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## SOUTH AIRFIELD IMPROVEMENT PROJECT (SAIP)

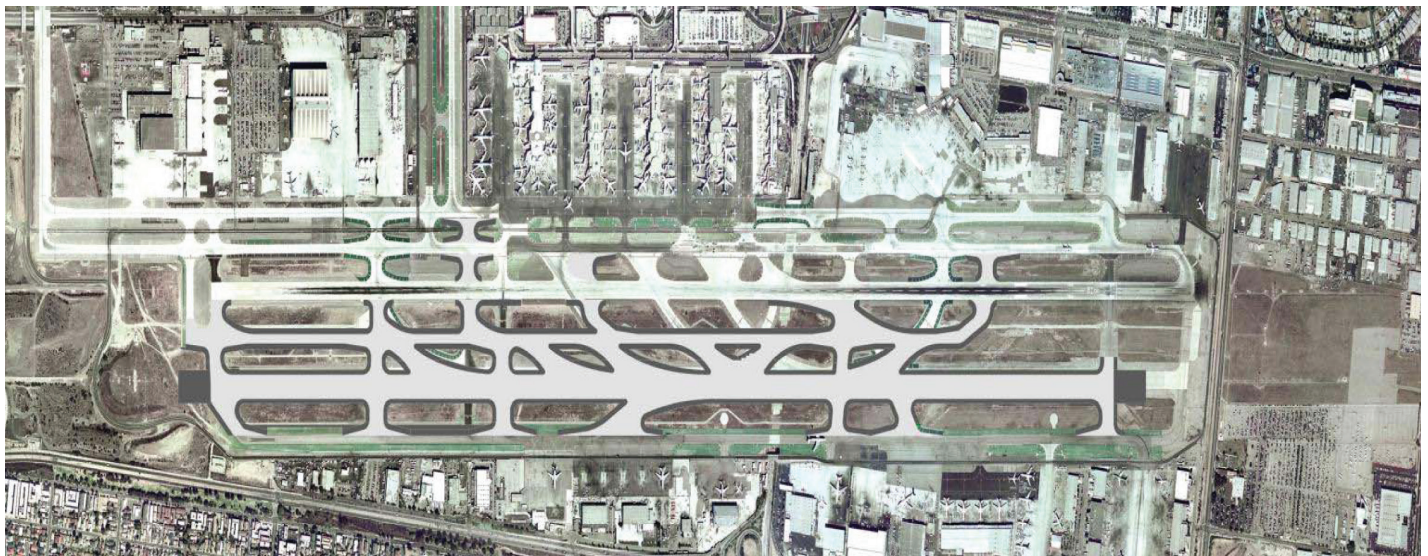
### ■ PROJECT DESCRIPTION

LAX utilizes four parallel runways, two on the north side of the airport's passenger terminal area and two on the south. These runways and taxiways have been in use for more than 40 years. The SAIP consisted of three primary tasks on the south runway complex: the demolition, relocation and reconstruction of the southernmost runway, 25L/7R, and the creation of a new center taxiway between the new runway and the existing second runway. During the first phase of construction, the original Runway 25L/7R was closed and removed. A new runway was constructed 55 feet to the south of the former runway's location. The new runway duplicates the old runway's 11,095-foot length and 200-foot width. Under phase two of the SAIP, a new center taxiway between the two runways on the south airfield was constructed. The new taxiway allows aircraft landing on 25L/7R to taxi and hold position out of the path of aircraft utilizing the inner runway – 25R/7L – until federal air

traffic controllers authorize pilots to cross the inner runway and continue to their assigned gates at the terminals. Construction also included the relocation and replacement of all navigational and visual aids, as well as utilities, lighting, signage, grading and drainage.

### ■ TRAVELER BENEFITS

The most important benefit of the SAIP to the traveler is improved airfield safety. The new runway and center taxiway configuration improve airfield safety by reducing the number and severity of runway incursions. During the period from 2000-2003, LAX experienced the highest number of runway incursions of any U.S. commercial airport, the majority happening on the south airfield. A runway incursion is defined as an incident in the runway environment involving an aircraft, vehicle, person or object on the ground that creates a collision hazard



The South Airfield Improvement Project has significantly decreased the probability of runway incursions at LAX.

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or prevents an aircraft, that has been authorized by federal air traffic controllers to take off or land, from doing so. The creation of the new center taxiway will significantly reduce these incidents by requiring landing aircraft to taxi along the center taxiway until it reaches an assigned intersection of the center taxiway where the aircraft may cross the runway. Additional benefits to travelers and nearby residents alike also include reduced aircraft taxi and idle time, thus reducing harmful emissions into the air, as well as improved ability to efficiently handle new large aircraft.

### ■ CONSTRUCTION DATES

Construction on the South Airfield Improvement Project began July 29, 2006. Runway 25L/7R demolition and re-construction: July 2006 – March 2007; re-opened April 2, 2007. Center taxiway construction: March 2007–June 24, 2008. Completed on budget and four days early.

### ■ COST AND FUNDING

Construction costs for the south airfield improvement program were \$333.8 million. Funding sources for the project included airline landing fees; federal airport improvement funds; and LAWA operating revenues and capital improvement funds.

### ■ TRAVELER IMPACTS

The southernmost Runway 25L/7R re-opened on April 2, 2007. During the closure of that runway, LAX maintained normal flight schedules with minimal delays using the two northern runways and remaining southern runway. During the runway closure, flights

were delayed approximately six minutes during the airport's morning, mid-afternoon and evening rush hours. Occasionally, delays extended to 30 minutes or longer during weather conditions, such as heavy fog or thunderstorms. During the taxiway construction phase of the project, airport officials worked with FAA officials and air traffic controllers, and the airlines to ensure that air traffic and ground operations continued normally.

### ■ ENVIRONMENTAL MITIGATION FACTS

As part of the LAX Master Plan Environmental Impact Report, in accordance with Los Angeles City and California state regulatory requirements and consultation with community leaders, LAWA worked to develop practices that reduced environmental impacts on the surrounding areas. Measures taken to minimize these impacts included:

- Recycling materials from the old runway into the new runway and taxiway
- Placing concrete mixers and other equipment on-site, thus reducing the number of trips service vehicles took to and from the site
- Designating specific routes that service vehicles had to use when traveling to and from the site
- Retrofitting equipment to reduce noise and emissions
- Continually dampening the work area to reduce dust