PREFACE

Introduction

This joint Final Environmental Impact Statement/Environmental Impact Report (Final EIS/EIR) has been prepared in support of the federal and local actions consisting of federal environmental approval and further processing of an application for federal assistance or approval of a passenger facility charge (PFC) for the further development of Los Angeles International Airport (LAX). The development includes: land acquisition; relocation of runways; construction of new taxiways, passenger terminals, aircraft parking aprons, air cargo processing facilities, and surface transportation improvements; and, possibly, new runways. The proposed improvements are recommended in the Master Plan for LAX. After the Los Angeles City Council has decided upon which alternative to implement, an Airport Layout Plan, depicting the selected alternative, will be submitted to the U.S. Department of Transportation, Federal Aviation Administration (FAA) for approval. This Final EIS/EIR meets the requirements of the National Environmental Policy Act of 1969 (NEPA), the Airport and Airway Improvement Act of 1982, as amended, the California Environmental Quality Act of 1970 (CEQA), and other applicable, environmental review laws, executive orders and regulations. This Final EIS/EIR represents the culmination of a comprehensive multi-year evaluation of the potential impacts associated with several alternatives for the LAX Master Plan, including the preparation and public review in 2001 of a Draft EIS/EIR for the proposed project, as well as the preparation and review in 2003 of the Supplement to the Draft EIS/EIR. This Final EIS/EIR reflects the information and analyses presented in those documents. Also included as part of the overall Final EIS/EIR are the public and agency comments received during the public review periods for the Draft EIS/EIR and the Supplement to the Draft EIS/EIR, as well as written responses to each of those comments. Additional discussion regarding the history, structure, and content of this Final EIS/EIR is provided later in this section.

It should be noted that the City of Los Angeles' certification (approval) of this Final EIS/EIR for CEQA purposes will occur prior to, and is separate from, the FAA's later approval of this Final EIS/EIR for NEPA purposes. As part of the FAA's approvals related to completing the NEPA process, certain information that is specific to federal laws and requirements will be added to this Final EIS/EIR. Such information will include this Final General Conformity Determination pursuant to the requirements of the federal Clean Air Act, the Biological Opinion from the U.S. Fish and Wildlife Service pursuant to the requirements of Section 7 of the federal Endangered Species Act, and any other information that the FAA deems appropriate for inclusion in this Final EIS/EIR relative to completing the NEPA process. As such, this Final EIS/EIR approved by the FAA for NEPA purposes will include certain information within the main body of the document and/or as appendices to the document that will not be included in this Final EIS/EIR approved by the City for CEQA purposes. The information added by the FAA is not required by CEQA or necessary to complete the local decision-making process, nor does it require reconsideration of the information contained within this Final EIS/EIR that is certified by the City. ***In short, the Final EIS/EIR completed by FAA for the NEPA process will contain certain information not contained within, or required for, this Final EIS/EIR completed by the City for the CEQA process. The outside cover of this document indicates which of the two versions it is (i.e., Final EIR for CEQA purposes or Final EIS for NEPA purposes).***

The role of the FAA in this process is to ensure the safe and efficient use of navigable airspace and to administer funds from the Airport and Airway Trust Fund. The Federal Highway Administration's (FHWA's) role is to insure a safe and efficient surface transportation system and to administer funds from the Interstate Highway Trust Fund. The City of Los Angeles is the owner and operator of the airport. The City's responsibility is to operate, develop, and maintain the airport as a public use airport. The airport is a public service to be used for the purposes of air transportation, similar to the way a road is provided for public transportation by surface vehicles. Consequently, any decisions regarding the future development of the airport are the responsibility of the City of Los Angeles.

Since deregulation of the airline industry in 1978, individual airlines have been responsible for determining which airports and routes to serve. Airlines operating at LAX may lease space for passenger or cargo handling facilities directly from the City, may sublease space from another tenant, or may operate as an "itinerant" carrier without dedicated space at the airport. Under federal law, neither the City nor the State of California may restrict the operation of most commercial aircraft without FAA approval.

In addition to the Master Plan, a General Plan Amendment is proposed to provide a framework for the continued use and development of LAX. The proposed improvements would entail the acquisition of land, primarily to the north and northeast of the existing airport boundary. This Final EIS/EIR has been prepared to assess the potential environmental impacts associated with these improvements.

Implementation of the LAX Master Plan and General Plan Amendment, along with other actions described in Chapter 2, *Purpose and Need for the Proposed Action*, require approval and/or entitlement by the FAA and the City of Los Angeles. These approvals are considered to be discretionary actions, which require environmental review under NEPA and CEQA. The FAA is the lead federal agency under NEPA. The City of Los Angeles, through its Department of Airports, known as Los Angeles World Airports (LAWA), is the lead agency under CEQA.

As the federal agency responsible for reviewing and approving actions that pertain to airports and their operation, the FAA determined that an EIS is required because the Master Plan alternatives are a proposal for action that may significantly affect the quality of the human environment. More specifically, the new runways and/or major runway extensions proposed in the Master Plan alternatives are listed in FAA Order 5050.4A as actions normally requiring an EIS. Three of the five alternatives evaluated in this Final EIS/EIR propose certain improvements to the interstate highway system located adjacent to LAX. As the federal agency responsible for reviewing and approving actions that pertain to the interstate highway system, the FHWA is a cooperating agency with the FAA on the preparation of the federal EIS relative to the highway improvements proposed under those three alternatives.[8]

As the owner and operator of LAX, the City of Los Angeles determined that the Master Plan is a project with the potential for resulting in a direct physical change to the environment and that, in accordance with CEQA and the Guidelines for the California Environmental Quality Act (the *State CEQA Guidelines*), an EIR is required. This Final EIS/EIR meets the requirements of NEPA, the Airport and Airway Improvement Act of 1982, as amended, CEQA, and other applicable federal, state, and local environmental review laws, executive orders and regulations.

The format and content of this Final EIS/EIR conform to the requirements for an EIS as set forth in the President's Council on Environmental Quality (CEQ) regulations that implement the procedural provisions of NEPA [Title 40, Code of Federal Regulations (CFR), Part 1500-1508], and the U.S. Department of Transportation (DOT) and FAA implementing requirements appearing in DOT Order 5610.C and in FAA Orders 1050.1D and 5050.4A. This document also satisfies CEQA (California Public Resources Code Section 21000-21178.1) and the *State CEQA Guidelines* [California Code of Regulations, Title 14, Chapter 3]. In an effort to avoid unnecessary duplication with state and local procedures, and consistent with 40 CFR 1506.2, the FAA and the City of Los Angeles have agreed to prepare this joint Final EIS/EIR to satisfy both NEPA and CEQA requirements.

This Final EIS/EIR includes and integrates, as appropriate, information from the Draft EIS/EIR, published in January 2001, and the Supplement to the Draft EIS/EIR, published in July 2003. As a brief background, the FAA and City of Los Angeles published the Draft EIS/EIR addressing three build alternatives for the Master Plan, identified as Alternatives A, B, and C, as well as the no-build option identified as the No Action/No Project Alternative. The Draft EIS/EIR was made available for public review and comment from January 18, 2001 to November 9, 2001. During that time, substantial public input was received regarding alternatives to be considered for the LAX Master Plan. Additionally, the terrorist attacks of September 11, 2001 have had a substantial influence on how airports now operate, including increased attention to, and provisions for, airport safety and security. Alternative D was subsequently formulated and refined in 2002 to provide an additional option for the LAX Master Plan. The FAA and the City of Los Angeles then completed the Supplement to the Draft EIS/EIR addressing Alternative D, as well as providing additional information and analysis relative to the other four alternatives. The Supplement to the Draft EIS/EIR was made available for public review and comment from July 9, 2003 through November 7, 2003.

