

Factsheet

IMPROVED RUNWAY SAFETY AT LAX

Los Angeles International Airport (LAX) is the 6th busiest airport in the world, and 3rd busiest in the United States serving over 63 Million Annual Passengers (MAP) in 2011. The Proposed Action is an integral part of the infrastructure and modernization program at LAWA and its commitment to maintain a safe and secure airport. As part of this proposed Runway 7L/25R Runway Safety Area (RSA) and Associated Improvements Project, runways and maintenance facilities at LAX will be improved to enhance safety and maintain efficient operations.

What is the Proposed Action?

The Proposed Action includes: (1) Improvements to pavement, fencing, taxiways, and lighting on Runway 7L/25R (the inboard runway); (2) Pavement Reconstruction of the eastern portions of Runway 7L/25R and Taxiway B; (3) Taxiway C Extension and Demolition of Air Freight Building No. 8; and (4) Construction of a Ground Support Equipment (GSE) Maintenance Facility.

What is the purpose of the Proposed Action?

The purpose of the Proposed Action is to comply with federal mandates that **ALL** runways at Title 14, Code of Federal Regulations (CFR), Part 139 certified airports (such as LAX) meet Federal Aviation Administration (FAA) Runway Safety Area (RSA) design requirements by December 31, 2015. To minimize impacts to operations, to maximize efficiencies in construction and to reduce passenger inconvenience, LAWA proposes the RSA improvements to include the pavement rehabilitation of Taxiway B and Runway 7L/25R and the extension of Taxiway C eastward to maintain aircraft access to Runway 7R/25L while Taxiway B is being rehabilitated. Similarly, to maximize efficiencies in construction and minimize impacts to operation, the RSA improvements on Runway 7L/25R also include improvements to pavement, fencing, taxiways, and lighting. The proposed Project **will not** increase airport capacity or operations at LAX.

What is a Runway Safety Area (RSA)?

RSAs are defined surfaces surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of undershoot, overshoot, or excursion from the runway (FAA Advisory Circular 150/5300-13A). Runway 7L/25R currently does not comply with the FAA RSA design standard of 1,000 feet from each end. Due to physical constraints at LAX, the east end of Runway 7L/25R (Runway 25R) cannot be extended eastward to comply with FAA RSA design standards. In these cases, the FAA allows for the use of Declared Distances on the runway to meet the RSA design requirements. This practice is commonly used at other major airports with similar physical constraints. On the west end of Runway 7L/25R (Runway 7L), however, there is sufficient physical space to accommodate an 832 feet extension.

Process and Schedule

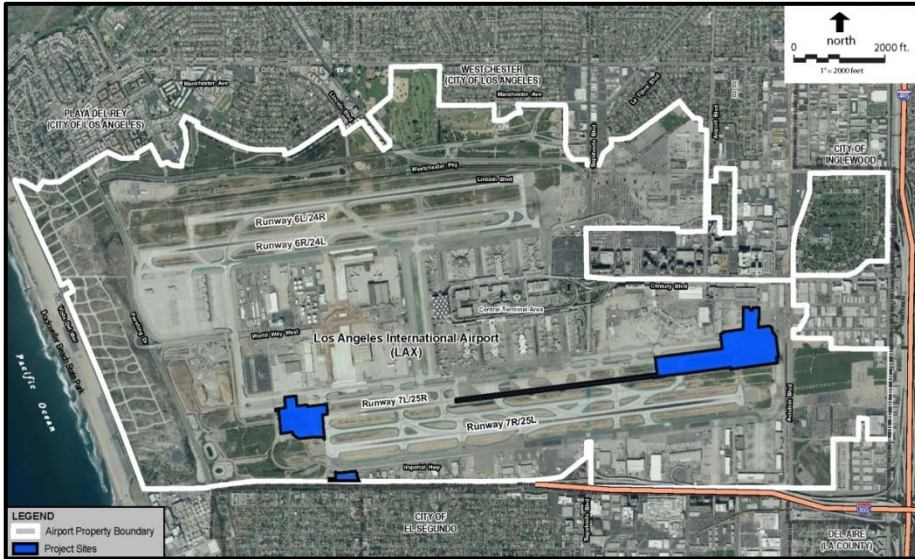
All airfield projects require federal and state approval and environmental clearance as guided by the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), respectively. In order to meet the federal RSA requirements and comply by December 31, 2015, both the CEQA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

For the NEPA process, a Draft Environmental Assessment (DEA) was prepared and released for public review on September 28, 2012. A Public Workshop and Hearing is being held on November 1, 2012 and comments are due to LAWA on November 13, 2012. For the NEPA process, the FAA is the Lead Agency.

For the CEQA process, a Notice of Preparation (NOP) of an EIR and an Initial Study (IS) were prepared and issued on October 5, 2012. The Scoping Comment period includes a public review of the NOP and IS and a Scoping meeting, which was held on October 17, 2012. The Scoping Comment period started October 5, 2012 and will end on November 5, 2012, which is when comments on the NOP and IS are due to LAWA. For the CEQA process, LAWA is the Lead Agency.

After federal, state, and City approvals are secured, construction would begin and it is estimated that the Alternative chosen would be completed over a two-year period. All comments are welcomed throughout both the CEQA and NEPA process.

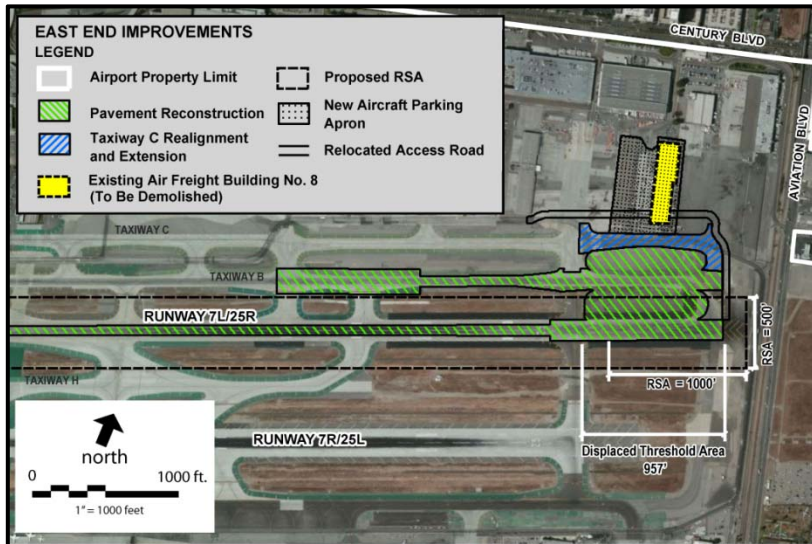
Aerial View of Airport



GSE Maintenance Facility



East End Improvements



RSA Alternatives

