Factsheet

LAX
Los Angeles
World Airports

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 Project 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 Project?

The proposed Project 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 Project?

The purpose of the proposed Project 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 150/5300-13). 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 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.

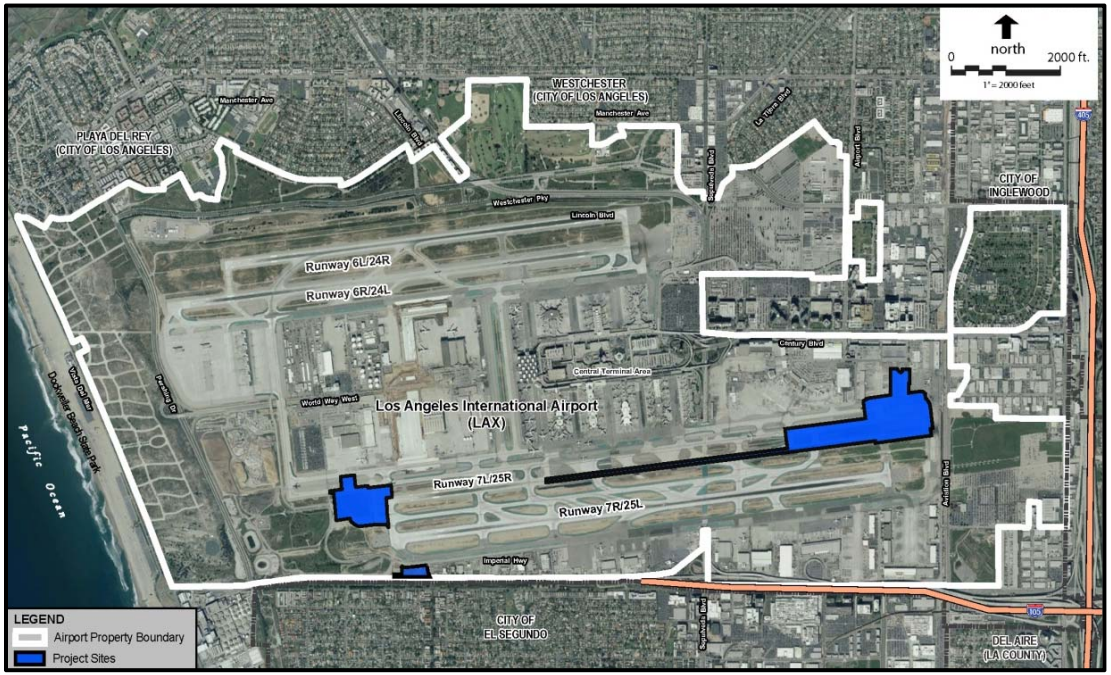
For the NEPA process, a Draft Environmental Assessment (DEA) was prepared and released for public review on September 28, 2012. A Public Workshop and Hearing will be held on November 1, 2012 and comments are due to LAWA on November 13, 2012. In the NEPA process, the FAA is the Lead Agency.

A Notice of Preparation (NOP) and Initial Study (IS) was prepared and issued on October 5, 2012 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 and up to the end of the public comment period. Comments are due to LAWA on November 5, 2012. In 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 proposed Project would be completed over a two-year period. All comments are welcomed throughout both the CEQA and NEPA process.

A copy of the Initial Study prepared for the proposed Project is available at the LAX website at ***http://www.ourlax.org.***
For further information contact: Herb Glasgow at ***hglasgow@lawa.org 424.646.5180***

Aerial View of Airport



Conceptual Site Plans