This joint program-level Final EIS/EIR provides a comprehensive investigation, analysis, and disclosure of the reasonably foreseeable potential impacts of the alternatives being considered for the proposed LAX Master Plan. It is based on information from the Draft EIS/EIR and the Supplement to the Draft EIS/EIR,

[8] A detailed discussion of the FHWA-related improvements proposed under Alternatives A, B, and C, can be found in Appendix K, *Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements*.

which was made available to the public, agencies, organizations, and other interested parties for review and comment, as noted above. This Final EIS/EIR is intended and designed to provide sufficient information on potential environmental impacts to enable the FAA, the City of Los Angeles, and all responsible agencies (including federal resources agencies) to evaluate the potential environmental impacts associated with project approval. Additional environmental documents are anticipated to be prepared as further levels of detail are reached, as various agencies determine whether to approve permits and other entitlements, and as Master Plan improvements proceed closer to construction. Federal, state, regional, and local agencies that may have jurisdiction over the Master Plan program include, but are not limited to:

- Federal Aviation Administration
- Federal Highway Administration
- U.S. Fish & Wildlife Service
- U.S. Army Corps of Engineers
- U.S. Environmental Protection Agency
- California Coastal Commission
- California Department of Fish & Game
- California Department of Transportation
- California Environmental Protection Agency
  - California Air Resources Board
  - Department of Toxic Substances Control
  - Regional Water Quality Control Board
- South Coast Air Quality Management District
- Southern California Association of Governments
- City of Los Angeles

A list of the proposed actions to be taken by the various federal, state, and local agencies is provided in Chapter 2, *Purpose and Need for the Proposed Action*.

Airport Location and Ownership

Located within the City of Los Angeles and Los Angeles County on 3,651 acres of land, as depicted on **Figure i**, Location Map, LAX is bordered by the community of Westchester (part of the City of Los Angeles), the City of El Segundo, the City of Inglewood, the unincorporated community of Lennox, and the Pacific Ocean. The airport is located approximately 12 miles southwest of downtown Los Angeles.

LAX is owned and operated by the City of Los Angeles, whose Board of Airport Commissioners oversees the policy, management, operation, and regulation of four airports: Los Angeles International, Ontario International, Palmdale Regional, and Van Nuys Airport. LAWA is the operator of LAX. The Executive Director and the staff of LAWA administer the day-to-day operations of LAX under the direction of the Board of Airport Commissioners, who are appointed by the Mayor of Los Angeles with the approval of the City Council. Operations and capital improvements are financed by parking, concessions, and other user revenues, as well as by passenger facility charges, and federal aviation grant funds.

Airport History and Background

The airport began as Mines Field in 1928, when the City of Los Angeles leased 640 acres of the Bennett Rancho. The first permanent building at the airfield was constructed in 1929 by the Curtiss-Wright Flying School. Known as Hangar One, the building was designed by Los Angeles architects Gable and Wyant in a distinctive Spanish Colonial Revival style. Additional construction followed, until there were five hangars, a 2,000-foot paved runway, and administration offices for the Department of Airports.

Plans for a new modern airport were derailed by World War II, while wartime production activity at the aircraft manufacturing plants on and around the airport intensified dramatically. In 1942, the federal government assumed control of the airport and the Army Air Corps stationed planes and men at the field.

After the war, a Master Plan envisioning two stages of development, an initial stage to immediately accommodate commercial operations and a long-range expansion of the field, was implemented. The Intermediate Facilities, consisting of four passenger terminals, new administrative buildings, and hangars for individual airlines, were opened on the north side of the airfield in 1946.

A boom in commercial air travel followed, accompanied by marked increases in air freight traffic as well. A new Master Plan for Los Angeles International Airport, so named in 1949, began to be developed. In 1954, in the midst of the Cold War, a Nike missile surface-to-air defense battery was located on the northwest corner of the airport by the U.S. Army; it was one of several such facilities located around the Los Angeles region.

In 1956, a new Master Plan for a "jet-age" airport was developed by a joint venture of several prominent Los Angeles architects. Their innovative scheme incorporated a U-shaped access road flanked by seven ticketing buildings that in turn were connected via subterranean passageways to remote satellite buildings containing the actual boarding gates. The center of the "U" contained parking, an administration building surmounted by a state-of-the-art control tower, support facilities, and an eye-catching Theme Building. This "jet-age" structure, composed of parabolic arches from which a flying saucer shaped restaurant was suspended, became the symbol and centerpiece of the new airport.

Continuing growth of both commercial and freight traffic at the airport has resulted in numerous improvements over the last few decades. These have included the development of two cargo centers, Cargo City (late 1960s) and the Imperial Cargo Complex (1980s); the Tom Bradley International Terminal (1984); and a new Air Traffic Control Tower (1996).

In November, 1978, the Board of Airport Commissioners approved $500 million in facility improvements at LAX, including the addition of a second level to the Central Terminal Area (CTA) roadway system, the new Tom Bradley International Terminal, a new Terminal 1, remodeling of other terminals, parking expansion, rebuilding of the central utility plant, and airfield improvements. These were completed in anticipation of the 1984 Summer Olympics in Los Angeles and were the last major improvements undertaken at LAX.

LAX today is the primary, commercial air transportation hub of the Los Angeles region and is the dominant U.S. international gateway to the Pacific Rim. It is the third busiest airport in the United States in terms of aircraft operations and passengers and the world's fifth busiest in terms of passengers. LAX is served by more commercial airlines than any other airport in the western United States. Air service is provided by approximately 84 scheduled commercial airlines, including all "major" U.S. passenger carriers, various "national" and "regional" U.S. airlines, foreign flag passenger carriers, and approximately 16 scheduled all-cargo airlines. Non-stop air service is provided to approximately 65 cities nationwide and over 44 international cities. In recent years, the airport has experienced over three-quarters of a million aircraft landings and takeoffs and served over 65 million air passengers annually. LAX is also the second busiest cargo airport in the world handling approximately 2 million tons of air cargo of which 40 percent is international.

