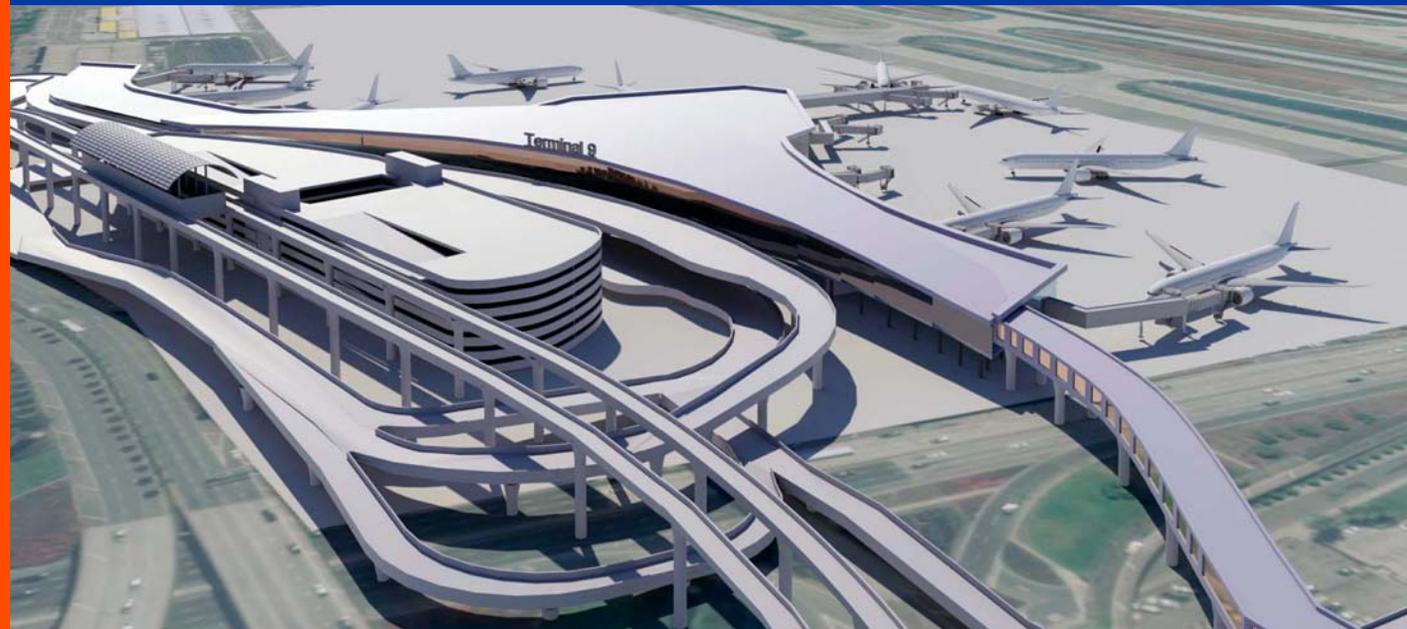


WELCOME



AIRFIELD & TERMINAL MODERNIZATION PROJECT

SCOPING MEETING



SCOPING MEETING PURPOSE



- ✈ The National Environmental Policy Act (NEPA) requires that there be an early and open process for determining the scope of the alternatives to be considered, issues to be addressed in the Environmental Assessment (EA), and identifying the significant issues related to a proposed action.
- ✈ It is a collaborative effort that invites participation from federal, state, and local agencies, and the general public.
- ✈ The public component includes public meetings and the opportunity to provide comments on alternatives to be considered and the scope of the EA analysis.



PURPOSE AND NEED



Purpose of the Proposed Action

- ✈ Enhance safety of the north airfield complex
- ✈ Reconfigure north airfield taxiway and runway exits and intersections to meet current FAA design standards
- ✈ Maintain or enhance operational efficiency
- ✈ Provide additional flexibility for management of aircraft movements on the airfield
- ✈ Provide replacement gates for West Remote Gates and reduce busing of passengers on the airfield
- ✈ Improve international passenger processing capabilities
- ✈ Improve passenger experience by increasing the number of contact gates
- ✈ Improve Central Terminal Area (CTA) access and reduce congestion on nearby public roads
- ✈ Provide access/be compatible with the LAX Automated People Mover (APM) under construction

