

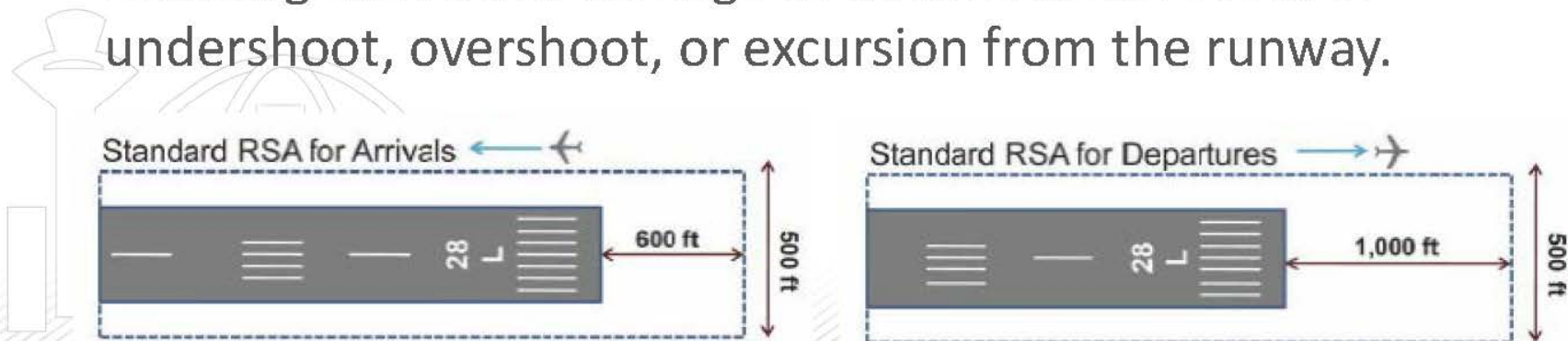
# Runway 6R-24L Runway Safety Area Improvements Project

April 14, 2015



# Purpose of Project

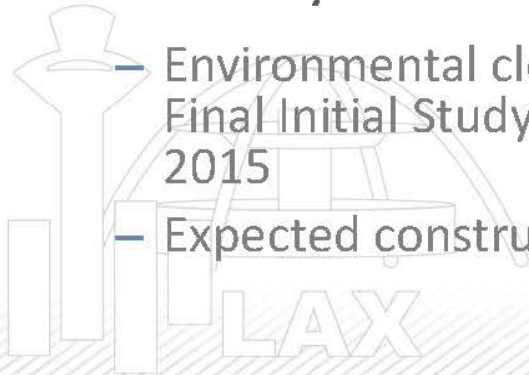
- Comply with Public Law 109-115, *Transportation, Treasury, Housing and Urban Development, the Judiciary, The District of Columbia, and Independent Agencies Appropriations Act*, which states ALL runways at Part 139 certified airports (such as LAX) meet Federal Aviation Administration (FAA) Runway Safety Area (RSA) design requirements by December 31, 2015.
- RSAs are defined surfaces surrounding the runway suitable for reducing the risk of damage to aircraft in the event of undershoot, overshoot, or excursion from the runway.





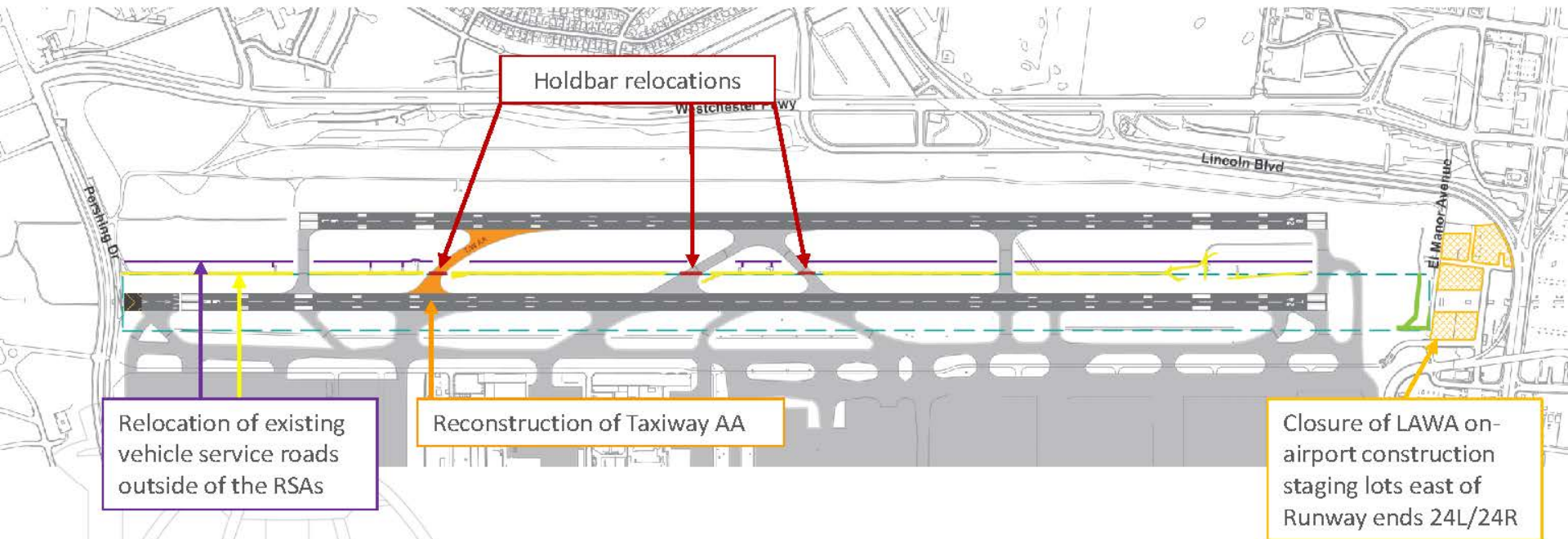
# Current Status of RSA Projects

- Runway 6L-24R
  - Environmental clearance: NEPA and CEQA approved in July 2014
  - Expected construction: May 2015 – December 2015
- Runway 7L-25R
  - Environmental clearance: FAA approved a Final EA on August 30, 2013 and issued a FONSI on September 5, 2013; CEQA EIR certified in February 2014
  - Expected construction: February 2016 – May 2017
- Runway 6R-24L
  - Environmental clearance: FAA finding on EA estimated in June 2015; Final Initial Study/Mitigated Negative Declaration estimated May/June 2015
  - Expected construction: January 2016 – December 2016



# Approved Runway 6R-24L Improvements

Interim improvements approved in the Runway 6L-24R Runway Safety Area  
and Associated Improvements Project Environmental Assessment



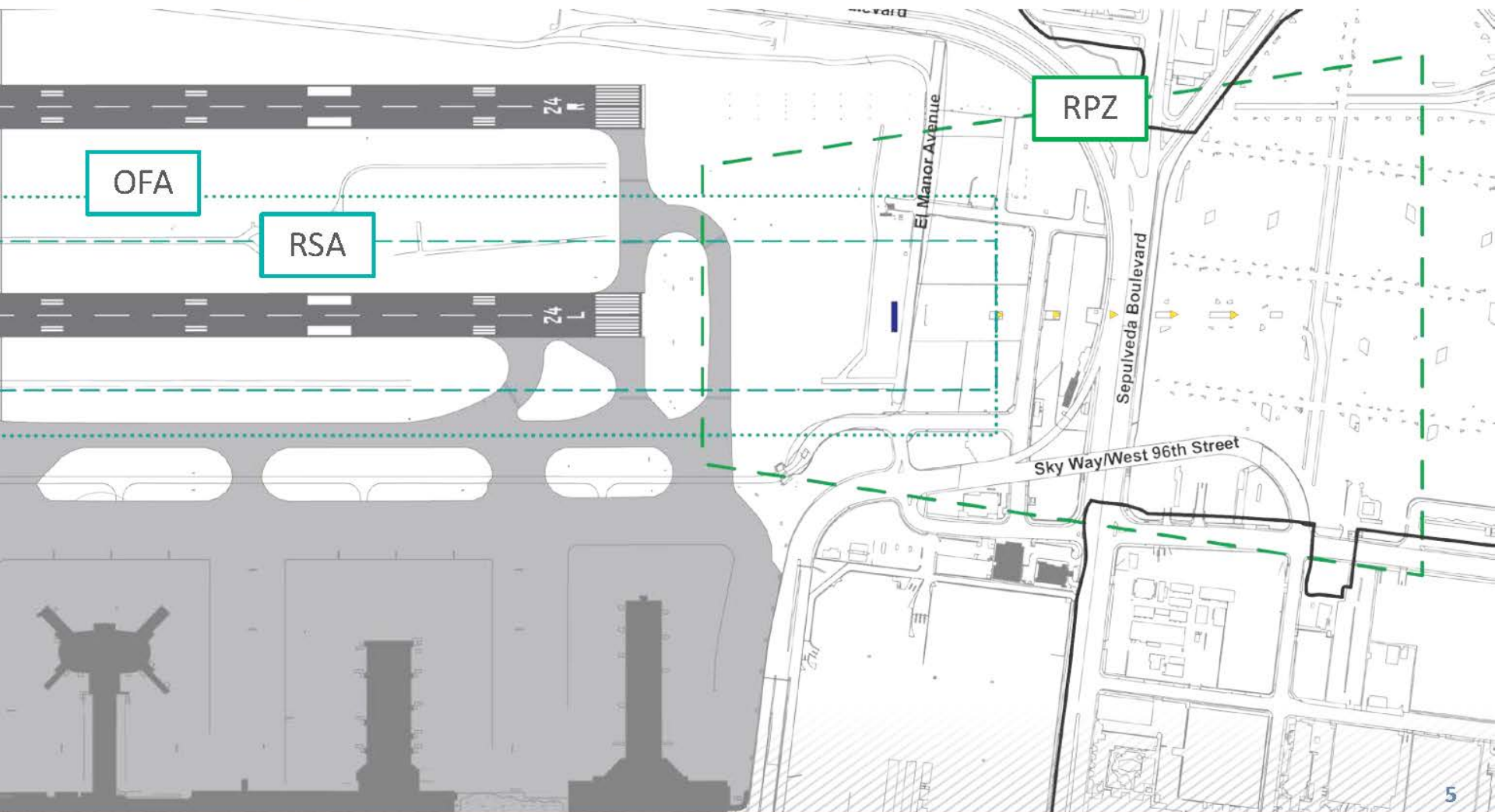
**Expected Construction 2nd half of 2015**