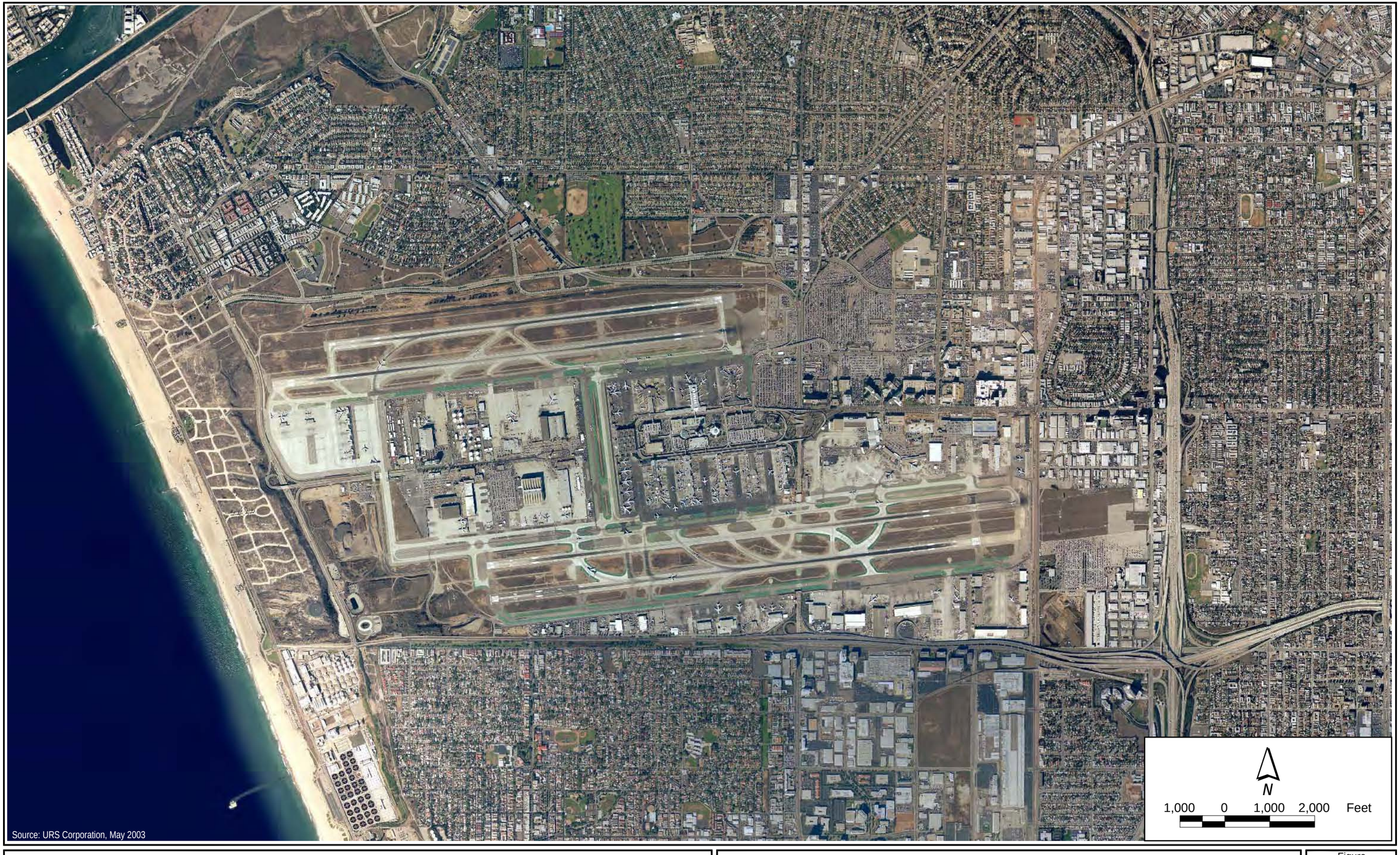
Airport facilities include four runways, nine passenger terminals totaling almost 4 million square feet, 163 aircraft parking positions, and approximately 34,000 public auto parking spaces. A complete and detailed description of the existing facilities and current aviation activity is presented in Chapter 3, *Alternatives.* An aerial photo is presented in **Figure ii,** LAX Aerial Photo 2000**.**

Airport Planning Activities

In concert with implementation of the 1978 capital improvement program, the City of Los Angeles adopted in 1981 an Interim Plan for the airport as an element of the City's General Plan. By definition, the Interim Plan served as a short-term, general guide for the development of LAX, deferring long-term issues with the following statement: "Major policy issues with regard to airport capacity, roadway access, adjacent land use compatibility, and environmental impacts will be addressed in a new plan to be initiated upon adoption of the Interim Plan."

Prepared By: Landrum&Brown,April2000

LAX Master Plan **Final EIS/EIR**	**Location Map**	Figure **i**



LAX Master Plan Final EIS/EIR	**LAX Aerial Photo 2000**	Figure **ii**

The Interim Plan also stated that: "The projected maximum air passenger volume will be approximately 40 million annually. Further increases in passenger volume are planned to be accommodated by Palmdale International Airport and satellite airports." This statement has been interpreted by some as a definition of LAX capacity. However, the Interim Plan was intended as only a short-term, general guide to coordinate the development of airport facilities with that of the surrounding community. The Interim Plan indicated that major policy issues regarding airport capacity, roadway access, adjacent land use compatibility, and environmental issues would be addressed in a new plan, to be initiated following adoption of the Interim Plan. LAX exceeded 40 million annual passengers (MAP) in approximately 1986 and, at the time of the LAX Master Plan EIS/EIR analysis, operated in excess of 65 MAP. Operated under existing or currently approved facilities and procedures and based on projected market-driven changes in air service patterns, the physical capacity of LAX is estimated to be approximately 79 MAP, as described in greater detail in Chapter 3, *Alternatives*. While a number of planning studies have been undertaken by LAWA for LAX since 1981, none of these resulted in adoption of a long-term airport plan.

The proposed LAX Master Plan is a multi-volume study that provides the first major new facilities for, and improvements to, the airport since 1984, and plans how projected growth in passengers and cargo at LAX can be accommodated, in whole or in part, through the year 2015. The LAX Master Plan serves as the basis for preparing comprehensive long-term plans to modernize LAX (e.g., LAX Plan, LAX Specific Plan), and provides pertinent project description for the environmental analysis undertaken in this Final EIS/EIR. As described in Section 3.1.3, *Development Concepts,* of this Final EIS/EIR, the process of formulating the LAX Master Plan began in 1995 with the development of several concepts that were evaluated, screened, and refined through several iterations to arrive at the three LAX Master Plan build alternatives -- Alternatives A, B, and C -- that were addressed in the Draft EIS/EIR. Additionally, a No Action/No Project Alternative was evaluated as a "no build" option. The planning objectives for the Draft LAX Master Plan underwent continued refinement throughout the development of the study reflecting input from the airport users, the community, and environmental oversight agencies.

The Draft LAX Master Plan and Draft EIS/EIR pertaining to these four alternatives were published in November 2000 and January 2001, respectively. The Draft EIS/EIR, which provided a comprehensive detailed analysis of the environmental effects associated with each of the four alternatives noted above, was widely distributed and made available to the public, agencies, and local municipalities. The Draft EIS/EIR public review and comment period occurred from January 18, 2001 to November 9, 2001. During the 295-day public review period, nine public meetings/workshops were held at various locations to provide additional means and opportunities for the public to become more familiar with, and provide comments on, the Draft LAX Master Plan and the Draft EIS/EIR. As the Master Plan progressed, the original planning goals were maintained, but the weight and emphasis given to each varied over time, largely in response to public input received during the Draft EIS/EIR public review period. Based on the Draft EIS/EIR comments and other public input, a greater emphasis was placed on environmental and community objectives as compared to economic and air service objectives.