PURPOSE AND NEED



Need for the Proposed Action

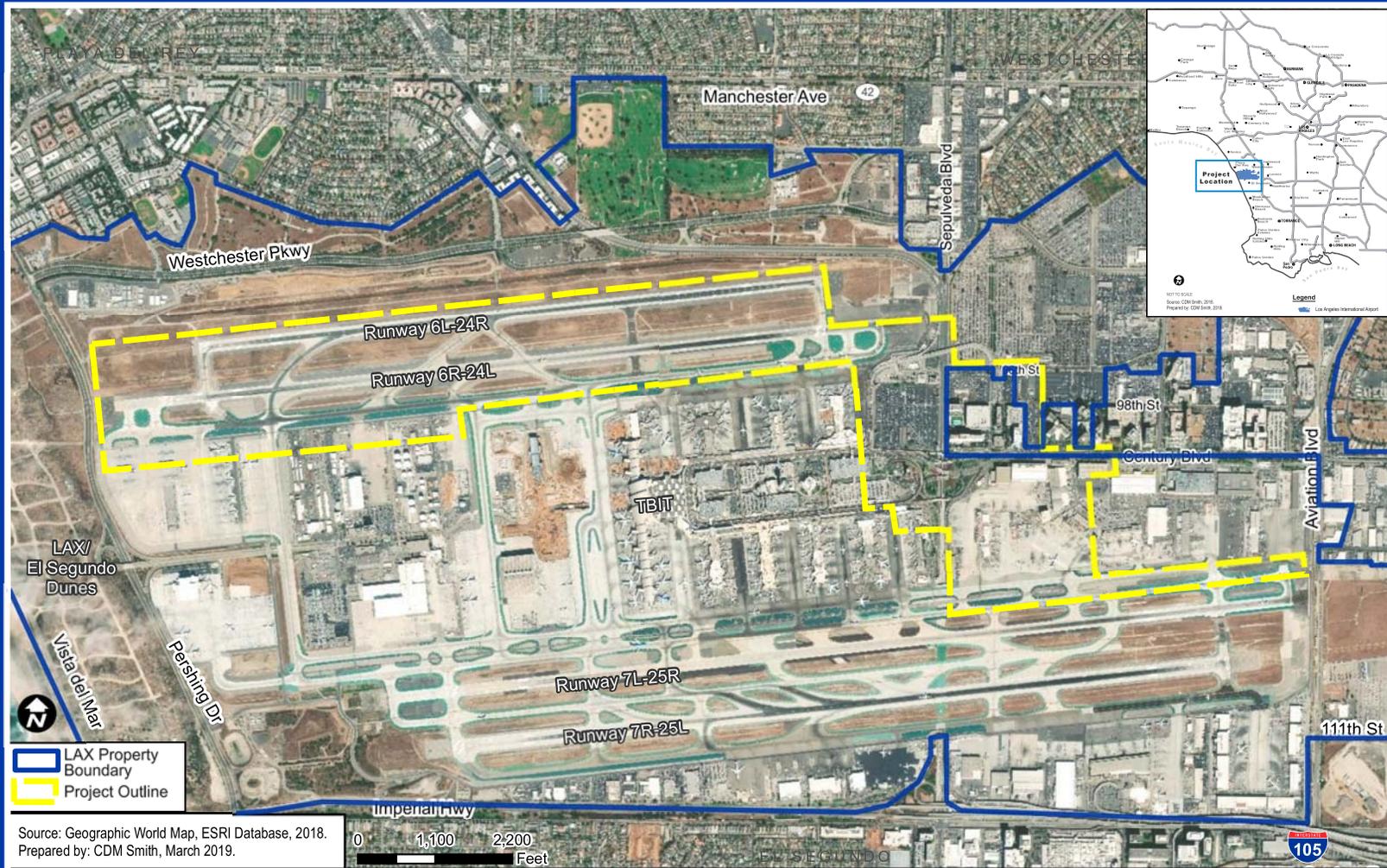
- ✈ Current taxiway layout in the north airfield includes taxiway and runway exits that cross Runway 6R-24L in high energy zones for aircraft departures
- ✈ Current taxiway and runway exits in the north airfield limit operational flexibility to manage arrivals and departure operations during peak periods
- ✈ Some taxiway-runway intersections are placed at angles that are difficult to navigate for certain aircraft
- ✈ Intersections with runways do not meet current FAA design standards and do not provide desirable lines of sight for pilots when crossing Runway 6R-24L
- ✈ Limited options exist to manage aircraft movement on taxiways at the ends of the north airfield runways which creates delays
- ✈ West Remote Gates are inefficient and provide a poor level of service for passengers as they can only be accessed by buses from the existing terminals within the CTA
- ✈ Current international processing facilities experience high demand during peak periods, increasing passenger processing time for passengers, resulting in a poor passenger experience
- ✈ Access into the CTA is constrained by limited capacity on the off-airport roadways which creates traffic congestion during peak airport periods on both the on-airport and off-airport roadway system
- ✈ New terminal/gate facilities need to have access to the future APM