LAX



# Runway 24L Existing Conditions

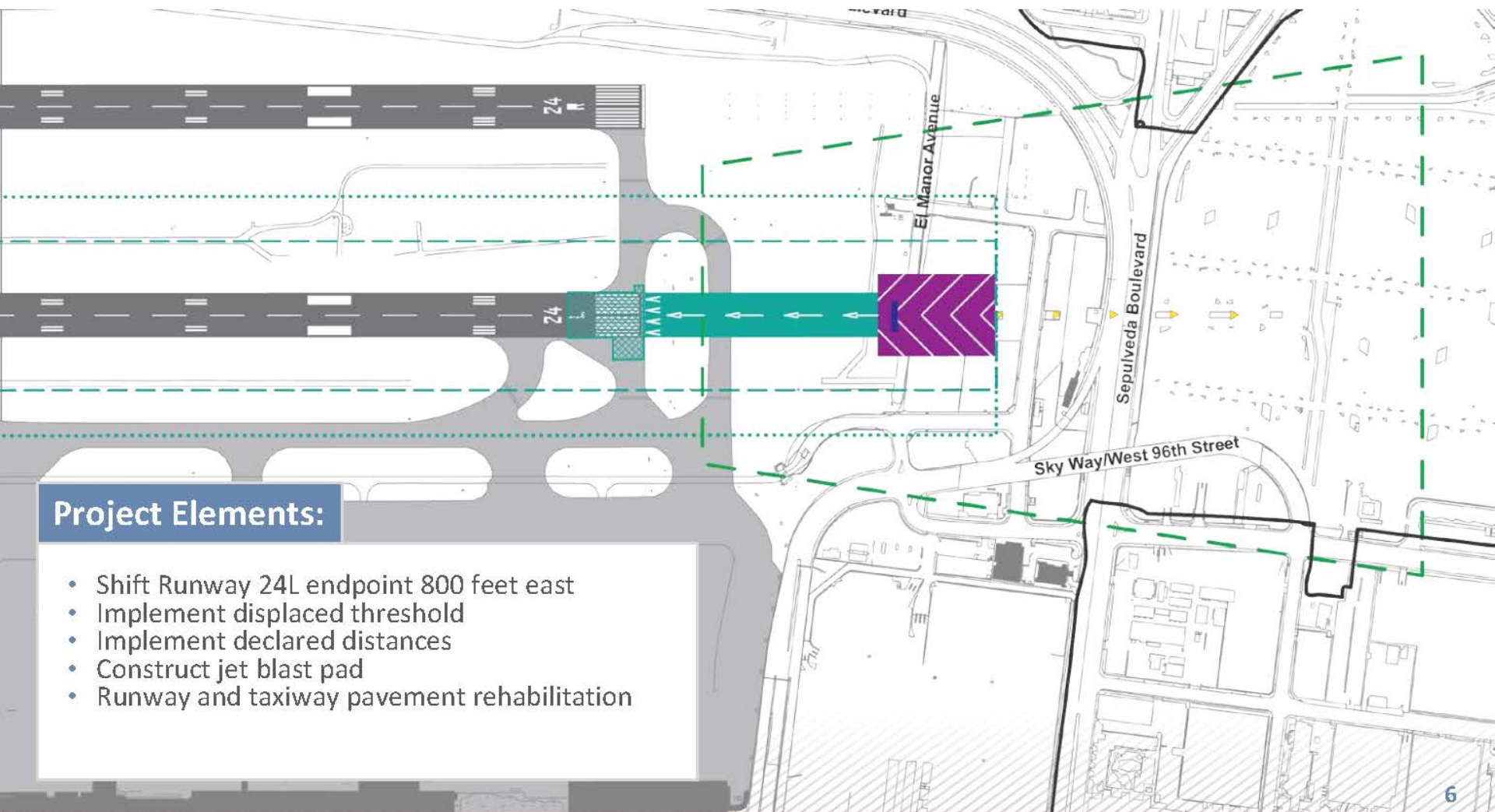
Currently Being Analyzed – Expected Construction 1st half of 2016





# Proposed Runway 24L Improvements

Currently Being Analyzed – Expected Construction 1st half of 2016



## Project Elements:

- Shift Runway 24L endpoint 800 feet east
- Implement displaced threshold
- Implement declared distances
- Construct jet blast pad
- Runway and taxiway pavement rehabilitation



# Proposed Runway 24L Improvements

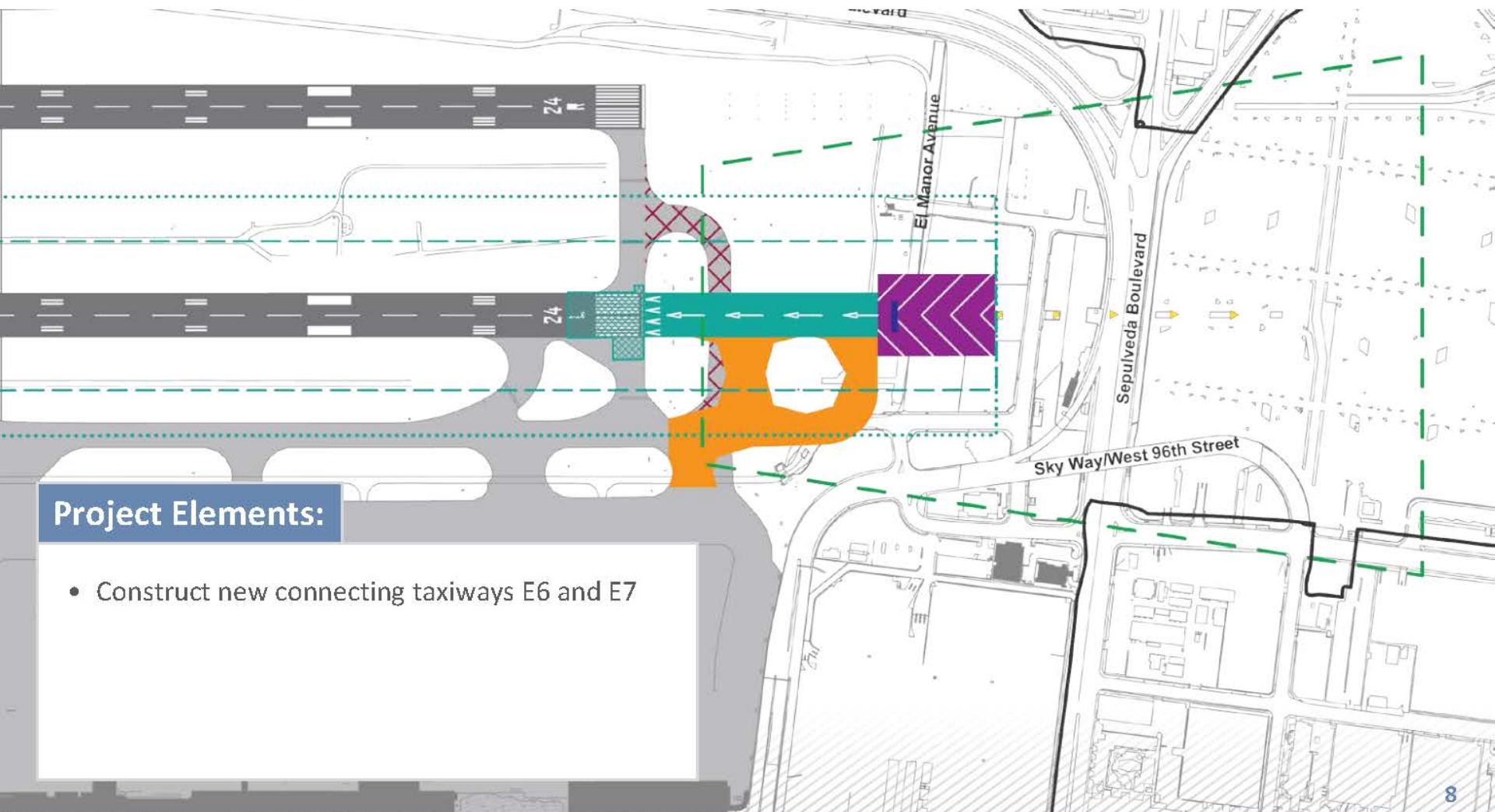
Currently Being Analyzed – Expected Construction 1st half of 2016