Following the publication of the Draft LAX Master Plan and the Draft EIS/EIR public comment received during the 11-month review period for the Draft EIS/EIR called for a stronger regional approach alternative, whereby growth at LAX would be planned so as to place greater emphasis on other regional airports to accommodate unmet future air travel demands. Also occurring within that period were the terrorist attacks that occurred on September 11, 2001, which, among other things, greatly elevated the issue of airport security. In response to these events, the newly elected Mayor of Los Angeles directed the Los Angeles Board of Airport Commissioners to develop a new LAX Master Plan alternative that, consistent with public comment calling for a stronger regional approach to accommodating regional aviation demands, would be designed to accommodate passenger and cargo activity levels at LAX comparable to the activity levels associated with the No Action/No Project Alternative, have fewer environmental impacts than the No Action/No Project Alternative and, in light of the events of September 11, 2001, would be designed specifically with an emphasis on airport safety and security. The new alternative, referred to as Alternative D - Enhanced Safety and Security Plan, was added as a fifth alternative to be considered within the range of options for the LAX Master Plan (in addition to the No Action/No Project Alternative and Alternatives A, B, and C). The Draft LAX Master Plan Addendum and Supplement to the Draft EIS/EIR were published in July 2003. The Supplement to the Draft EIS/EIR was developed to provide extensive analysis of the potential environmental impacts of Alternative D, as well as additional analysis of the other alternatives, and was made available for review and comment for a

120-day period. Written responses have been prepared for all comments received on the Draft EIS/EIR and the Supplement to the Draft EIS/EIR.

Based on the formulation of alternatives for the LAX Master Plan and the attendant environmental evaluation of, and public/agency review and comment on, those alternatives, this Final EIS/EIR now provides the FAA, the City of Los Angeles, and responsible agencies with complete and comprehensive information to consider in the decision-making process for the project.

Potential Areas of Controversy

Facilities are proposed under the LAX Master Plan to accommodate, to varying degrees depending on the specific alternative, the future demands for air travel within the Los Angeles region. For many of the environmental topics addressed in this Final EIS/EIR, impacts associated with operations at LAX following implementation of the Master Plan would be less than the impacts that would occur without the Master Plan. Nevertheless, a few potential areas of controversy exist, as do also some issues to be resolved. These areas are summarized below.

Noise

Concern has been expressed regarding the potential for increased noise impacts to residential and other sensitive receptors in the vicinity of LAX. A detailed analysis of potential noise impacts was conducted. The study evaluated potential noise impacts due to aircraft operations, roadway traffic, and construction. Results of this analysis are presented in Section 4.1, *Noise*.

Surface Transportation

Concern has been expressed regarding potential project and cumulative impacts on arterial roadways and freeways in the vicinity of LAX. Of particular concern is the potential disruption to surface traffic patterns caused by temporary road closures during construction. Sepulveda and Aviation Boulevards are the two major north/south arteries in the vicinity of LAX. Implementation of the Master Plan improvements would require the temporary closure of these roads, depending on the alternative, as well as other smaller roads at various times, as well as the establishment of temporary detour routes.

Air Quality

Air quality in the South Coast Air Basin, while improving, has been characterized as being among the worst in the United States. The Los Angeles region has been classified as being in either non-attainment or severe non-attainment for numerous air pollutants by the U.S. Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB). Concern has been raised regarding potential impacts due to the increased emissions of criteria and toxic air pollutants that may result from implementation of the Master Plan. Potential impacts associated with increased criteria and toxic air emissions are addressed in Sections 4.6, *Air Quality,* and 4.24.1, *Human Health Risk Assessment,* respectively.

Construction Impacts

Implementation of the LAX Master Plan would result in one of the largest public works construction projects in the history of the City of Los Angeles. Concern has been raised regarding potential impacts associated with construction. Most of these concerns have focused on the three areas discussed above. However, potential impacts associated with construction are presented in each impact section of this Final EIS/EIR (Section 4.1, *Noise* through Section 4.19, *Solid Waste* and Section 4.21, *Design*, *Art*, *and Architectural Application/Aesthetics* through Section 4.27, *Schools)*. In addition, these impacts are summarized in a separate construction section (Section 4.20, *Construction Impacts*).

Environmental Justice

Several of the communities in the area around LAX have a high percentage of minority and/or economically disadvantaged residents. Concern has been raised that impacts associated with the LAX Master Plan would have a disproportionate adverse impact on these residents. A detailed assessment of the Master Plan impacts on economically disadvantaged and/or minority residents is presented in Section 4.4.3, *Environmental Justice.*

Regional Context for Commercial Service Airports

After publication of the January 2001 Draft EIS/EIR, the Southern California Association of Governments (SCAG) adopted the 2001 Regional Aviation Plan as a component of the Regional Transportation Plan (RTP). The April 2001 RTP provided a demand distribution analysis of future aviation activity levels at existing and potential commercial service airports within the six-county SCAG planning area. The adopted 2001 RTP Regional Aviation Plan anticipated the conversion of the former Marine Corps Air Station (MCAS) El Toro to a commercial airport - the Orange County International Airport - that was expected to accommodate a substantial portion (i.e., 30 million annual passengers) of the region's future aviation demand. In March 2002, the voters of Orange County determined that the subject site would, instead, be designated for non-aviation land uses. Subsequent to the passage of Measure W by the voters of Orange County, the Department of the Navy issued a Record of Decision (ROD) for a non-aviation reuse of the former MCAS El Toro. Changes in the planning for, and ability of, other commercial airports in the region have also occurred since the publication of the Draft EIS/EIR, although none are as substantial as the elimination of the proposed Orange County International Airport. SCAG recently completed the Draft 2004 RTP, which includes updates to the Regional Aviation Plan demand distribution analysis including adjustments to account for the elimination of the former MCAS El Toro as a potential commercial airport. The Draft 2004 RTP regional aviation projections include a recognition that, under the proposed RTP, all of the future projected aviation demand would not be fully accommodated within Southern California and would instead, be lost from the region (i.e., shifted to other airports outside of Southern California). The existing aviation demand distribution in the adopted 2001 RTP engendered controversy and litigation relative to the assignment of 30 MAP to the former MCAS El Toro, and changes to that distribution within the Draft 2004 RTP (i.e., reallocation of future demand with the elimination of 30 MAP from the former MCAS El Toro) may engender additional controversy, both with respect to the individual commercial service airports affected by such changes and with respect to the associated loss of jobs and economic benefits to the region should the unmet demand shift to airports outside of Southern California. At the time this Final EIS/EIR was being prepared, action on the 2004 RTP had not yet been taken; hence, there may still be issues to be resolved regarding the distribution of future aviation demands within the region.

Airport Security Requirements

It is likely that existing federal airport security requirements will undergo further changes over the next few years. The nature, timing, and characteristics of such changes cannot be forecasted with any certainty at this time. While it is reasonable to anticipate that the development of new facilities at LAX would provide the opportunity for such future requirements to be incorporated into the planning, design, and implementation of any of the Master Plan build alternatives, certainly more so than for the No Action/No Project Alternative, the specifics of such changes are unknown at this time and cannot be described.

Organization of the Final EIS/EIR

This Final EIS/EIR follows the preparation and format guidance provided in FAA Order 5050.4A, *Airport Environmental Handbook*. In addition to meeting NEPA requirements, the format and content of this Final EIS/EIR respond to the requirements of CEQA and the *State CEQA Guidelines*. This Final EIS/EIR is comprised of two main parts: Part I - EIS/EIR Text, Appendices, and Technical Reports; and Part II - Responses to Comments on the Draft EIS/EIR and the Supplement to Draft EIS/EIR. Provided below is a summary of the components of this Final EIS/EIR. Following that is a description of the structure of the main text of this Final EIS/EIR, which provides the complete discussion and analysis of the five alternatives for the Master Plan.

