

Appendix B

Agency Coordination





U.S Department
of Transportation

**Federal Aviation
Administration**

Western-Pacific Region
Airports Division

Federal Aviation Administration
P.O. Box 92007
Los Angeles, CA 90009-2007

November 21, 2013

Dr. Carol Roland-Nawi
State of California
State Historic Preservation Officer
Office of Historic Preservation
1725 23rd Street, Suite 100,
Sacramento, California 95816

Attention: Mr. Tristan Tozer

Dear Dr. Roland-Nawi:

**Proposed Improvements to the Runway 6L-24R
Runway Safety Area, and Associated Improvements,
Los Angeles International Airport
Los Angeles, Los Angeles County, California
Section 106 Coordination**

The City of Los Angeles, through its Aviation Department of Los Angeles World Airports (LAWA) and the Federal Aviation Administration (FAA) are preparing federal environmental documentation for proposed safety and other construction work at Los Angeles International Airport (LAX). LAWA proposes to implement improvements to the Runway Safety Area (RSA) for Runway 6L-24R (the northern most runway at LAX) including constructing a culvert in a portion of the Argo Ditch, reconstruct pavement on the eastern 7,250 feet of Runway 6L-24R and high speed connector Taxiway AA, realign the painted taxiway holdbars on Taxiways AA, Y, and Z, relocation of various on-airport service roads and airfield security fencing and two security gates, and closure of three on-airport construction equipment parking areas just east of the runway (collectively, the Proposed Undertaking).

RSAs are clear areas around a runway, free of objects and structures. The Airport designs and maintains the RSA to enhance safety if an aircraft undershoots, overruns, or veers off the runway, and to provide greater accessibility for firefighting and rescue equipment during such incidents. Paragraph 102(qqq) of FAA Advisory Circular 150/5300-13A, *Airport Design*, defines Runway Safety Area as “*A defined surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway.*” FAA Order 5200.8, *Runway Safety Area Program* provides the applicable FAA requirements for RSAs. *The Transportation, Treasury, Housing and Urban Development, the Judiciary, The District of Columbia, and Independent Agencies Appropriations Act, 2006* (Public Law 109-115) requires RSAs to meet FAA design standards by December 31, 2015.

The RSA for Runway 6L/24R does not meet FAA Airport Design standards because of the location of the Argo Ditch within the RSA, along with several on-airport service roads within the RSA. FAA design standards require RSAs extend 1,000 feet beyond the ends of each runway. LAWA proposes to construct a culvert in the eastern portion of the Argo Ditch where it penetrates the RSA to be able to support an aircraft, relocate of a portion of an on-airport service road along Lincoln Boulevard and relocation of a portion of another on-airport service road south of Runway 6L-24R along with relocation of an approximate 2,600 foot long airfield security fence.

The proposed undertaking also includes full reconstruction of the eastern portion of the Runway 6L-24R pavement and connector Taxiway AA. The runway pavement is the original pavement built in 1969 and has reached the end of its useful life. The pavement section is about 30 inches deep with the top 24 inches being Portland Cement Concrete. The condition of the pavement continues to degrade with use by large heavy aircraft. The proposed reconstruction of the runway and taxiway pavements will involve removal and replacement of the existing pavement. LAWA will relocate the hold position bars – which are markings on the taxiway surface that are painted directly on the pavement to advise a pilot where to remain until given clearance to enter the runway. The proposed work will be accomplished on lands that are currently paved and have been disturbed for many years.

FAA expects LAWA will remove the 24 inches of concrete, then grade and compact, as needed, the underlying soil to a depth of 3-4 feet below the bottom of the pavement. Following the completion of earthwork, LAWA will repave those areas of the runway and taxiways to match the existing pavement. FAA estimates excavation of soils for installation of the culvert in the Argo Ditch on the eastern end of the RSA to be about 3-4 feet. The closure of the equipment parking areas will not involve any ground disturbance.

The entire proposed undertaking is located within the much larger Area of Potential Effect (APE) for the LAX Master Plan that FAA coordinated with your office in 2000 and 2001. During the LAX Master Plan consultation effort, Hangar Number One, a historic property listed on the National Register of Historic Places was identified on LAX. This historic property is not within the APE for the proposed Runway Safety Area and Taxiway reconstruction projects at LAX.

LAWA and FAA are preparing an environmental assessment for the proposed undertaking under the National Environmental Policy Act of 1969. The Federal action is approval of the LAWA's Airport Layout Plan and approval of an application for federal funding assistance for the proposed undertaking.