# Proposed Runway 24L Improvements

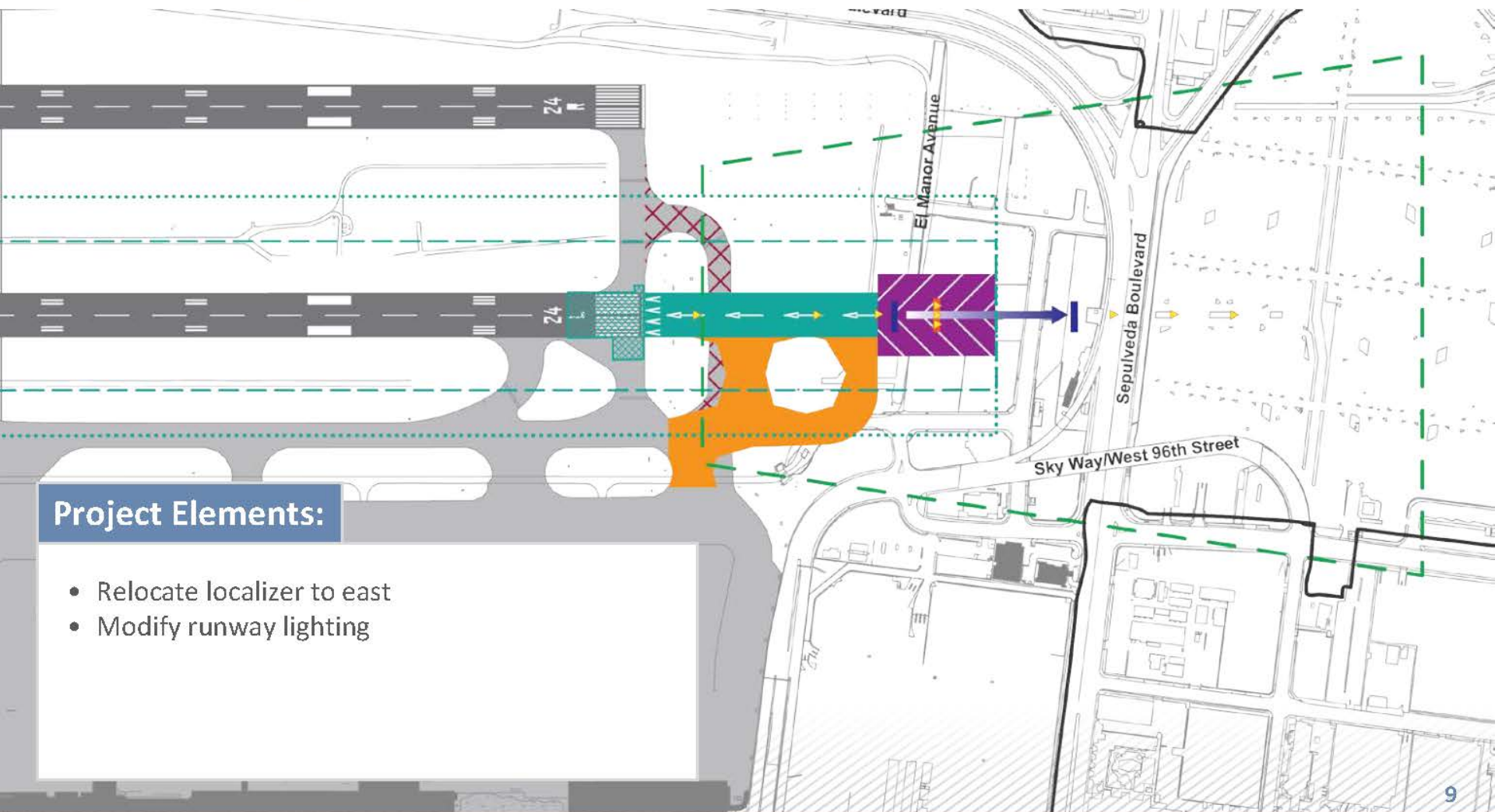
Currently Being Analyzed – Expected Construction 1st half of 2016





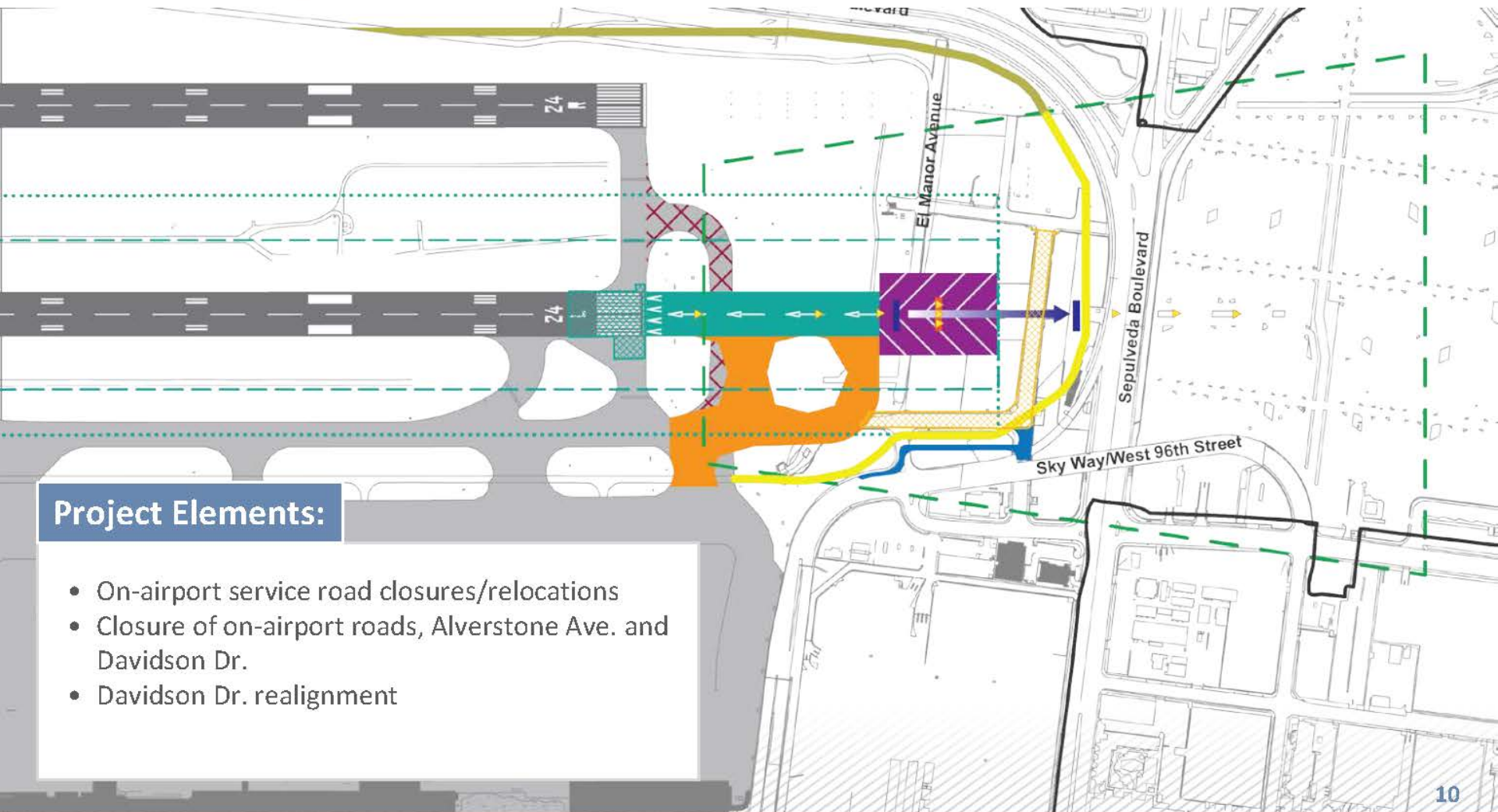
# Proposed Runway 24L Improvements

Currently Being Analyzed – Expected Construction 1st half of 2016



# Proposed Runway 24L Improvements

Currently Being Analyzed – Expected Construction 1st half of 2016



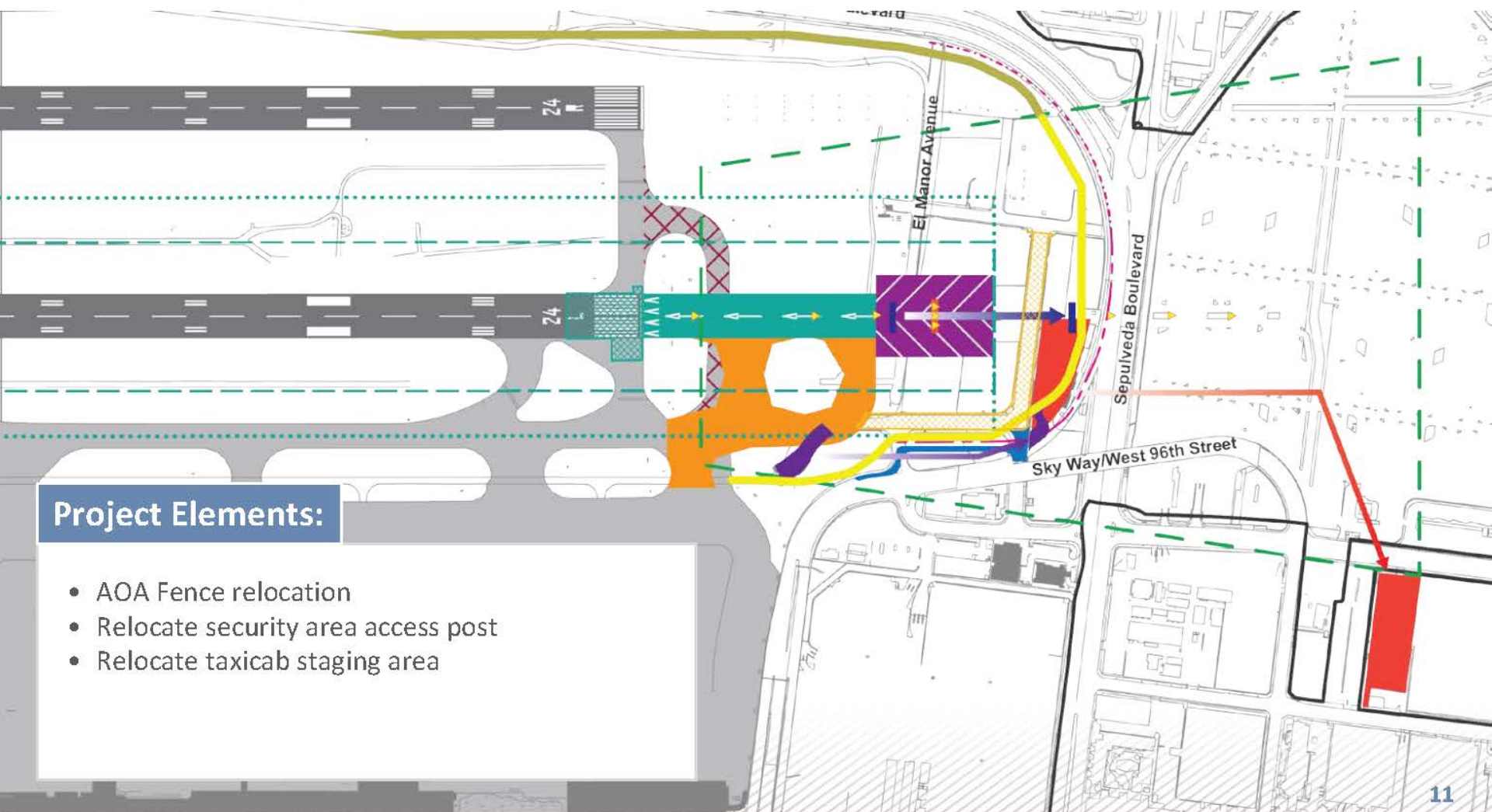
## Project Elements:

- On-airport service road closures/relocations
- Closure of on-airport roads, Alverstone Ave. and Davidson Dr.
- Davidson Dr. realignment