ALTERNATIVES



- ✈ No Action Alternative
- ✈ Use of Other Public Airports
- ✈ Alternative Modes of Transportation
- ✈ Airfield Alternatives
 - Taxiway D Extension
 - Existing Conditionally-Approved Airport Layout Plan (Concept W1)
 - Full Aircraft Design Group VI Separation (Concept W2)
 - Runway 6L-24R Exits
 - Existing Conditionally-Approved Airport Layout Plan - Configuration 1 (Concept R1)
 - Single East Flow Exit Taxiway (Concept R3)
 - Fully-Perpendicular Exit Taxiways (Concept R4)
- ✈ Terminal Alternatives
 - Concourse 0 Alternatives
 - Terminal 9 Alternatives
 - Remote West Terminal
- ✈ Roadway Alternatives
 - CTA Roadways - Terminal 9 Access from CTA
 - Direct Access from Century Boulevard (not from CTA roadways)
 - Terminal 9 Access from Sepulveda Boulevard
 - Consolidated Entrance
- ✈ Preferred Alternative (Combined Concept)

PROJECT LOCATION

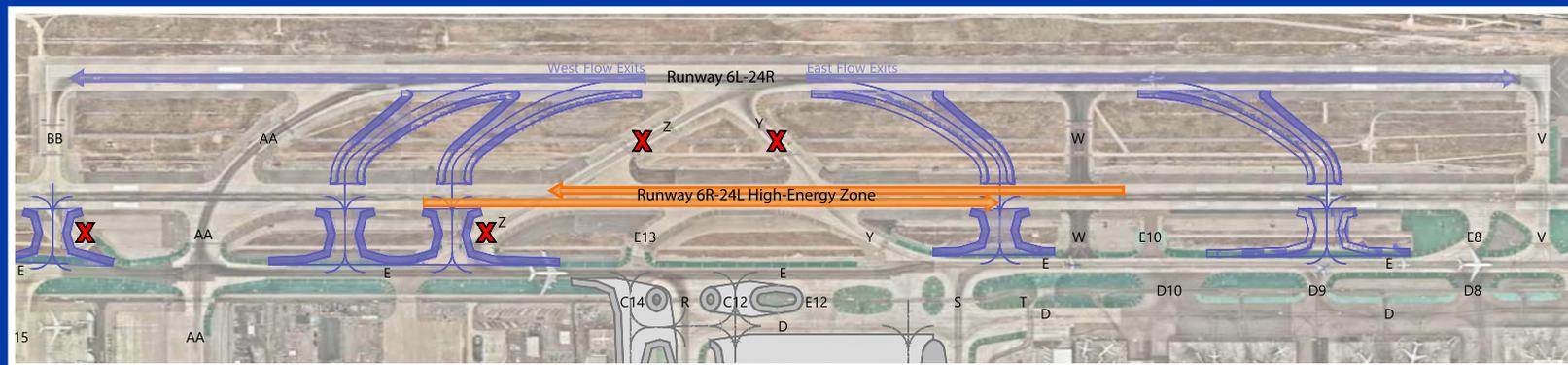


AIRFIELD IMPROVEMENTS



Reconfigures taxiways and runway exits to meet current FAA design standards

- ✈ Improves runway exit configurations to enhance pilot visibility
- ✈ Decommissions two runway exits and replaces with improved designs
- ✈ Extends Taxiway D westerly for operational efficiency and to meet FAA standards
- ✈ Improves Taxiways C & D for access to new terminal facilities
- ✈ Relocates vehicle service roads