Part I - EIS/EIR Text, Appendices, and Technical Reports

EIS/EIR Text

Part I includes the main body of this Final EIS/EIR, which integrates the information and analyses of the Draft EIS/EIR with that of the Supplement to the Draft EIS/EIR. As such, a comprehensive and complete side-by-side evaluation of all five alternatives, including the No Action/No Project Alternative and Alternatives A, B, and C as addressed in the Draft EIS/EIR and further evaluated in the Supplement to the Draft EIS/EIR, and Alternative D as addressed in the Supplement to the Draft EIS/EIR, is provided within

a single integrated document. Included within this part of this Final EIS/EIR are corrections, as necessary and appropriate, to the main texts of the Draft EIS/EIR and the Supplement to the Draft EIS/EIR, as determined in conjunction with responding to comments on those documents or as otherwise warranted. Additionally, the FAA's completion of this Final EIS/EIR for NEPA purposes, subsequent to the City's certification of this Final EIS/EIR for CEQA purposes will include refinements to, and elaboration of, discussions of certain issues pertaining to federal environmental review processes that have recently concluded. Specifically, this Final EIS/EIR will incorporate information from the U.S. Fish and Wildlife Service's Biological Opinion regarding federally listed species, which will conclude the Section 7 Consultation process, and information from this Final General Conformity Determination, which will conclude the FAA's evaluation of the project's air quality impacts pursuant to the federal Clean Air Act.

The following describes the structure and content of the main body of this Final EIS/EIR.

Chapter 1 - Regional Context

This chapter describes the regional aviation system, and discusses the nature of aviation demand and the role of aviation in the region's economy. The information in this chapter is not typically found in an EIS, but is necessary here to provide a context for the analysis of alternatives for the LAX Master Plan.

Chapter 2 - Purpose and Need for the Proposed Action

This chapter identifies the underlying need for improvements at LAX and the purpose and objectives of the Master Plan. This chapter also provides a summary of the Master Plan projects for LAX proposed by the City of Los Angeles and identifies the federal actions necessary to implement the City's proposed action.

Chapter 3 - Alternatives (Including Proposed Action)

This chapter describes the alternatives being considered for the proposed LAX Master Plan. This chapter also lists applicable federal laws and regulations.

Chapter 4 - Affected Environment, Consequences, and Mitigation Measures

Environmental Impact Statements often discuss in separate chapters the affected environment, environmental consequences of the proposed action and its alternatives, and mitigation measures. For this joint Final EIS/EIR, these sections have been combined for several reasons: (1) to provide a document that is consistent with other City of Los Angeles CEQA documents, (2) to minimize the overall length of the document, and (3) to enhance the readability of the document.

Chapter 4 addresses 27 main environmental topics. Within each environmental topic section, the following subsections are provided:

- **Introduction** briefly describes the issues being addressed and identifies the related appendices and technical reports.
- **General Approach and Methodology** describes the general approach and methodology used to address the subject environmental topic. Details regarding the analysis approach, assumptions, modeling if any, protocols, field surveys if any, etc. are provided in the supporting appendices and technical reports, as appropriate.
- **Affected Environment/Environmental Baseline** presents the affected environment, or baseline conditions, for the environmental discipline in the study area, including relevant activities, facilities, and regulations. As described in Section 3.2.2, *Environmental Baseline-Existing Conditions,* of this Final EIS/EIR, the baseline used for the CEQA analysis reflects historical airport activity for the full year 1996 and the physical facilities of the airport, as they existed in 1997 (i.e., referred to as the "1996 baseline"). For comparative informational purposes, where applicable, updates to the 1996 baseline conditions are included in the description of the affected environment/environmental baseline; specifically in terms of Year 2000 conditions. The year 2000 was used for an updated description of baseline conditions based on the availability of a full year of data for airport activity at LAX more recent than 1996. Such information at LAX for the years 2001 through 2003 is not considered to be representative of typical conditions, based on the effect of the terrorists' attacks of September 11, 2001 on air travel. The discussion of Year 2000 conditions is provided for each environmental topic to indicate the nature and extent of changes, if any, from the 1996 baseline conditions, and to indicate whether, in light of those changes, the analysis based on 1996 baseline

conditions is materially affected. If so, such as in the case of aircraft noise levels, additional discussion of impacts, based on Year 2000 conditions, is provided in the environmental consequences analysis of the affected environmental topic. It is important to note that for CEQA purposes the 1996 baseline or, in some cases, an "adjusted environmental baseline," serves as the basis for determining whether the impacts of the four build alternatives are significant. Federal requirements under NEPA direct agencies to compare the action alternative to the no action/no project alternative to disclose relevant impacts and compliance with any applicable federal standards. The impacts discussion based on Year 2000 conditions is for comparative purposes only.

- **Thresholds of Significance** describes the criteria used to identify significant impacts under CEQA, and federal standards used in the NEPA analysis of the subject environmental topic.
- **Master Plan Commitments** are specific procedures, plans, policies, or activities proposed to be implemented by LAWA in conjunction with implementation of any of the four build alternatives. These commitments are in addition to proposed mitigation measures, and are intended to reduce or avoid potential adverse impacts of the LAX Master Plan build alternatives. The funding and implementation of the Master Plan commitments, as well as mitigation measures, are subject to LAWA's ability to use airport revenue to the extent permissible under federal law and policies, or to develop other state or federal funding sources. The Master Plan commitments presented in this Final EIS/EIR include refinements to the commitments from the Supplement to the Draft EIS/EIR, which in turn were derived primarily from the commitments in the Draft EIS/EIR. The refinements are based on input received during the public review periods for the Draft EIS/EIR and the Supplement for the Draft EIS/EIR, as well as modifications made to clarify the purpose, applicability, and implementation of the commitment, as determined during the formulation of the Mitigation Monitoring and Reporting Program for the project.
- **Environmental Consequences** presents the analysis of impacts associated with each of the five alternatives (i.e., No Action/No Project Alternative and Alternatives A, B, C, and D). Potential impacts are compared to the CEQA thresholds of significance to determine whether they would be significant or less than significant, and are compared to federal standards, where appropriate, to assess whether such standards would be exceeded. For purposes of determining significance under CEQA, potential impacts are compared to the 1996 baseline conditions or, for certain environmental disciplines, an adjusted environmental baseline. For the analysis of environmental effects under NEPA, the impacts of each build alternative (i.e., Alternatives A, B, C, and D) are compared to the No Action/No Project Alternative conditions. The environmental consequences analysis addresses the environmental impacts and conditions projected to occur for each alternative in the year 2015, which represents the planning horizon and buildout year for the project. Where appropriate, the environmental consequences discussion also addresses impacts during certain interim years, such as air quality impacts and traffic impacts during the peak construction years. Although the Draft EIS/EIR included, for informational purposes, discussions of environmental impacts and conditions in the year 2005 for essentially all of the environmental topics, this Final EIS/EIR focuses on only the year 2015 and, for certain topics, interim peak construction years. This analysis approach in this Final EIS/EIR was also used in the Supplement to the Draft EIS/EIR, and reflects the fact that the 2005 analysis applied in January 2001 for the Draft EIS/EIR evaluation of build Alternatives A, B, and C would not provide an equal basis of comparison for a 2005 analysis of Alternative D, which is the LAWA staff-preferred alternative. The construction phasing plan proposed for Alternative D anticipates construction beginning towards the end of 2004, consequently the extent of development in place by 2005 for Alternative D would be substantially less than that anticipated in January 2001 for Alternatives A, B, and C (i.e., the Draft EIS/EIR anticipated that numerous improvements and several years of construction activity for Alternatives A, B, and C would be completed by 2005). Additionally, most resource categories for Alternative D do not exhibit impacts during interim years that would fall outside the scope of impacts presented for the full build-out date of 2015. Where appropriate, however, impacts for certain environmental disciplines have been presented for interim peak construction years. The analysis year 2015 along with select peak construction years used in this Final EIS/EIR provide an equal and meaningful basis of comparison for all five alternatives to be considered in the decision-making process for the project.
- **Cumulative Impacts** addresses for each alternative the potential cumulative impacts associated with the combination of the LAX Master Plan project and other proposed projects.