# Proposed Runway 24L Improvements

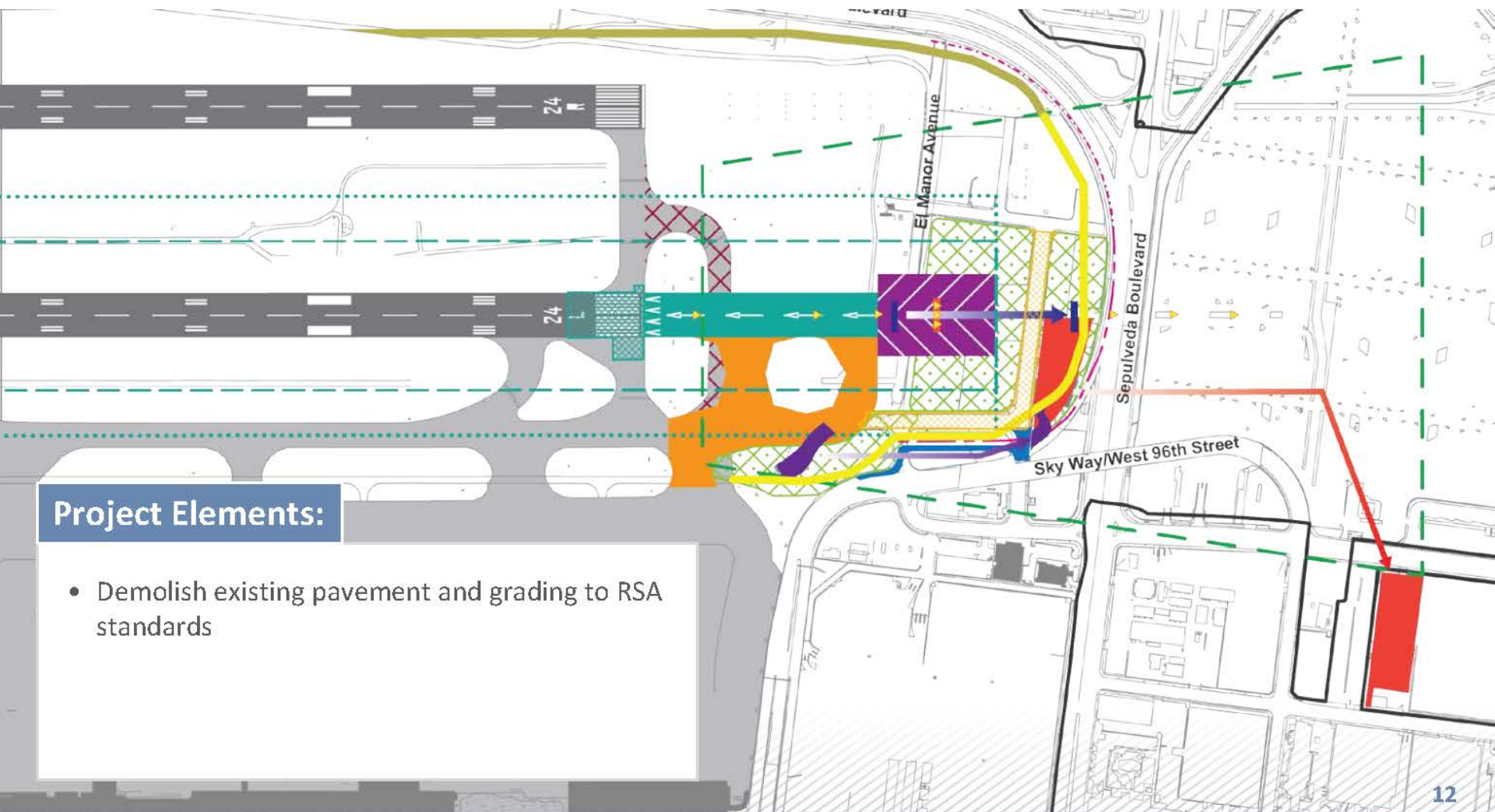
Currently Being Analyzed – Expected Construction 1st half of 2016





# Proposed Runway 24L Improvements

Currently Being Analyzed – Expected Construction 1st half of 2016



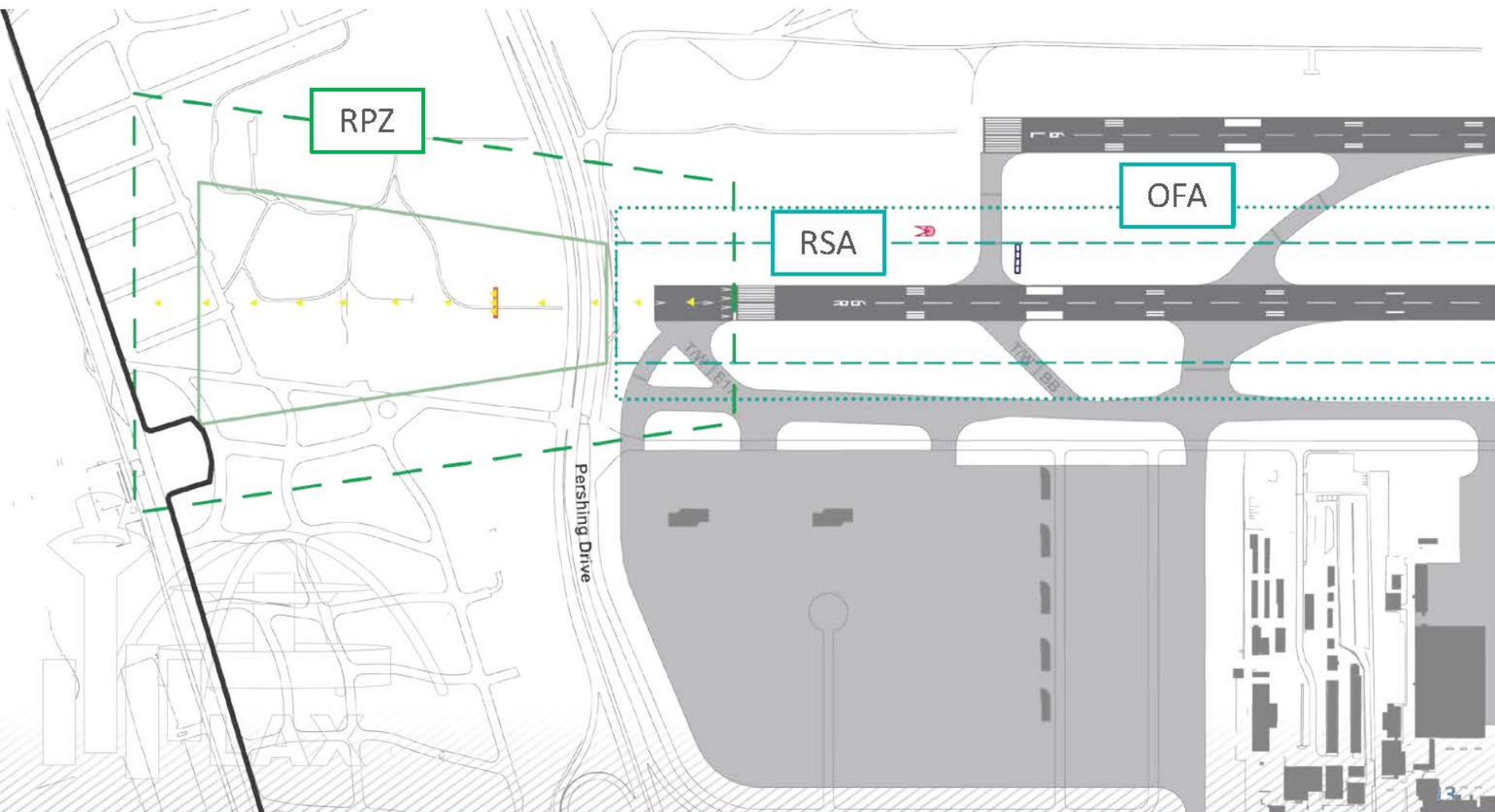
## Project Elements:

- Demolish existing pavement and grading to RSA standards



# Runway 6R Existing Conditions

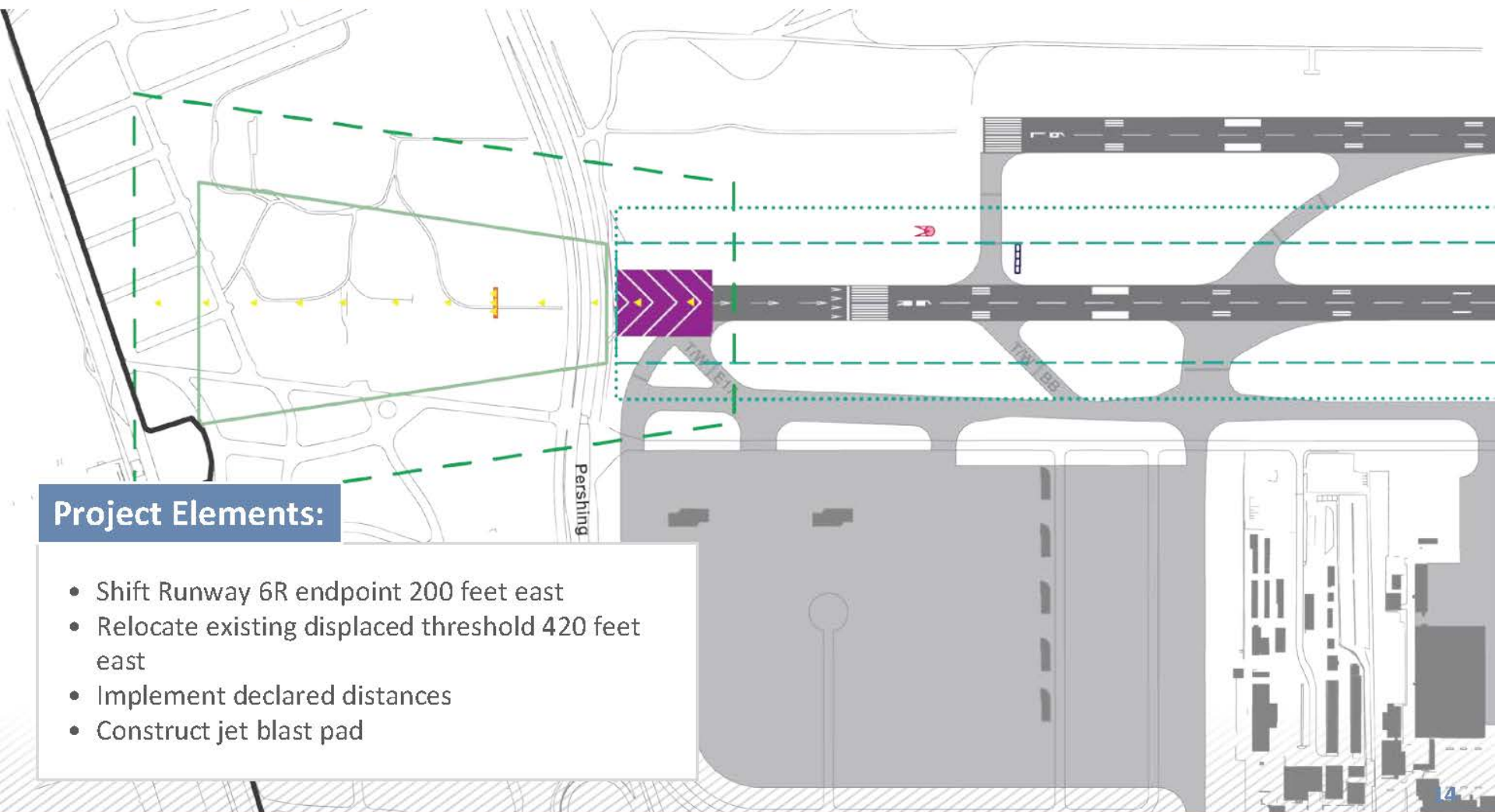
Currently Being Analyzed – Expected Construction 2nd half of 2016