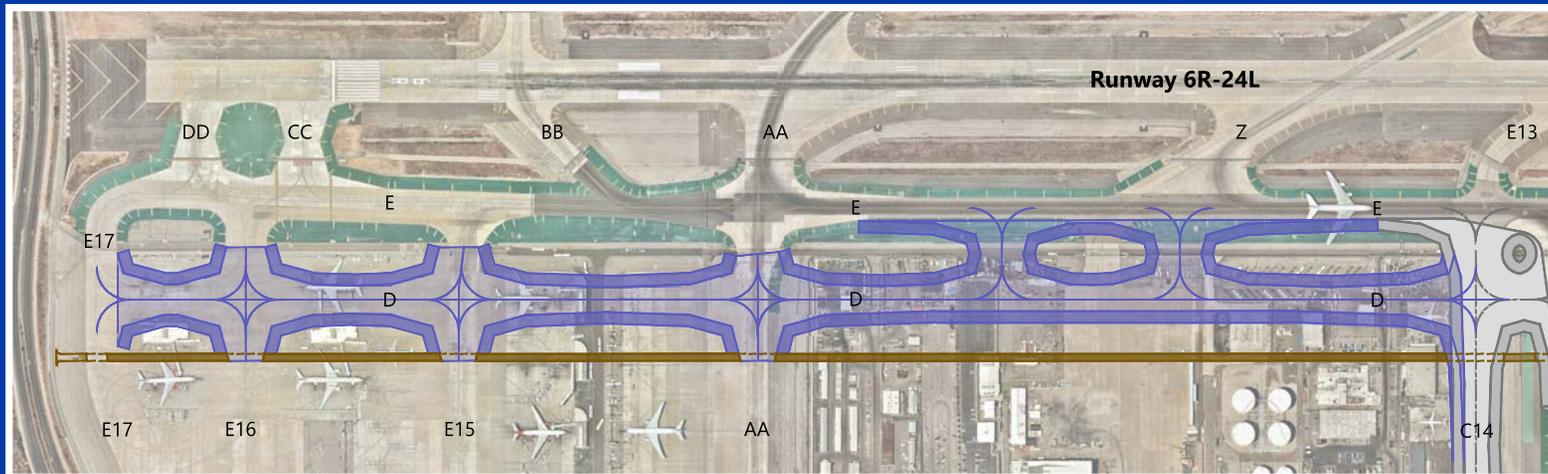
Exit Taxiway Improvements

AIRFIELD IMPROVEMENTS



The improvements:

- ✈ Reduce airfield wait times, which would lead to less aircraft idling and a decrease in emissions
- ✈ Increase operational efficiency which reduces delays and enhances safety



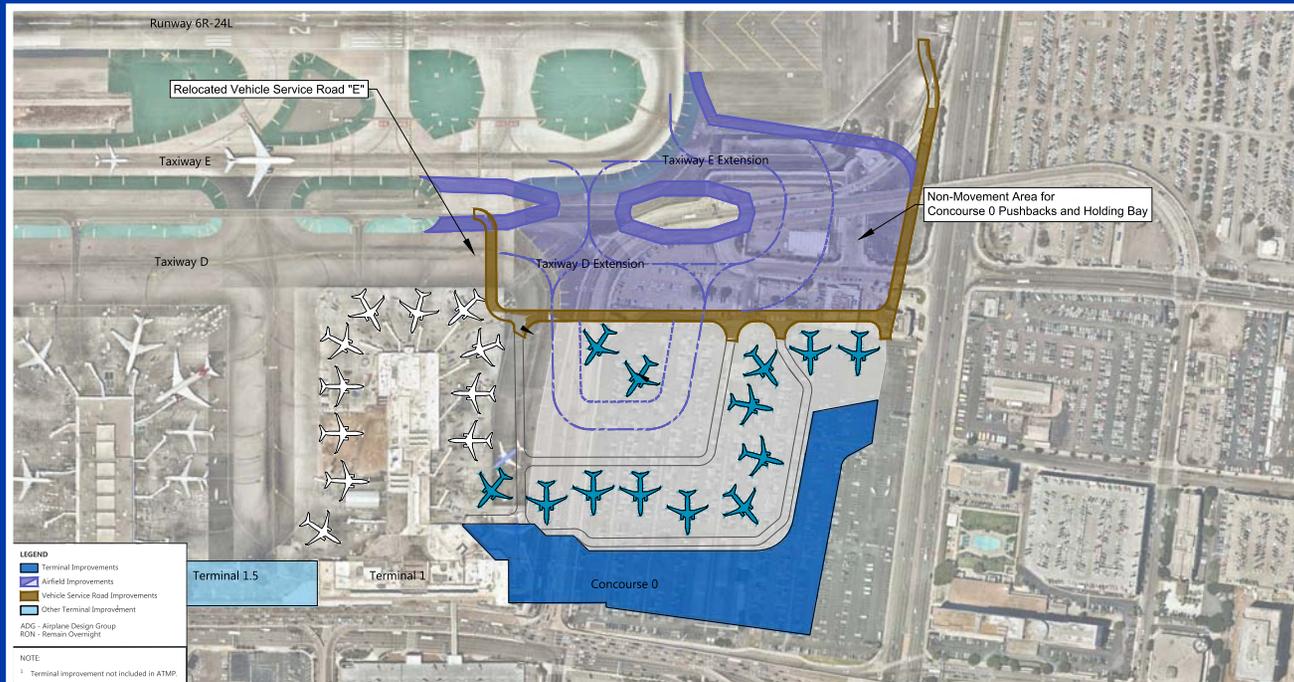
Taxiway Improvements – West End

TERMINAL IMPROVEMENTS



CONCOURSE 0 FEATURES

- ✈ Includes 11 Gates (9 new) for narrowbody planes
- ✈ Provides international processing capability
- ✈ Replaces west remote gates
- ✈ Maintains curbside and passenger processing at Terminal 1
- ✈ Provides up to 1.2 million square feet of facilities