FAA used the boundaries of the entire area that would have physical disturbance to delineate the APE. FAA determined these boundaries through consultation with LAWA on the extent of the proposed RSA and runway/taxiway reconstruction, and on-airport service road relocations. Since the proposed undertaking will not affect the number or type of aircraft using the airport, FAA delineated a Direct Effects APE only. There would be no change in the indirect effects from aircraft noise resulting from the proposed

undertaking. FAA will include this information in the environmental documentation for the proposed project. FAA has identified a discontinuous APE for the proposed undertaking. LAWA has advised FAA that it plans to use its existing construction staging areas primarily on the west side of the Airport. This area has been used by the Airport for various construction and maintenance activities for over 60 years. LAWA plans to use airport property along Westchester Parkway and airport property located north of Lincoln Boulevard. LAWA also plans to use land east of the South Runway Complex including an area, formerly known as "Continental City," at the north east corner of Aviation Boulevard and Imperial Highway for construction staging. A portion of this area was excavated in the early to mid-1980's to a depth of at least 30-feet by the previous owner in anticipation of construction of an office building complex. To ensure complete coordination, the Direct Effects APE includes both of these existing disturbed staging areas. FAA is seeking comments from your office on the acceptability of the APE's under Title 36, Code of Federal Regulations Section 800.4 *Identification of Historic Properties*.

Description of the Direct Effects APE for the proposed undertaking: Runway 6L-24R Safety Area Project. The enclosed figure shows the discontinuous **Direct Effects APE** (Physical Disturbance Area) for the proposed RSA project. We have included the APE shown on an aerial photo of the airport. This APE for this undertaking includes a generally rectangular shaped APE that includes the entire length of Runway 6L/24R from the north edge of Runway 6R/24L (the inboard runway on the north side) north to the LAX property line, and from Pershing Drive on the West to Sepulveda Boulevard to the east. The APE includes the pavement reconstruction for Taxiway AA, Hold Bar realignment for Taxiways AA, Y and Z and relocation of the on-airport service roads and closure of on-airport construction equipment parking areas. The Direct Effects APE also includes the construction staging areas described above that are not contiguous with the portion of the APE for the proposed RSA and pavement reconstruction work.

Pursuant to Title 36, Code of Federal Regulations, Section 800.4, the FAA is seeking concurrence with the APE for the proposed undertaking from the California State Historic Preservation Office.

If you have any further questions about this matter, please call me at 310/725-3615.

Sincerely,



David B. Kessler, AICP
Regional Environmental Protection Specialist

Enclosures:

Enclosure 1 – Listing of Proposed RSA Program Elements

Enclosure 2 – Figure showing Direct Effects APE (Physical Disturbance Area) for the proposed undertaking.

Cc: LAX-600; E. Quintanilla – LAWA

Enclosure 1 – Los Angeles International Airport
Components of Proposed Runway 6L/24R Runway Safety Area Improvement and
Associated Improvements Project

November 2013

Runway 6L/24R Runway Safety Area Improvements

- Construct a culvert in the eastern portion of the Argo Ditch where it is located within the Runway Safety Area,
- Reconstruct, remark and replace, as needed runway edge lighting for the eastern 7,250 feet of Runway 6L-24R pavement,
- Reconstruction of a portion of High Speed Connector Taxiway AA between Runway 6L-24R and 6R-24L in the north runway complex,
- Realign the painted Taxiway Hold Bars on High Speed Connector Taxiways AA, Y and Z,
- Close three construction equipment parking areas located east of Runway 24,
- Relocate on-airport service roads and two security gates, and
- Relocate about 2,650 linear feet of Airfield Security Fencing,



LEGEND

-  LAX Property Boundary
-  Area of Potential Effect
-  Potential Construction Staging Area

SOURCE: Landrum & Brown, *Los Angeles International Airport, Airport Layout Plan*, 2005; Los Angeles World Airports, April 2013 (aerial photography); Ricondo & Associates, Inc., July 2013
PREPARED BY: Ricondo & Associates, Inc., November 2013.



0 1,500 ft.