# Proposed Runway 6R Improvements

Currently Being Analyzed – Expected Construction 2nd half of 2016



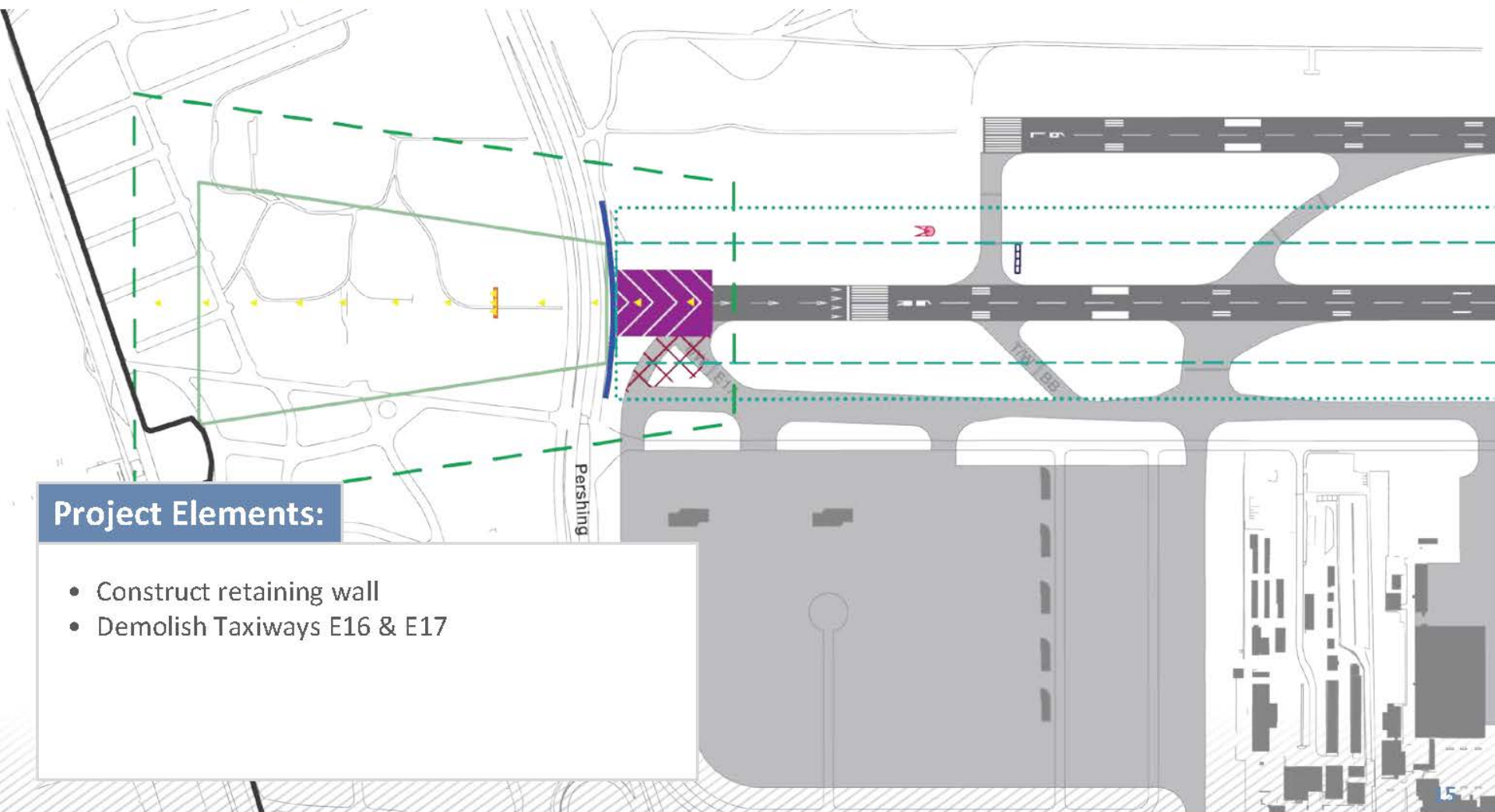
## Project Elements:

- Shift Runway 6R endpoint 200 feet east
- Relocate existing displaced threshold 420 feet east
- Implement declared distances
- Construct jet blast pad



# Proposed Runway 6R Improvements

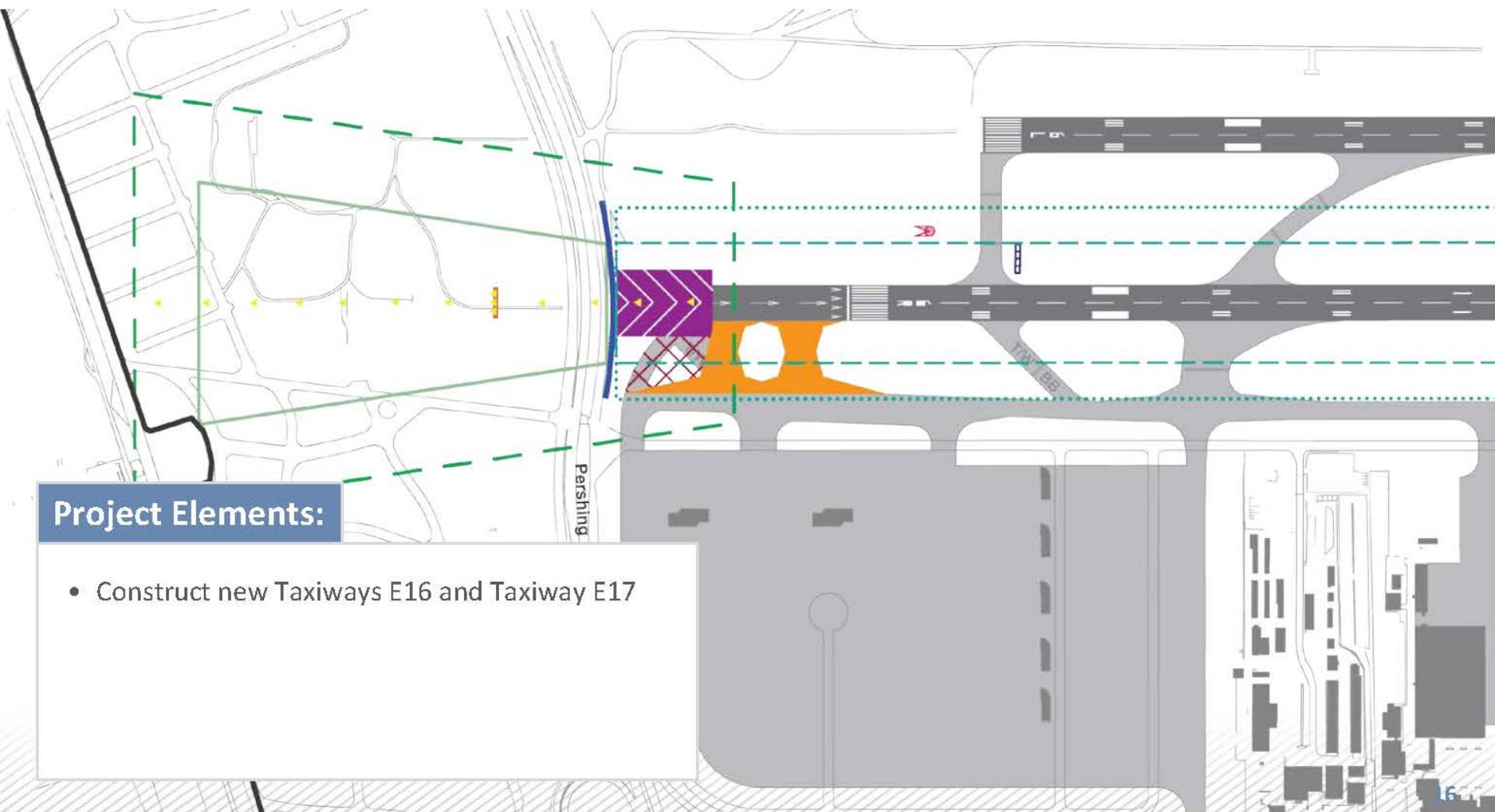
Currently Being Analyzed – Expected Construction 2nd half of 2016





