foot light bar" (supported by three separate towers) to a location immediately east of Pershing Drive (outside of the coastal zone). The northern and southern concrete pads which currently support the "1,000-foot light bar" would be excavated, removed, and restored to pre-project conditions. The central pad would be retained in order to support a new single-pole light station tower at this location; and
    - Pending funding approval, FAA will replace the entire approach light system (towers, lights and equipment control boxes) for Runway 6R. To the extent possible, FAA will utilize the existing concrete pads. However, FAA will need to replace the existing concrete support pads at three light stations. One of the existing five-light steady burning stations would change to a single flasher light station. This change requires removal of the existing footing and five poles supporting each light and replacing it with a single pole and foundation along with a foundation for the power and controller boxes for the flasher station. The total amount of concrete at that station is expected to increase by one square foot. The overall amount of concrete footing in the California Coastal Zone will be reduced as a result of the proposed Project.
  - Runway 24L (East End)
    - Shift Runway 24L endpoint by constructing approximately 800 feet of new runway pavement to the east. The landing threshold would remain in its current location and pavement marked as a displaced threshold;
      - Shift Taxiway E endpoint approximately 500 feet to the east with 400-foot separation from the Runway;
      - Remove existing Taxiway E7 including the existing loop westbound that joins Taxiway V between Runways 24L and 24R;
      - Construct new connector Taxiways E7 and E6;
      - Construct new and rehabilitate existing runway and taxiway pavement, as needed in the areas of the improvements identified above, and modify airfield signage, lighting, and markings.
      - Relocate the existing ILS Runway 6R Localizer Antenna to the east;
      - Demolish and relocate existing Secure Area Access Post (SAAP) #3;

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- Protect in place existing storm sewer and utilities;
  - Relocate Air Operations Area (AOA) fence;
  - Construct 400-foot long jet blast pad;
  - Relocate taxicab holding/staging area and associated buildings;
- Implement declared distances;
  - Extend and realign existing vehicle service road(s) south of Taxiway E, which will require closure of Alverstone Avenue and Davidson Drive as well as the adjacent parking lots (all of which are on airport property and currently closed to the public). Existing paved areas within the RSA may be removed and graded to RSA standards and paved with erosion control pavement; and
  - Realign a portion of Davidson Drive to accommodate authorized vehicle access.

**Project Location:**

The project site is within the northern portion of LAX, which is situated within the City of Los Angeles, an incorporated city within Los Angeles County. The RSA components of the proposed Project are located on the north airfield of LAX with the Central Terminal Area (CTA) and World Way West to the south; Sepulveda Boulevard to the east; Westchester Parkway and Lincoln Boulevard to the north; and Pershing Drive and Vista del Mar Boulevard to the west. The taxicab holding/staging area would be relocated to an existing parking lot located on LAX property, generally bounded by West 96th Street, Vicksburg Avenue, and West 98th Street. The proposed Project site is bordered to the north, south, and east by airport facilities. To the west of the proposed Project site is vacant, open land and the Pacific Ocean.

**Initial Study:**

An Initial Study of the proposed project was conducted in accordance with the California Environmental Quality Act ("CEQA" Pub. Resources Code §21000 et seq.) and the CEQA Guidelines (14 Cal. Code Regs. §15000, et seq.), for the purpose of ascertaining whether the proposed Project might have significant effects on the environment. A copy of this Initial Study is attached to this proposed Mitigated Negative Declaration and is incorporated by this reference.

**Finding:**

Los Angeles World Airports finds that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because mitigation measures have been incorporated that will reduce all impacts to a level of less-than-significant. A MITIGATED NEGATIVE DECLARATION will be prepared.

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