- **Mitigation Measures** presents measures that serve to avoid or reduce the significant impacts identified in the environmental consequences analysis. As indicated above, the funding and implementation of mitigation measures are subject to LAWA's ability to use airport revenue to the extent permissible under federal law and policies, or to develop other state or federal funding sources. Similar to the Master Plan commitments described above, the mitigation measures presented in this Final EIS/EIR include refinements to the mitigation measures presented in the Supplement to the Draft EIS/EIR, based on input received during the public review periods, and to clarify the purpose, applicability, and implementation of the measures.
- **Level of Significance After Mitigation** is a CEQA determination of the significance of a particular impact after implementation of the proposed mitigation measures.

Chapter 5 - Environmental Action Plan

This chapter discusses the LAX Master Plan project design features that avoid or minimize environmental impacts. It also lists the Master Plan commitments and mitigation measures discussed in each of the sections presented in Chapter 4.

Chapter 6 - Other NEPA/CEQA Topics

This chapter contains analyses of topics required by NEPA and/or CEQA, including the relationship between short-term uses of the environment and long-term productivity; significant, unavoidable environmental effects; irreversible and irretrievable environmental changes; and environmental effects found not to be significant.

Chapter 7 - Lists of Preparers, Persons/Agencies Consulted, Parties to Whom Sent, References, Glossary, Abbreviations/Acronyms, and Index

This chapter provides the following: a list of the individuals from the FAA, City of Los Angeles, and contractors that performed key roles in the preparation and development of this Final EIS/EIR; a list of persons and agencies consulted in the preparation of the Draft EIS/EIR, Supplement to the Draft EIS/EIR, and Final EIS/EIR; a list of the parties to whom this Final EIS/EIR was provided; a list containing a bibliography of documents used in the preparation of the Draft EIS/EIR, Supplement to the Draft EIS/EIR, and Final EIS/EIR; a list containing the various terminology, abbreviations and acronyms used in this Final EIS/EIR; and a list containing key words and topics to assist the reader and facilitate public review of this Final EIS/EIR.

Appendices and Technical Reports

Part I of this Final EIS/EIR also includes information and technical studies that provide specific data in support of conclusions reached in this Final EIS/EIR. These technical studies include both appendices and technical reports. The Appendices contain material that is considered to be essential in support of this Final EIS/EIR. Information that supplements the data contained in this Final EIS/EIR is provided in the Technical Reports. The appendices and technical reports for this Final EIS/EIR include, in their original form, all of the appendices and technical reports from the Draft EIS/EIR and from the Supplement to the Draft EIS/EIR. Additionally there are some new appendices that were prepared in conjunction with, and specifically for, this Final EIS/EIR. Included as one of those new appendices is a compilation of errata (i.e., corrections) to the information presented in the appendices and technical reports associated with the Draft EIS/EIR and the Supplement to the Draft EIS/EIR.

Part II - Responses to Comments on the Draft EIS/EIR and the Supplement to the Draft EIS/EIR

Part II provides written responses to the comments received during the public review periods for the Draft EIS/EIR and the Supplement to the Draft EIS/EIR. Approximately 5,400 comment letters were received during the two public review periods, including letters and written materials submitted at the 21 public hearings held during those periods. Comments were also submitted in the form of oral testimony at those hearings. (For the purposes of this Final EIS/EIR, written comments and oral testimony received during the public hearings are often both referred to as "comment letters"). A total of approximately 19,000 individual comments resulted from such input. In accordance with the requirements of NEPA and CEQA, the FAA and the City of Los Angeles jointly prepared written responses to the comments received on the

Draft EIS/EIR and the Supplement to the Draft EIS/EIR. Part II of this Final EIS/EIR presents, first, the responses to comments received during the review period for the Draft EIS/EIR (January 18, 2001 to November 9, 2001), and, then, the responses to comments received during the review period for the Supplement to the Draft EIS/EIR (July 9, 2003 through November 7, 2003).

The format for the responses to comments presents on a letter-by-letter basis, or commentor-by-commentor basis in the case of public testimony, each comment, which is then followed immediately by a response. For each of the two review periods, the comments and responses are organized and grouped into categories based on the affiliation of the commentor. The comments are presented in the following order: federal agencies, state agencies, regional agencies, local agencies, public comments (i.e., letters from private citizens, organizations, etc.), petitions and form letters, and public hearings. The public hearing testimony is presented in chronological order according to the hearing date.

An alphanumeric index system is used to idenitfy each comment and response, and is keyed to each letter or hearing commentor and the individual comments therein. For example, the first letter within the group of federal agencies submitting comments on the Draft EIS/EIR is from the U.S. Environmental Protection Agency, and the text of the letter is considered to have 60 individual comments. The subject letter was assigned the alphanumeric label "AF00001," representing "Agency-Federal-Letter No. 1." The individual comments within the letter are labeled as AF00001-1 through AF00001-60. The same basic format and approach is used for the comment letters from state agencies ("AS"), regional agencies ("AR"), local agencies ("AL"), public comments ("PC"), petitions and form letters ("PF"), and public hearings ("PH"). This same alphanumeric labeling system is also used for the comments received on the Supplement to the Draft EIS/EIR, except that each label is preceded with the letter "S" to distinguish the comments from those on the Draft EIS/EIR (i.e., categories of comment letters on the Supplement to the Draft EIS/EIR include SAF for federal agency comments, SAS for state agency comments, and so on).

To assist the reader's review and use of the responses to comments, the introduction to Part II of this Final EIS/EIR includes instructions for how to locate any particular comment letter or public hearing testimony. The introduction is followed by several indices that list, in three different ways, all of the comment letters. The indices provide the alphanumeric label number, commentor name, and affiliation (i.e., name of agency or organization that the author represents or belongs to). The first index lists all of the comment letters by alphanumeric label number, the second index lists all of the comment letters by the commentor's last name,[9] and the third index lists all of the comment letters by affiliation.