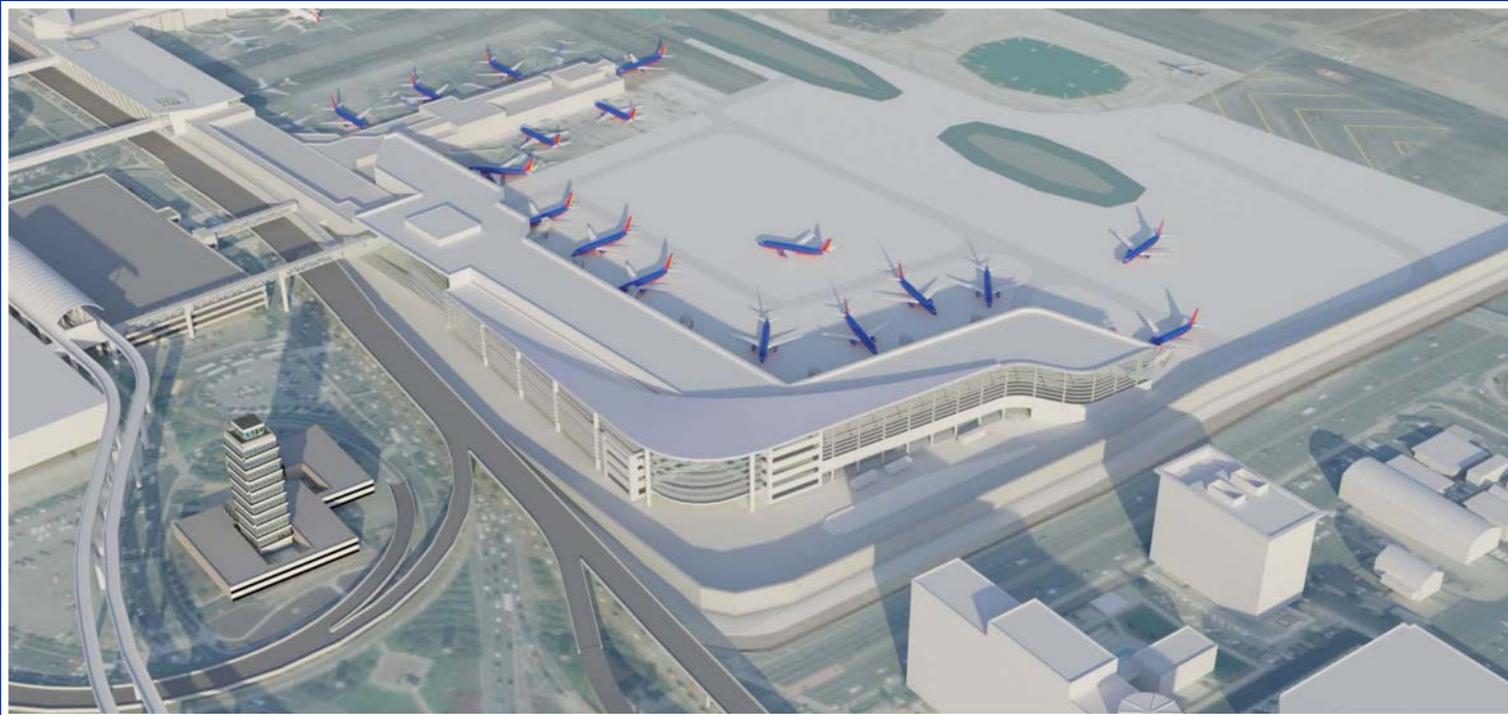
Concourse 0 Conceptual Site Plan

TERMINAL IMPROVEMENTS



CONCOURSE 0 BENEFITS

- ✈ Creates a pedestrian walkway to future Automated People Mover train station
- ✈ Provides additional concessions (restaurants and shops)
- ✈ Promotes sustainable practices, with a minimum LEED silver certification
- ✈ Creates jobs and business opportunities for local and small businesses during construction and operations