# Proposed Runway 6R Improvements

Currently Being Analyzed – Expected Construction 2nd half of 2016



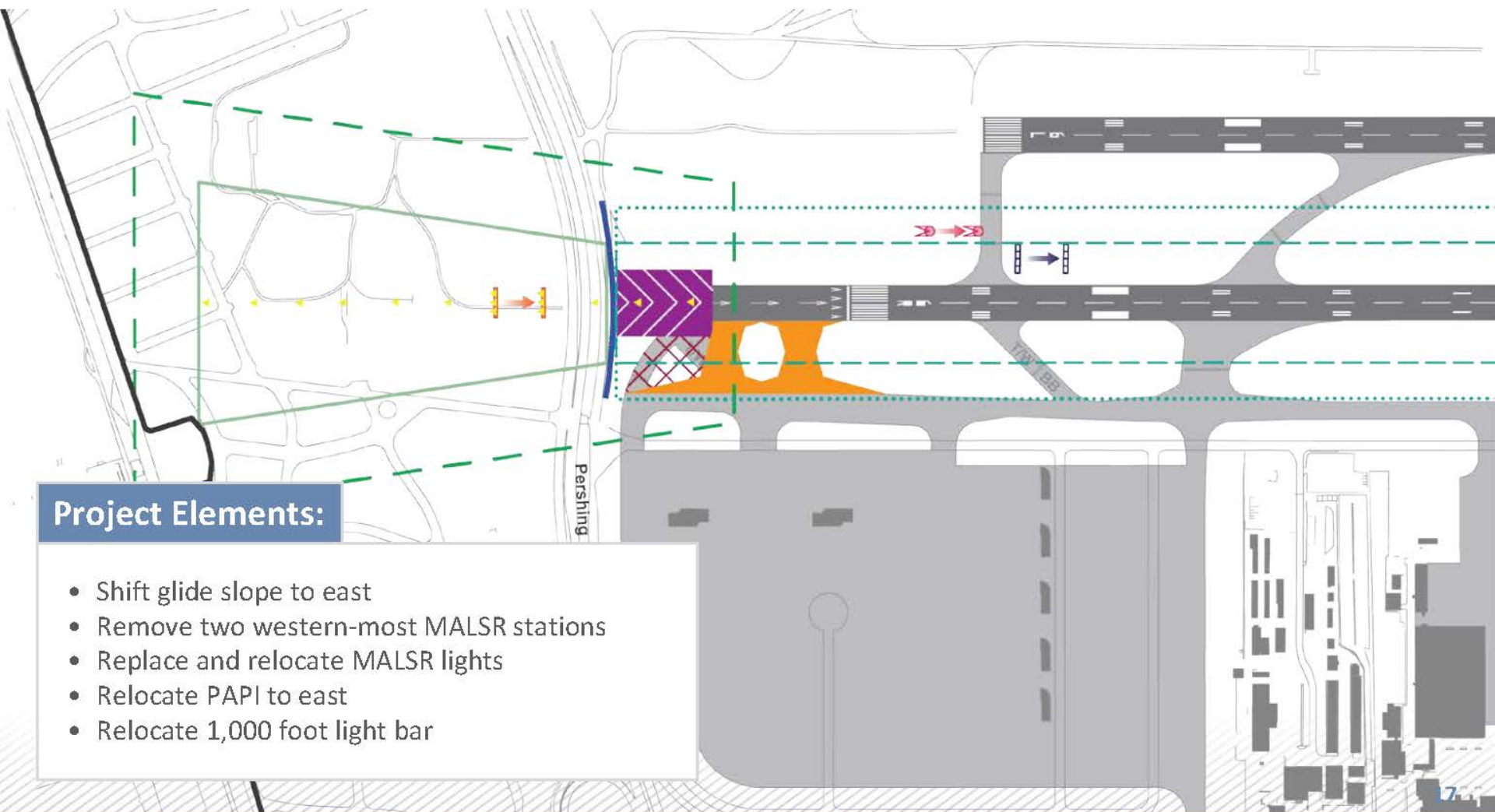
## Project Elements:

- Construct new Taxiways E16 and Taxiway E17



# Proposed Runway 6R Improvements

Currently Being Analyzed – Expected Construction 2nd half of 2016

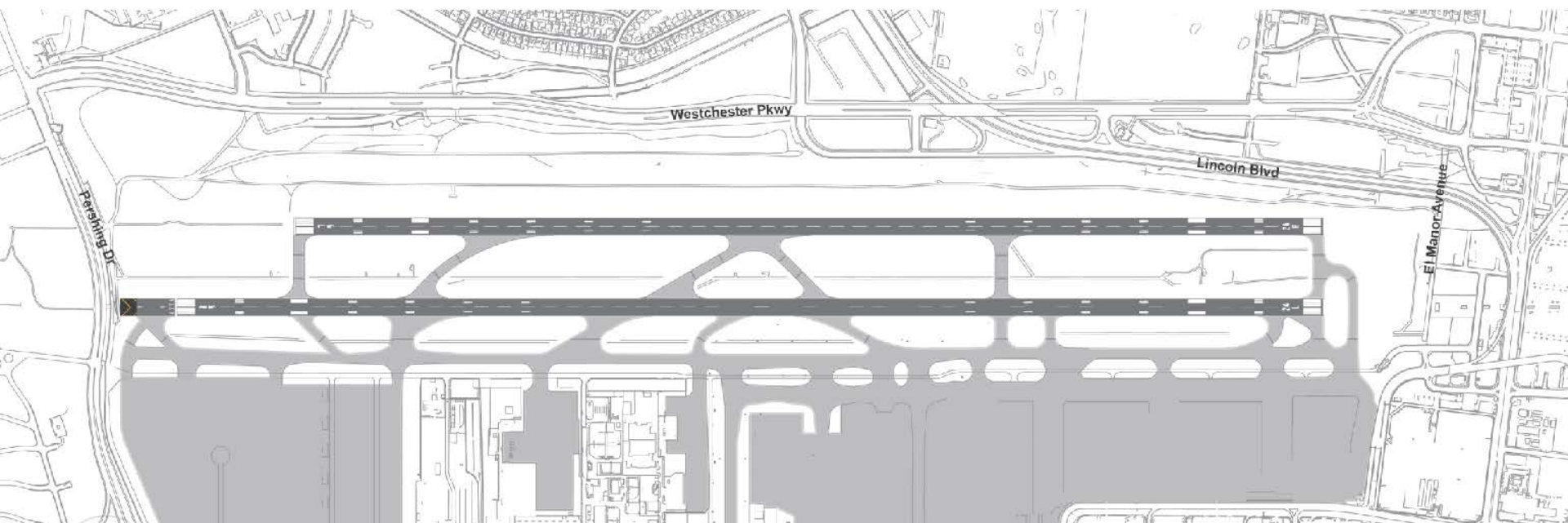


## Project Elements:

- Shift glide slope to east
- Remove two western-most MALSR stations
- Replace and relocate MALSR lights
- Relocate PAPI to east
- Relocate 1,000 foot light bar