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov

RECEIVED

DEC 30 2013

Federal Aviation Administration
Western-Pacific Region
Airports Division - AWP-600

December 26, 2013

Reply In Reference To: FAA_2013_1125_001

David B. Kessler, AICP
Regional Environmental Protection Specialist
Western-Pacific Region Airports Division
Federal Aviation Administration
P. O. Box 92007
Los Angeles, California 90009-2007

RE: Improvements to Runway 6L-24R Runway Safety Area and Associated Improvements,
Los Angeles International Airport, Los Angeles, CA

Dear Mr. Kessler:

Thank you for consulting with me. You do so on behalf of the Federal Aviation Administration (FAA) in order to comply with Section 106 of the *National Historic Preservation Act of 1966* (16 U.S.C. 470f), as amended, and its implementing regulation at 36 CFR Part 800. You are requesting my comments on the undertaking's Area of Potential Effects (APE).

The City of Los Angeles, through its Aviation Department of Los Angeles World Airports (LAWA) and the FAA are preparing federal environmental documentation for proposed safety areas and other construction work at Los Angeles International Airport (LAX). LAWA proposes to implement improvements to the Runway Safety Area (RSA) for Runway 6L-24R, the northernmost runway at LAX. Project components include construction of a culvert in a portion of the Argo Ditch, pavement reconstruction on the eastern 7,250 feet of Runway 6L-24R and high speed connector Taxiway AA, realignment of taxiway holdbars on Taxiways AA, Y, and Z, relocation of various on-airport service roads, airfield security fencing and security gates, and closure of three construction equipment parking areas just east of the runway.

You define the APE for this undertaking as the areas of ground disturbances associated with work described above, as depicted on the accompanying map. The FAA understands that project area lies within the broader 2006 LAX Master Plan APE (consisting of all property within the airport boundary), but as increased traffic volume will not result from the improvements, nor are any known historic properties located within the project area, the FAA has chosen to establish a more narrowly-defined APE.

Having reviewed your submittal, I have no objections to your delineation of the APE. I understand that the FAA will resume consultation with my office once identification efforts have been completed. Be advised that under certain circumstances, such as an unanticipated discovery or a change in project description, you may have additional future responsibilities for this undertaking under 36 CFR Part 800.

Thank you for considering historic resources during project planning. If you have any questions or comments, please contact Tristan Tozer of my staff at (916) 445-7027 or by email at Tristan.Tozer@parks.ca.gov.

Sincerely,

A handwritten signature in black ink that reads "Carol Roland-Nawi, Ph.D." The signature is written in a cursive style with a large initial 'C'.

Carol Roland-Nawi, Ph.D.
State Historic Preservation Officer



U.S Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Airports Division

Federal Aviation Administration
P.O. Box 92007
Los Angeles, CA 90009-2007

March 19, 2014

Dr. Carol Roland-Nawi
State of California
State Historic Preservation Officer
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, California 95816

Attention: Mr. Tristan Tozer

Dear Dr. Roland-Nawi:

**Proposed Improvements to the Runway 6L-24R and 6R-24L
Runway Safety Area, and Associated Improvements,
Los Angeles International Airport
Los Angeles, Los Angeles County, California
Section 106 Coordination No.: FAA_2013_1125_001**

The City of Los Angeles, through its Airport Department – Los Angeles World Airports (LAWA) and the Federal Aviation Administration (FAA) are preparing federal environmental documentation for the proposed undertaking of improving the Runway Safety Areas (RSA) for both Runways 6L-24R (the outboard or most northern runway on the north side and 6R-24L (the inboard runway) and several associated projects on the north side of Los Angeles International Airport (LAX). The City of Los Angeles is proposing this project in order to comply with the *The Transportation, Treasury, Housing and Urban Development, the Judiciary, The District of Columbia, and Independent Agencies Appropriations Act, 2006* (Public Law 109-115). Public Law 109-115 requires RSAs to meet FAA design standards by December 31, 2015. This project is similar to the RSA project on the south side of the airport that we consulted on previously.

Your office previously concurred with FAA's Area of Potential Effects (APE) for the proposed undertaking on the north side of the airport by letter dated December 26, 2013. A drawing depicting the APE is shown on **Figure 2.4-1** in the enclosed copy of the *Proposed Runway 6L-24R and Runway 6R-24L Safety Area and Associated Improvements Project - Cultural Resources Technical Report*, dated January 23, 2014.

FAA is providing the following background information to assist you in reviewing FAA's determinations of eligibility and findings of effect related to the proposed undertaking.