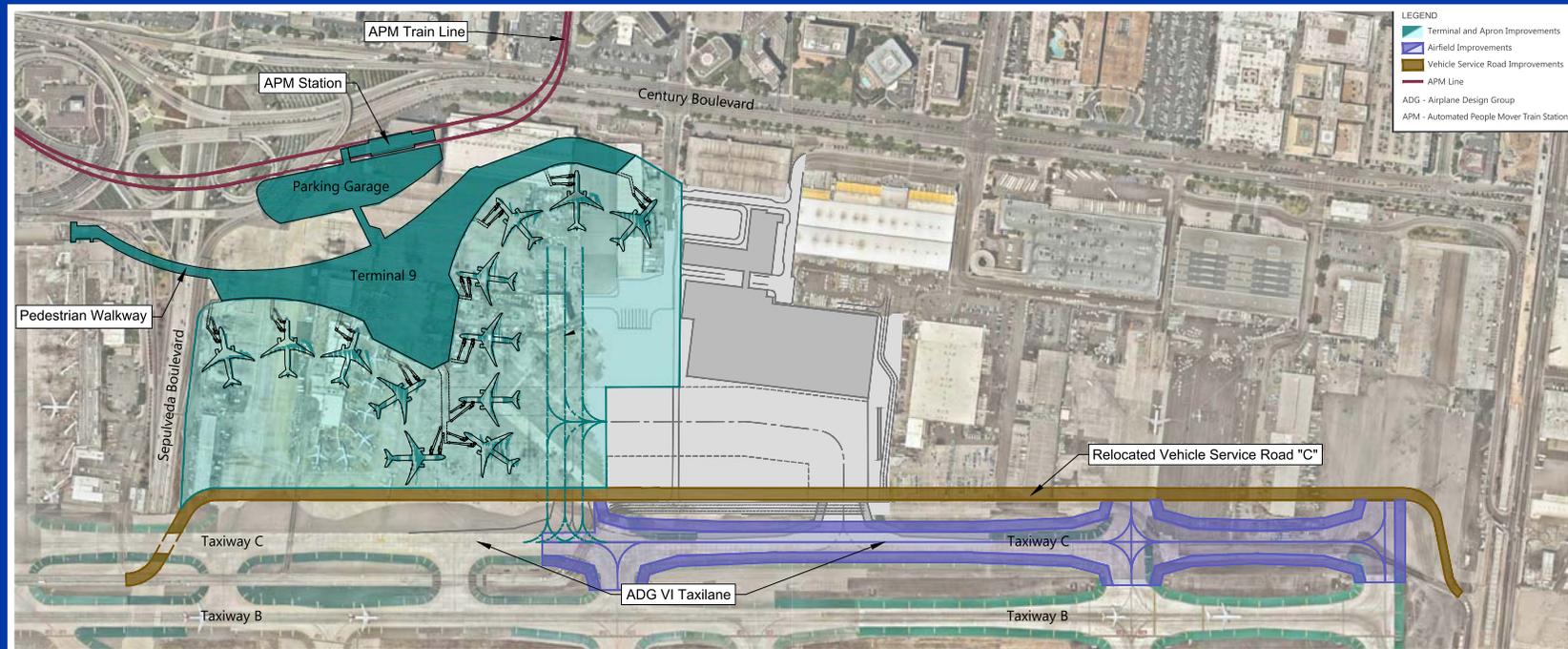
Concourse 0 Conceptual Landside View

TERMINAL IMPROVEMENTS



TERMINAL 9 FEATURES

- ✈ Includes 12 new gates for widebody planes
- ✈ Provides international processing capability
- ✈ Replaces west remote gates
- ✈ Includes landside access to/from the roadway system
- ✈ Provides up to 1.5 million square feet of facilities