Following the indices of comment letters, and prior to presenting the individual comments and responses, are "Topical Responses." Within the approximately 19,000 individual comments submitted on the Draft EIS/EIR and the Supplement to the Draft EIS/EIR are numerous types of comments and concerns that are very similar, or focus on a particular aspect of a larger issue that was of concern to many commentors. In responding to such comments, a Topical Response is used to provide a single comprehensive discussion of the issue of concern, to which multiple comments are referred to for the response. A total of 56 Topical Responses are provided.

Following the Topical Responses are the individual comments and responses, presented on a letter-by-letter or, in the case of public hearings, commentor-by-commentor basis. Each comment is typed exactly as it appears in the original comment letter or hearing transcript. No corrections to typographical errors or other edits to the original comments were made. A copy of each and every original comment letter is provided at the back of the Responses to Comments portion of this Final EIS/EIR.

Immediately following each typed comment is a written response developed jointly by the FAA and the City of Los Angeles. In many instances, the response to a particular comment may refer to the response(s) of another comment(s) that expressed the same concern or is otherwise related. Cross-referencing of responses uses the alphanumeric index system described above. For example, a response may indicate "Please see Response to Comment SAL00033-22" if that response addresses the same concern expressed in a different comment. Information of a technical or lengthy nature that is referenced in the response is provided as an attachment to the Responses to Comments.

Included with the attachments to the Responses to Comments are copies of comment letters that were received by the FAA or the City of Los Angeles after the close of the public review period. Comments

[9] Some comment letters were signed by multiple parties. The indices include all signatories to each letter received.

received after the close of the public review period do not require responses, but are included in Part II of this Final EIS/EIR for informational purposes.

Presentation of Information Comprising the Final EIS/EIR

The information comprising the two main parts of this Final EIS/EIR described above is contained in several volumes presented as follows:

Part I - EIS/EIR Text, Appendices, and Technical Reports

Main Text of the Final EIS/EIR

Executive Summary through Chapter 7

Appendices and Technical Reports

New Appendices for the Final EIS/EIR

F-A Environmental Justice Materials

F-B Air Quality Appendix

F-C Errata to the Draft EIS/EIR and the Supplement to the Draft EIS/EIR

F-D LADOT Traffic Impact Assessment - LAX Master Plan Alternative D Project

F-E Biological Opinion from United States Fish and Wildlife Service (USFWS)

Existing Appendices from the Draft EIS/EIR (Incorporated into the Final EIS/EIR)

A. Scoping and Agency Coordination

B. Public Involvement

C. Agency Consultation Letters

D. Aircraft Noise Technical Report

E. Land Use Assurance Letter

F. Environmental Justice Technical Report

G. Air Quality Impact Analysis

H. Department of Transportation Act Section 4(f) Report

I. Section 106 Report

J. Biological Resources Technical Reports

1. Biological Assessment
2. Jurisdictional Delineation

K. Supplemental Environmental Evaluation for LAX Expressway and State Route 1 Improvements

Existing Technical Reports from the Draft EIS/EIR (Incorporated into the Final EIS/EIR)

1. Land Use Technical Report
2. Surface Transportation Data
   a. On- Airport
   b. Off- Airport
3. Surface Transportation Technical Report
   a. On- Airport
   b. Off- Airport
   c. People Mover
4. Air Quality Technical Report
5. Economic Impacts Technical Report
6. Hydrology and Water Quality Technical Report
7. Biological Resources - Memoranda for the Record on Floral and Faunal Surveys
8. Energy Supply Technical Report
9. Light Emissions Technical Report
10. Solid Waste Technical Report
11. Design, Art and Architecture Applications/ Aesthetics Technical Report
12. Earth/ Geology Technical Report
13. Hazardous Materials Technical Report
14. Human Health & Safety Technical Report
    a. Health Risk Assessment
    b. Health Effects of Noise
    c. Safety
15. Public Utilities Technical Report
    a. Water Use
    b. Wastewater
16. Public Services Technical Report
    a. Fire Protection
    b. Law Enforcement
    c. Parks & Recreation
    d. Libraries
17. Schools Technical Report

Existing Appendices from the Supplement to the Draft EIS/EIR (Incorporated into the Final EIS/EIR)

S-A. Agency Consultation Letters

S-B. Existing Baseline Comparison Issues - 1996 to 2000

S-C. Supplemental Aircraft Noise Technical Report

S-D. Supplemental Environmental Justice Technical Report

S-E. Supplemental Air Quality Impact Analysis

S-F. Supplemental Department of Transportation Act Section 4(f) Report

S-G. Supplemental Section 106 Report

S-H. Updated Biological Assessment

Existing Technical Reports from the Supplement to the Draft EIS/EIR (Incorporated into the Final EIS/EIR)

S-1. Supplemental Land Use Technical Report

S-2. Supplemental Surface Transportation Technical Report

a. On-Airport

b. Off-Airport

c. People Mover

S -3. Supplemental Economic Impacts Technical Report

S -4. Supplemental Air Quality Technical Report

S -5. Supplemental Hydrology and Water Quality Technical Report

S -6. Supplemental Energy Supply Technical Report

S -7. Supplemental Solid Waste Technical Report

S -8. Supplemental Hazardous Materials Technical Report

S -9. Supplemental Human Health & Safety Technical Report

a. Health Risk Assessment

b. Safety

S -10. Supplemental Public Utilities Technical Report

a. Water Use

b. Wastewater

Part II - Responses to Comments

Part II - Volume I

Chapter 1. Introduction and Indices

Introduction

Indices of Comment Letters

Index by Letter Identification (ID) Number

Index by Commentor

Index by Affiliation

Chapter 2. Topical Responses

Part II - Volume 2 through Volume 11

Chapter 3. Comments and Responses

Part II - Volume 12 through Volume 16

Attachments to Responses to Comments

Attachment 1 - Aircraft Noise Abatement Operating Procedures and Restrictions

Attachment 2 - The Role of Deregulation in Aviation Planning

Attachment 3 - LAX Expressway Photographs

Attachment 4 - Amended Judgment and Final Order Entered by the Los Angeles Superior Court in January 1980 ("Settlement Agreement")

Attachment 5 - Responses to Comments from Dennis J. Schneider, Alliance for Regional Solution to Airport Congestion on the LAX Draft Master Plan Addendum

Attachment 6 - Comment Letters Received Following the Close of the Public Review Period for the Supplement to the Draft EIS/EIR

Attachment 7 - Original Comment Letters on the Draft EIS/EIR and the Supplement to the Draft EIS/EIR

Planning Documents Related to the LAX Master Plan Improvements

In connection with the environmental processing of proposed improvements to LAX, several important documents have been prepared by LAWA and its consultants. The various alternative scenarios for the proposed improvements and the various entitlements that would be issued by the City of Los Angeles, the FAA, and others to authorize those improvements are generally referred to as the "LAX Master Plan Program." This Final Environmental Impact Report (Final EIR) evaluates the potential environmental impacts and suggested mitigation measures that may occur as a result of implementation of the four "build" alternatives or the no action/no project alternative.

Except for this Final EIR, each of the key planning documents described below has been prepared based on the LAWA staff-preferred alternative, Alternative D. Should the Los Angeles City Council choose to approve a different alternative, the presently proposed documents would be revised accordingly.