1. Background Information.

Runway Safety Areas (RSA) are clear areas around a runway, free of objects and structures. The airport sponsor designs and maintains the RSA to enhance safety if an aircraft undershoots, overruns, or veers off the runway, and to provide greater accessibility for aircraft rescue and firefighting equipment during such incidents. Paragraph 2 of FAA Advisory Circular 150/5300-13A, *Airport Design*, defines a Runway Safety Area as “a defined surface around the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot or an excursion from the runway.” FAA Order 5200.8, *Runway Safety Area Program*, provides the applicable FAA requirements for an RSA.

In order for airports across the country to meet FAA airports standards, federal legislation entitled, *The Transportation, Treasury, Housing and Urban Development, the Judiciary, The District of Columbia, and Independent Agencies Appropriations Act, 2006* (Public Law 109-115) was passed requiring RSAs at airports that accommodate scheduled air carriers to meet FAA design standards by December 31, 2015. The legislation requires airports to meet the RSA standards by the specified deadline to the maximum extent practicable.

An engineering analysis of each of the runways at LAX determined it is not practicable to create a traditional graded and compacted 1000-foot long by 500 foot wide RSA for Runway 6L-24R that meets the applicable FAA Airport Design Standards. The RSA for Runway 6L-24R is constrained to the east by Sepulveda Boulevard. The proposed undertaking that we are consulting with your office addresses the RSA for both runways on the north side of the airport and other associated project components.

LAWA proposes to implement improvements to the RSA for Runway 6L-24R (the outboard runway on the north side of LAX) including constructing a culvert in a portion of the Argo Ditch, reconstruct pavement on the eastern 7,250 feet of Runway 6L-24R and high speed connector Taxiway AA, realign the painted taxiway holdbars on Taxiways AA, Y, and Z, relocation of various on-airport service roads and airfield security fencing and two security gates, and closure of three on-airport construction equipment parking areas just east of the runway.

The proposed undertaking also includes full reconstruction of the eastern portion of the Runway 6L-24R and connector taxiway that was constructed in 1969. This pavement is used extensively each day and has reached the end of its useful life. The pavement section is about 30 inches deep with the top 24 inches being Portland cement concrete. The condition of the pavement continues to degrade with use by large heavy aircraft. The proposed reconstruction of the runway and taxiway pavements will involve removal and replacement of the existing pavement.

FAA expects LAWA will remove the 24 inches of concrete, then grade and compact, as needed, the underlying soil to a depth of 3-4 feet below the bottom of the pavement. Following the completion of earthwork, LAWA will repave those areas of the runway and taxiways to match the existing pavement.

LAWA will relocate the hold position bars – which are markings on the taxiway surface that are painted directly on the pavement to advise a pilot where to remain until given clearance to enter the runway from FAA’s Airport Traffic Control Tower at LAX. The proposed work will be accomplished on areas that are paved and have been disturbed for many years.

FAA estimates excavation of soils for installation of the culvert in the Argo Ditch on the eastern end of the RSA to be about 3-4 feet. The closure of the equipment parking areas will not involve any ground disturbance

LAWA intends to use four areas, one on the west east and three on the east for construction staging. Each of these sites has been significantly disturbed in the past.

2. Native American Consultation. FAA received a listing of Native American contacts for the proposed undertaking from the State of California Native American Heritage Commission for the RSA project on the south side of LAX. FAA used the same listing for Native American contacts for the RSA project on the north side. The commission recommended FAA contact the Los Angeles City/County Native American Indian Commission, The Ti’At Society/Inter-Tribal Council of Pimu, and six different representatives of the Gabrelino-Tongva Tribe.

On February 6, 2014, FAA provided detailed information about the APE and the proposed undertaking to the tribal contacts provided by the California Native American Heritage Commission using the U.S. Mail and also by email to one of the Tribal contacts that did not have a physical mailing address. FAA provided response forms in stamped self-addressed envelopes. FAA received only one email reply from one of the tribal contacts. The single reply was from John Tommy Rosas, Tribal Administrator/ Tribal Litigator Tongva Ancestral Territorial Tribal Nation, stating he acknowledge receipt of the email, asked for hard copies of the attachments and would respond soon. Mr. Rosas did not provide a physical address to send the hard copies of the attachments. FAA did not receive any additional replies from Mr. Rosas.

3. National Register Eligibility Determinations. Sapphos Environmental, LAWA’s environmental and cultural resources consultant, prepared the enclosed *Cultural Resources Technical Report*, dated January 23, 2014. Sapphos Environmental contacted the South Central Coastal Information Center at California State University -Fullerton, and used the 2005 Final Environmental Impact Statement/Environmental Impact Report for the LAX Master Plan and other on-line resources. The consultant’s archival investigations revealed that there were 16 other investigations within one half mile of the APE.