# Declared Distances During Construction

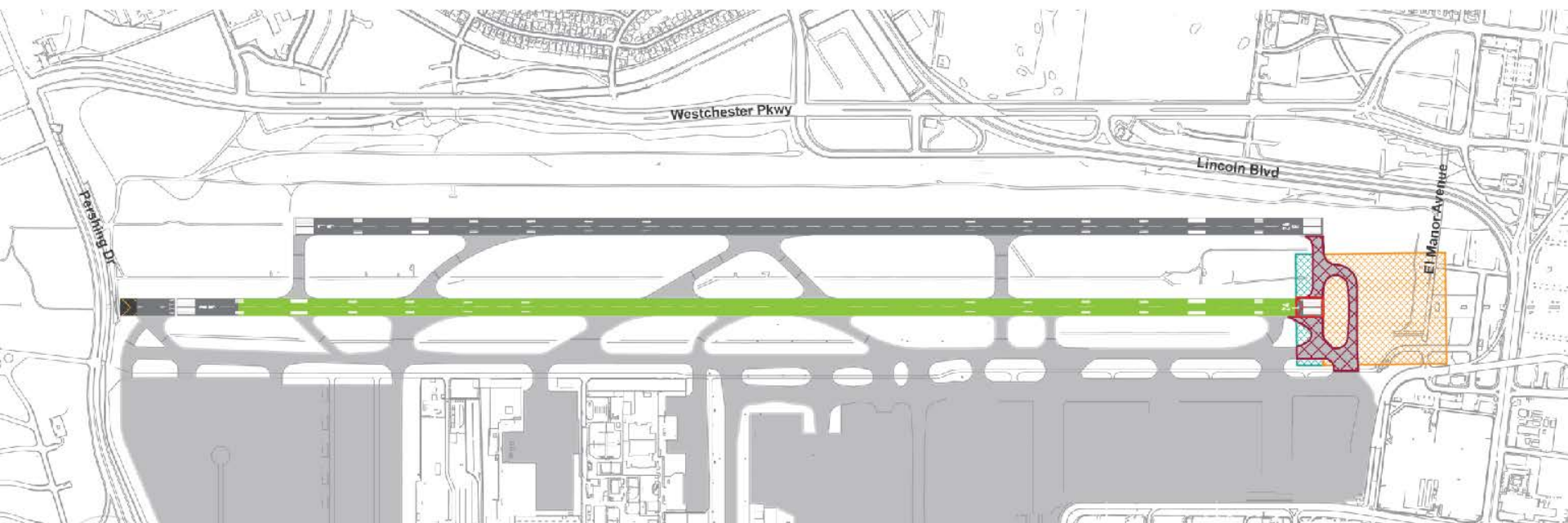




# Declared Distances During Construction

## Phase 1 Construction (Runway 24L Improvements)

1,285-foot reduction in runway length for departures on Runway 24L

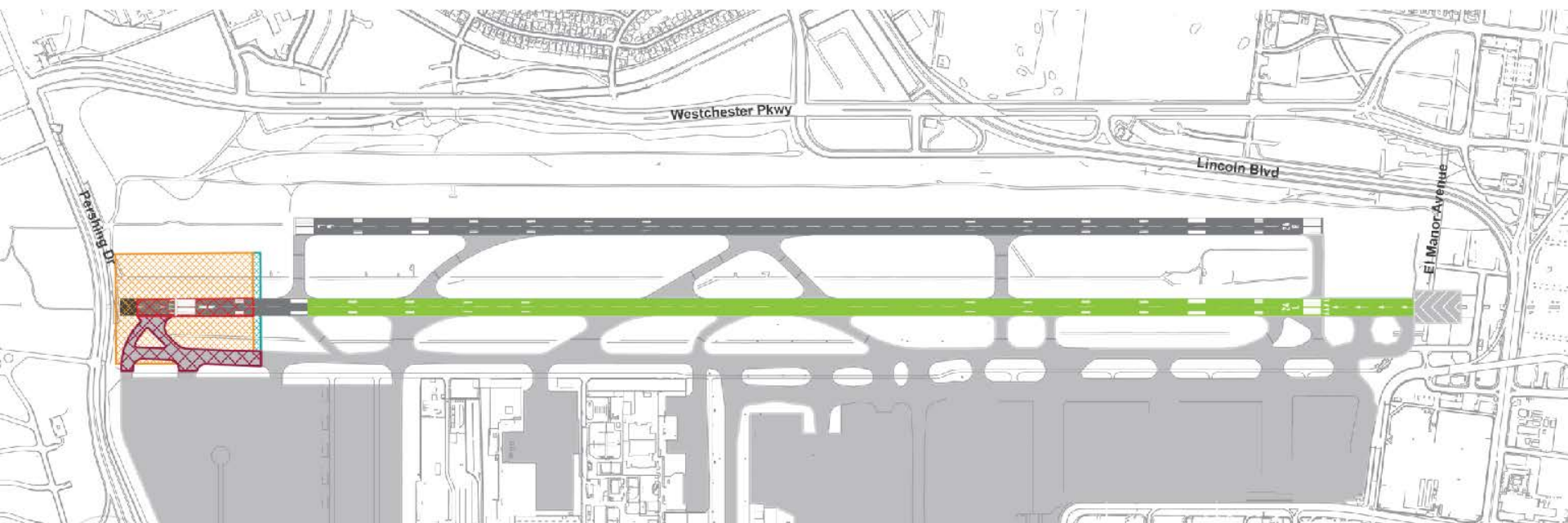




# Declared Distances During Construction

## Phase 2 Construction (Runway 6R Improvements)

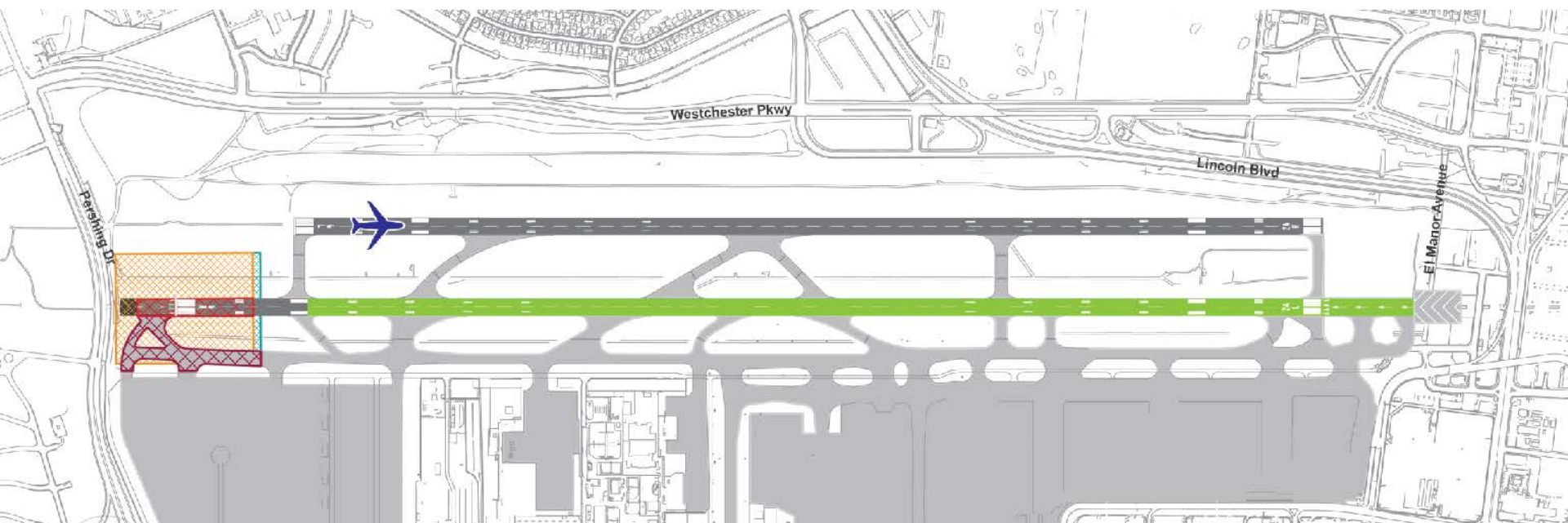
1,085-foot reduction in runway length for departures on Runway 24L

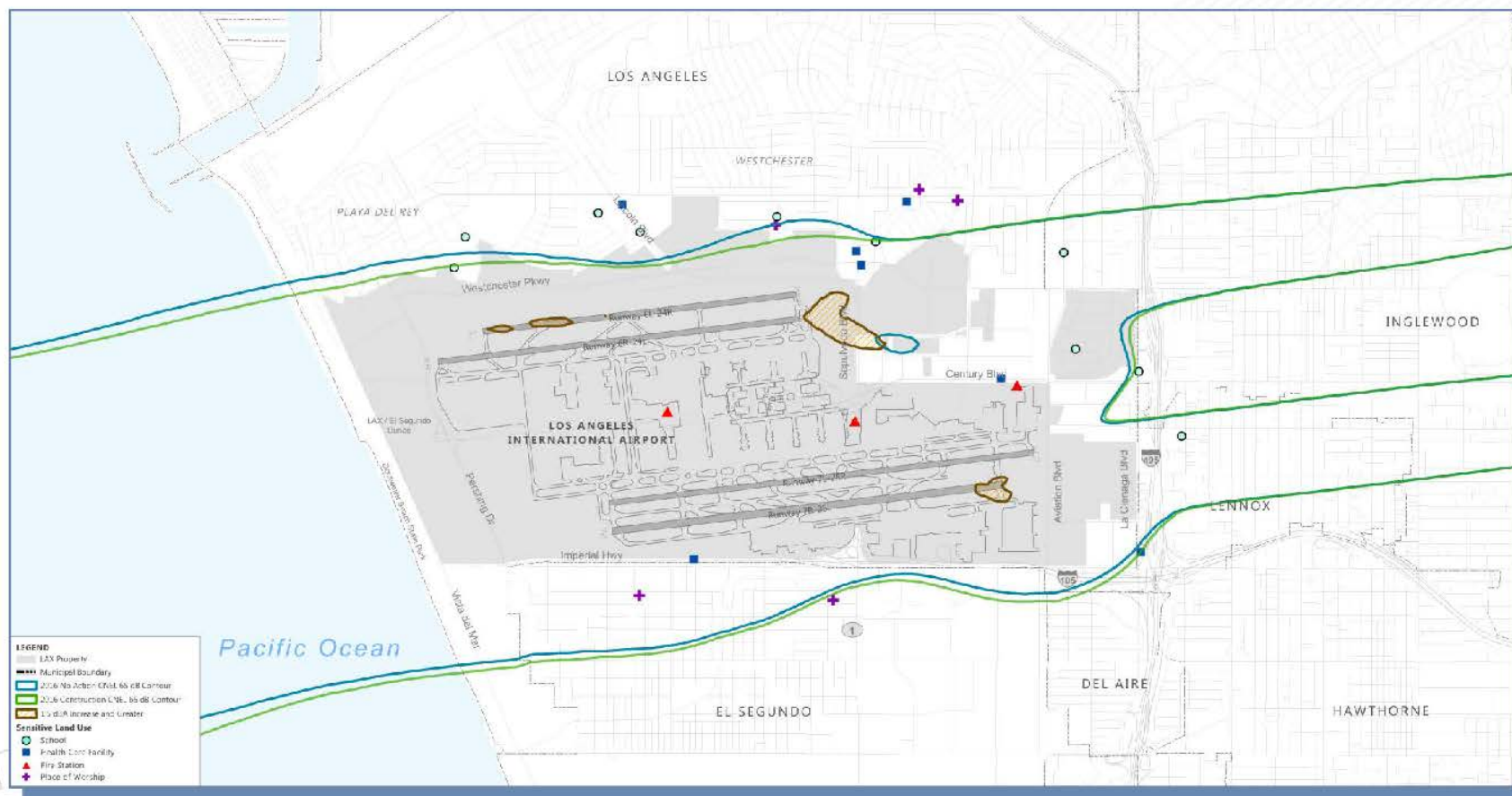




# Declared Distances During Construction

Over ocean nighttime arrivals during Phase 2 will be shifted to Runway 6L due to nav aids being offline