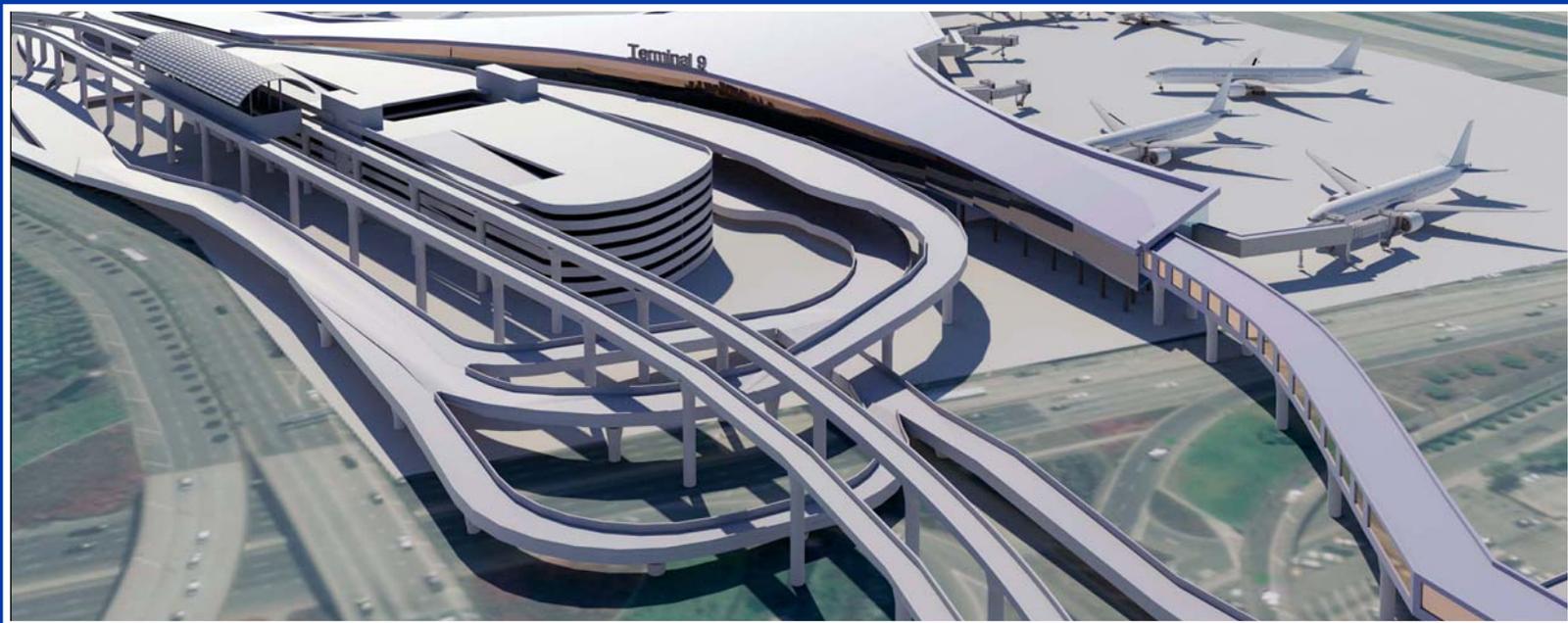
Terminal 9 Conceptual Site Plan

TERMINAL IMPROVEMENTS



TERMINAL 9 BENEFITS

- ✈ Creates pedestrian corridor to Terminal 8
- ✈ Promotes sustainable practices, with a minimum LEED silver certification
- ✈ Accesses new Automated People Mover train station
- ✈ Creates jobs and business opportunities for local and small businesses during construction and operations
- ✈ Provides additional concessions (restaurants and shops)