Final EIR

As described in the Introduction to this section, this Final EIR represents the culmination of a lengthy environmental review and documentation process that formally commenced with the July 1997 Notice of Preparation of a draft EIR and draft EIS to be prepared jointly by LAWA and by the FAA pursuant to the requirements of CEQA and NEPA. In January 2001, a joint Draft EIS/EIR, evaluating three build alternatives (Alternatives A, B and C) and the No Action/No Project Alternative was circulated for public review and comment. In July 2003, a Supplement to the Draft EIS/EIR evaluating a new LAWA staff-preferred build alternative, Alternative D, was circulated for public review and comment. This Final EIR contains the comments received on both the January 2001 Draft EIS/EIR and the July 2003 Supplement, as well as responses to those comments. Based in part on the comments/responses to comments, this Final EIR also contains certain revisions and updates to the data and analysis included in the 2001 Draft EIS/EIR and the 2003 Supplement. This Final EIR will be considered by LAWA's Board of Airport Commissioners, by the Planning Commission and by the City Council as they determine whether to approve the various proposed documents developed under the LAX Master Plan Program that are described below. Following City Council action, the FAA will prepare and consider a Final EIS/EIR, which will include this Final EIR and certain other supplementing materials, including opinions, rulings and other materials from various federal agencies.

LAX Plan

The LAX Plan is the City's general plan for the airport, setting out goals, policies, objectives, and programs for the long-term development of the airport consistent with the vision established by the LAWA

staff-preferred alternative, Alternative D. It also sets forth policy for the Los Angeles/El Segundo Dunes and LAX Northside. As a component of the City's land use element of the General Plan, the LAX Plan establishes land use categories that are consistent with the goals and objectives for modernization of the airport, first identified in the LAX Master Plan, and provides policies and programs that further these goals and objectives.

LAX Specific Plan

Whereas the LAX Plan establishes a land use policy framework, the LAX Specific Plan establishes zoning and development regulations and standards consistent with the LAX Plan for the airport and LAX Northside. It is a principal mechanism by which the goals and objectives of the LAX Plan are achieved and the policies and programs are implemented. It establishes procedures for processing future specific projects and activities that are anticipated under the LAX Master Plan Program. The LAX Specific Plan will also be approved by the Los Angeles City Council.

LAX Master Plan

The proposed Final LAX Master Plan, which is based on the two-volume Addendum published in mid-2003 and presents the essential elements of the LAWA staff-preferred alternative, Alternative D. Accordingly, this document has provided the basis for LAWA's preparation of the following proposed regulatory entitlements and/or mitigation measures that would implement Alternative D: the LAX Plan, the LAX Specific Plan, the Airport Layout Plan, the Tentative Tract Maps, the Mitigation Monitoring and Reporting Program, and the LAX Master Plan Program Relocation Plan. It is anticipated that LAWA's Board of Airport Commissioners, the City Planning Commission, and the Los Angeles City Council will review and approve this Final LAX Master Plan. Upon such approval, LAWA would use this document as a broad policy statement regarding the conceptual strategic design framework for future improvements at LAX and as working guidelines to be consulted by LAWA as it formulates and processes future site-specific projects under the LAX Master Plan Program. The LAX Master Plan will also be forwarded to the Los Angeles County Airport Land Use Commission (ALUC) and to the FAA for their review and consideration.

Airport Layout Plan

The proposed Airport Layout Plan (ALP) consists of a series of drawings that illustrate the layout of existing facilities at the airport and proposed facilities that are consistent with Alternative D. The FAA-required ALP is intended to serve as a record drawing for the airport, as well as a guide for the airport's future development. The ALP package also includes a narrative description of the drawings that explains the reasoning behind, and the key features of, the ALP. More specifically, the ALP provides a graphic depiction of existing and proposed airport layouts for runways, roadways, parking, and other airport facilities. It shows: (a) the existing and proposed boundaries of the airport and all offsite area owned and controlled by the airport for airport purposes; (b) the location of existing and proposed airport facilities and structures (such as runways, taxiways, aprons, terminal buildings, hangars and roads); and (c) the location of all existing and proposed non-aviation areas and of all existing improvements thereon. The ALP also includes an airport airspace plan, runway protection zone plan, and a property inventory map. Planning, budgeting, and implementation for FAA activities on airports are based on the ALP. LAWA will review and approve the proposed ALP before it is forwarded to the FAA. Revisions, modifications, and alterations of an ALP must be approved by the FAA before they take effect, and will be reviewed by that agency in terms of airport safety, utility, and efficiency.

Proposed Tentative Tract Maps

The primary purpose of the tentative tract maps is to vacate public streets that would no longer be necessary if Alternative D is approved, and to provide for the orderly and proper abandonment or relocation of utilities that may be affected. It will also consolidate parcels that are no longer necessary. The proposed tentative tract maps fulfill requirements under the California Subdivision Map Act and the Division of Land Regulations. All subdivision maps are consistent with the applicable general and specific plans. The proposed tract maps must be approved by the City's Advisory Agency, and their approval is subject to appeal to the City Planning Commission and to the Los Angeles City Council.

Mitigation Monitoring and Reporting Program

The Mitigation Monitoring and Reporting Program (MMRP) is a program by which compliance with the proposed mitigation measures identified in this Final EIS/EIR is ensured. It also includes various master plan commitments. The MMRP describes the method and timing of implementation, monitoring frequency, and actions indicating compliance. Oversight will be conducted by way of annual status reports submitted to the Board of Airport Commissioners and the City Planning Department. The MMRP will be approved by the Los Angeles City Council as part of this Final EIS/EIR environmental review process.

LAX Master Plan Program Relocation Plan

To address the acquisition of properties and relocation of businesses and residents, if any, associated with Alternative D, LAWA will adopt a residential and business relocation plan and expand its current relocation program in compliance with federal, state, and local law prior to the commencement of acquisition. The objectives of the Relocation Plan, as discussed in Section 4.4.2.5 of this Final EIS/EIR, include fully informing eligible residential occupants and business owners of the nature of and procedures for obtaining relocation assistance and benefits, and providing such assistance and benefits in accordance with federal, state, and local law. The Plan is also to be approved by the Los Angeles City Council and provided to the FAA for reference.

Other General Plan Amendments

Other general plan amendments are required in order to approve the project and establish consistency between the LAX Plan and other elements of the City's General Plan. These amendments include changes to the boundaries of the Westchester-Playa del Rey Community Plan, to incorporate all airport property and master plan program boundaries into one plan under the LAX Plan, and to delete or otherwise amend policies, programs, and any other LAX-references (land use, transportation improvements, and recreation facilities) to those areas. Amendments to the City's Framework Element include updating references to the "LAX Interim Plan" and the "Department of Airports" to the "LAX Plan" and "LAWA" and revising various maps as a result of new LAX boundaries. Changes to the Noise Element will update new noise contours based on the approved plan and will update several facts regarding LAX, such as airport background, statistics, zoning, noise, and master plan efforts. Transportation Element amendments will mostly involve revisions to various maps as transportation improvements and classifications will be revised with the adoption of the LAX Master Plan Program. Lastly, the LAX Interim Plan will be amended to replace its text and maps with the LAX Plan text and maps.

Other Zoning Actions

Other zoning actions include changes to the Los Angeles Municipal Zoning Code to add the new LAX Zone and any references to that zone that may be pertinent in other sections of the code.

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