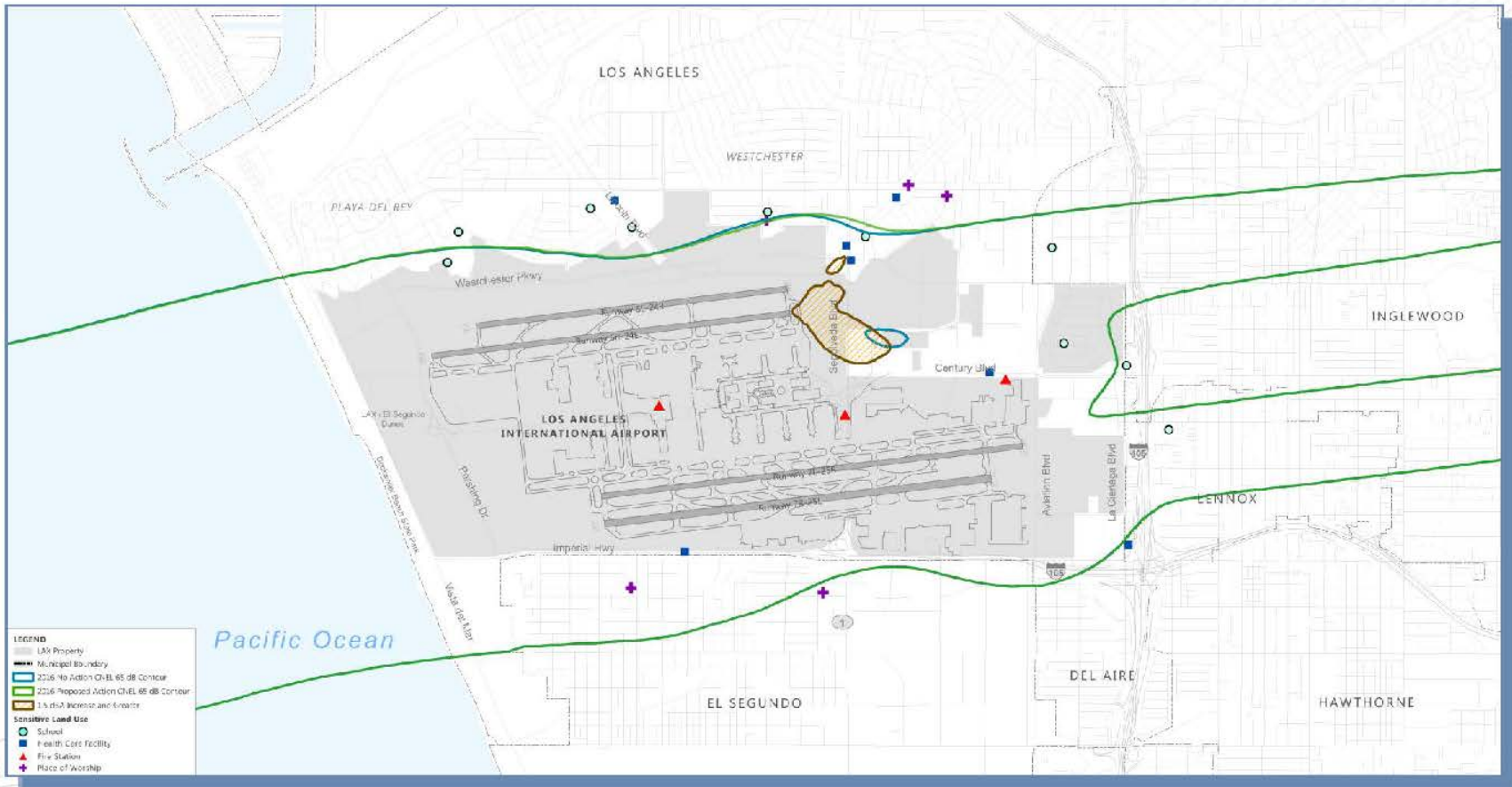




## Temporary Noise Effects (During Construction)

No noise sensitive uses would experience an increase of 1.5 dB CNEL or above

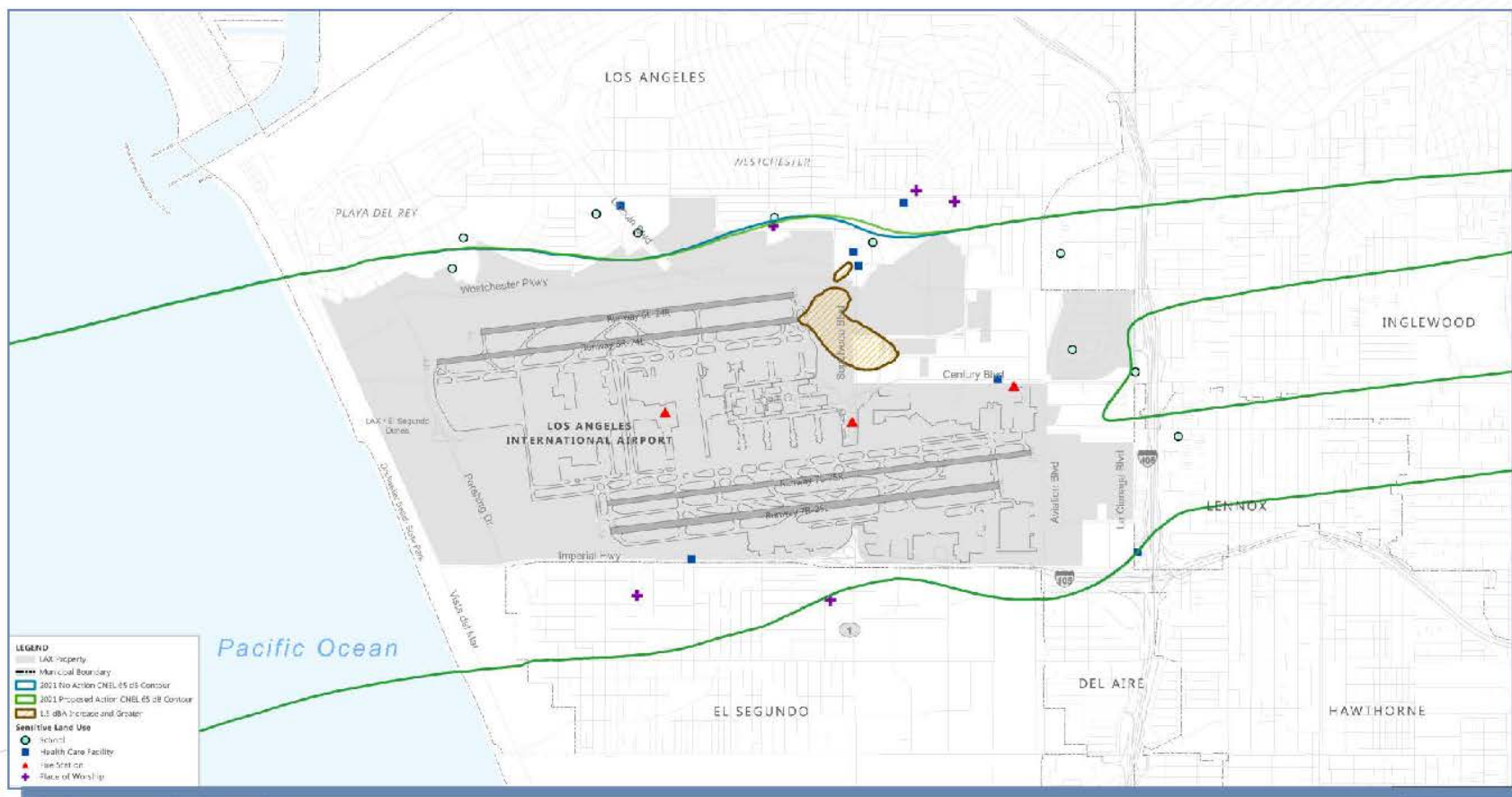
LAX



# Operational Noise Effects -2016 (After Implementation)

No noise sensitive uses would experience an increase of 1.5 dB CNEL or above





## Operational Noise Effects - 2021

No noise sensitive uses would experience an increase of 1.5 dB CNEL or above

LAX



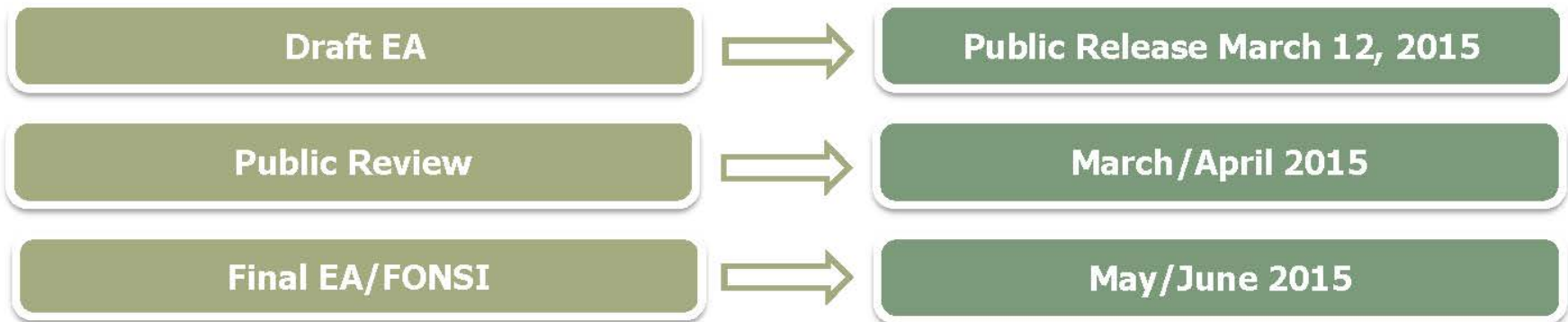
# Other Environmental Effects

- No significant air quality effects
- Coastal Zone
  - Two westernmost MALSR stations will be removed
  - Lights will be replaced and relocated to existing station locations

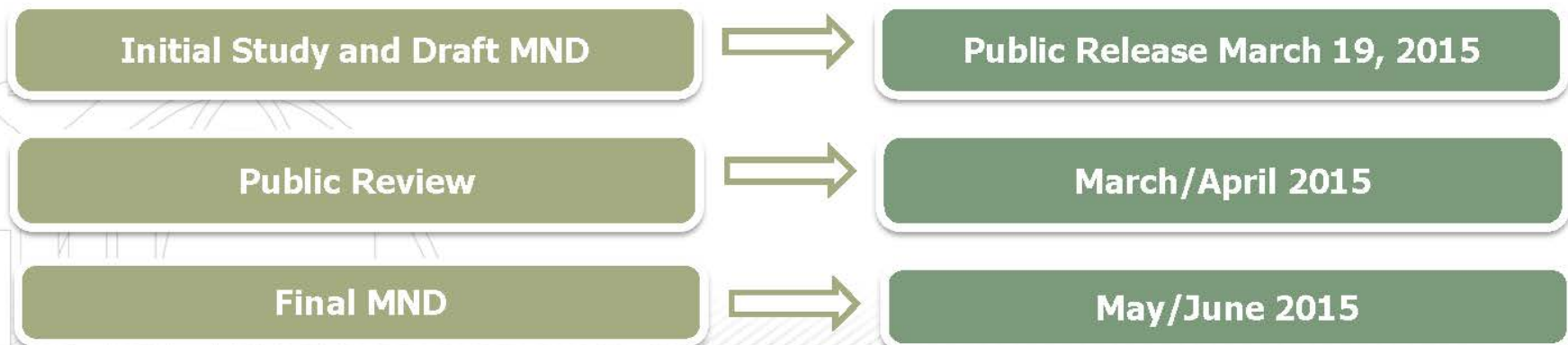


# Project Schedule - Milestones

## NEPA



## CEQA



# Comments

Comments can be handwritten on comment forms and submitted at this Public Meeting

Comments can also be mailed to:

Los Angeles World Airports  
Capital Programming and Planning  
Land Use and Entitlement Section  
Attention: Evelyn Quintanilla  
One World Way, Suite 218  
P.O. Box 92216  
Los Angeles, CA 90045

To submit comments online, visit <http://www.ourLAX.org>

**COMMENTS MUST BE RECEIVED BY**  
**5:00 pm Friday, April 24, 2015**