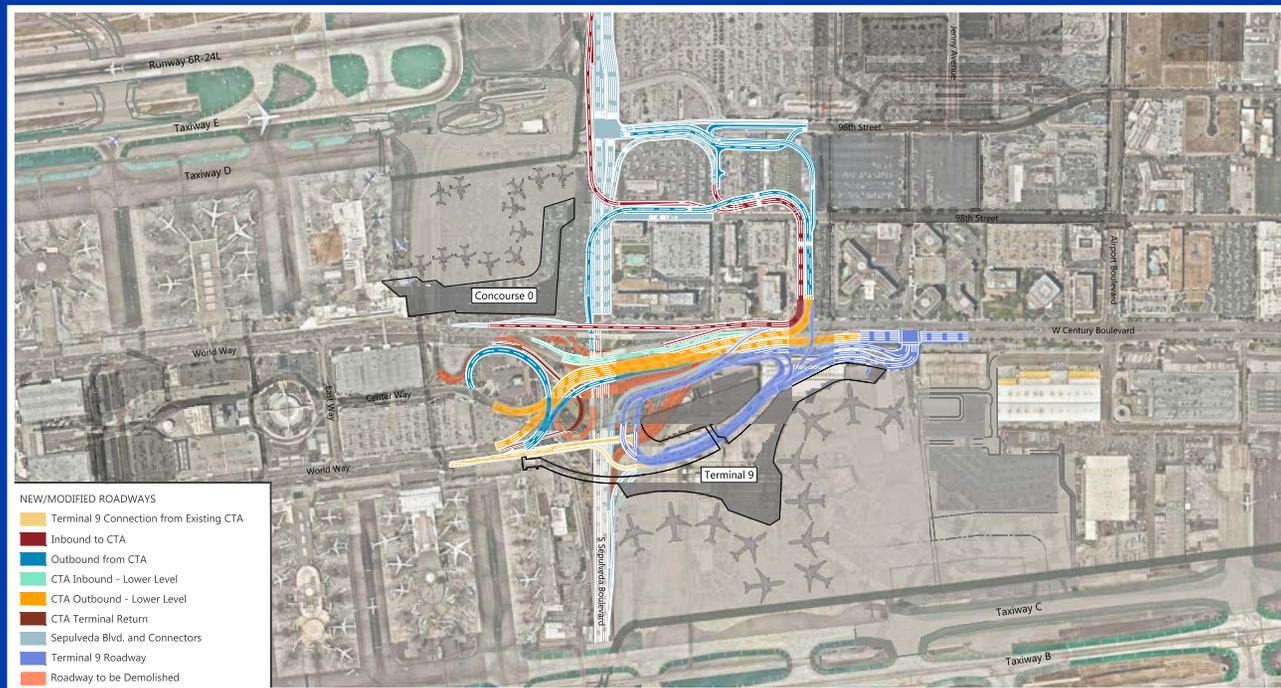


Terminal 9 Conceptual Landside View

LANDSIDE IMPROVEMENTS



- ✈ Provides dedicated access to the Central Terminal Area, including the new Terminal 9, with new elevated roadways
- ✈ Adds a new Automated People Mover train station at Terminal 9, which will link to regional mass transit
- ✈ Reduces congestion on nearby public roads and neighborhood streets
- ✈ Enhances access to the Intermodal Transportation Facility West



LANDSIDE IMPROVEMENTS



LOOKING SOUTH ALONG SEPULVEDA BOULEVARD



CTA = Central Terminal Area
ITF West = Intermodal Transportation Facility West (off image)

LANDSIDE IMPROVEMENTS

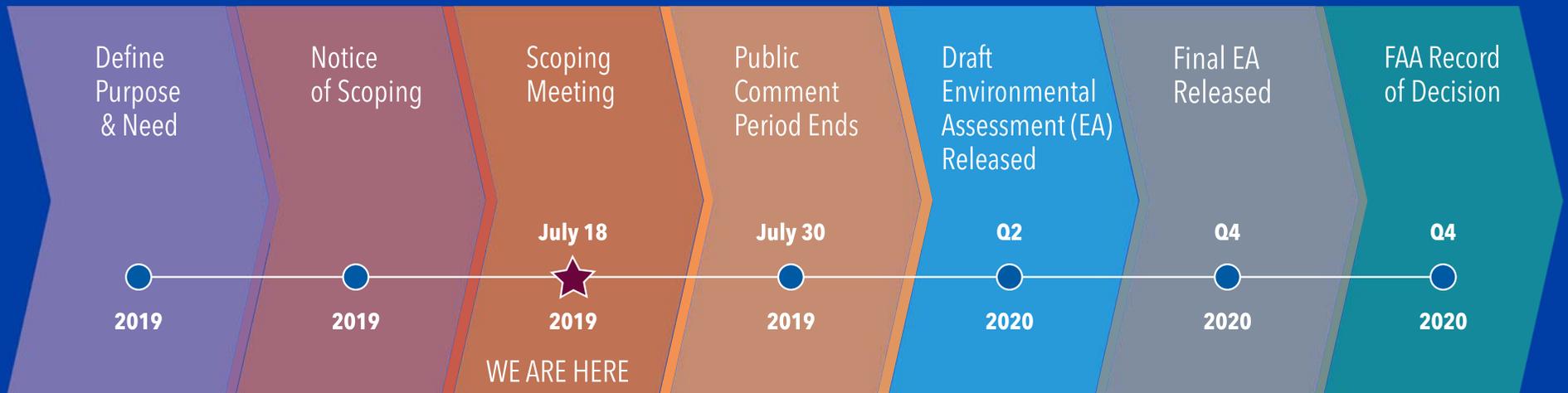


LOOKING NORTHWEST ACROSS TERMINAL 9 & SEPULVEDA BOULEVARD



CTA = Central Terminal Area

NEPA TIMELINE



A separate California Environmental Quality Act (CEQA) process is being conducted.

ENVIRONMENTAL IMPACT CATEGORIES

FAA Orders 1050.1F and 5050.4B identify these environmental impact categories for evaluation in FAA NEPA documents:

- ✈ Air Quality
- ✈ Biological Resources (including fish, wildlife and plants)
- ✈ Climate
- ✈ Coastal Resources
- ✈ DOT Act, Section 4(f)
- ✈ Farmlands
- ✈ Hazardous materials, solid waste, and pollution prevention
- ✈ Historical, architectural, archeological, and cultural resources
- ✈ Land use
- ✈ Natural resources and energy supply
- ✈ Noise and noise-compatible land use
- ✈ Socioeconomics, environmental justice, children's environmental health and safety risks
- ✈ Visual effects (including light emissions)
- ✈ Water resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)
- ✈ Cumulative impacts

SCOPING COMMENTS



Comments can be submitted on environmental issues the public would like to see analyzed in the Environmental Assessment (EA):

- ✈ At this Scoping Meeting on comment cards or digitally
- ✈ Online at www.lawa.org/ATMP
- ✈ Mailed: Los Angeles World Airports
Attention: Evelyn Quintanilla
Chief Airport Planner, II
One World Way, P.O. Box 92216
Los Angeles, California 90009-2216



**Comments must be received by (not postmarked by)
5:00 pm, Tuesday, July 30, 2019.**