A total seven (7) previously recorded cultural resources were identified within the search area. Of the seven sites previously recorded five have been evaluated for eligibility for inclusion into the National Register of Historic Places (NRHP). Table 5.1.2.4-1 in the Cultural Resources Technical Report lists the Previously Recorded Cultural Resources within a one half-mile Search radius of the APE.

The *Cultural Resources Technical Report* states that a Phase I survey identified no archaeological resources within the APE. The *Cultural Resources Technical Report* evaluated five built environment resources including the Argo Ditch, El Manor Avenue Residential Neighborhood, Will Rogers Street Residential Neighborhood, El Manor Avenue, and Runway 6L-24R (the outboard runway on the north side of LAX). Runway 6R-24L (the inboard runway on the north side) was documented as being outside the APE. None of the five historic period resources meet the eligibility requirements for inclusion into the NRHP.

Based on the information contained within the *Cultural Resources Technical Report*, the FAA has determined there are no historic properties listed or eligible for listing on the National Register of Historic Places within the APE for the proposed undertaking.

FAA seeks the California SHPO's concurrence with this determination.

4. Assessment of Adverse Effects on Historic Properties. Since the FAA has determined there are no historic properties listed or eligible for listing on the National Register of Historic Places within the APE, the FAA finds the proposed undertaking will not affect any properties listed or eligible for listing on the National Register of Historic Places under 36 CFR Part 800.4(d)(1). **FAA seeks the California SHPO's concurrence with this finding.**

If you have any further questions about this matter, please call me at 310/725-3615.

Sincerely,



David B. Kessler, AICP
Regional Environmental Protection Specialist

Enclosure: Cultural Resources Technical Report
Cc: LAX-600; E. Quintanilla – LAWA

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov

RECEIVED



MAY - 1 2014

Federal Aviation Administration
Western-Pacific Region
Airports Division - AWP-600

April 29, 2014

Reply In Reference To: FAA_2013_1125_001

David B. Kessler, AICP
Regional Environmental Protection Specialist
Western-Pacific Region Airports Division
Federal Aviation Administration
P. O. Box 92007
Los Angeles, California 90009-2007

RE: Proposed Improvements to the Runway 6L-24R and 6R-24L Runway Safety Area, and Associated Improvements, Los Angeles International Airport, Los Angeles, Los Angeles County, California, Section 106 Coordination No.: FAA_2013_1125_001

Dear Mr. Kessler:

Thank you for consulting with me. You do so on behalf of the Federal Aviation Administration (FAA) in order to comply with Section 106 of the *National Historic Preservation Act of 1966* (16 U.S.C. 470f), as amended, and its implementing regulation at 36 CFR Part 800. In your letter of March 19, 2014, you stated that the proposed undertaking is located at the Los Angeles International Airport (LAX) in Los Angeles, California. The proposed undertaking would include the following actions: (a) reconstruction of pavement on the eastern 7,250 feet of Runway 6L-24R and high speed connector Taxiway AA, both of which were constructed in 1969; (b) increase the Runway Safety Area (RSA) for Runway 6R-24L by reducing the Runway 6R Accelerate-Stop Distance Available and Landing Distance Available areas by 835 feet to provide a 1,000 foot RSA from the existing blast fence; (c) relocation, realignment, or closure of service roads; (d) cover a segment of the Argo Ditch, and (e) realignment of taxiway holdbars.

As documentation for your determination, you provided a report entitled, *Proposed Runway 6L-24R and Runway 6R-24L Safety Area and Associated Improvements Project, Cultural Resources Technical Report*, prepared by Sapphos Environmental, Inc. and dated January 23, 2014. After conducting a limited (i.e., because of FAA's security reasons) pedestrian survey of the area of potential effects (APE) and a records review at the South Central Coastal Information Center, you have concluded that only the Argo Ditch was located within the APE.

The Argo Ditch is located along the northern extent of the LAX property and runs approximately parallel to Runway 6L-24R before emptying into the LAX storm water drainage system. The ditch is unlined and uncovered across most of the northern extent of the LAX property, although subsurface box culverts are located at both the east and west ends of the airfield. After reviewing historic topographic maps and aerial photographs, you concluded that the Argo Ditch is a flood control structure that was constructed in approximately 1949. It does not connect to any river, stream, or lake, but has been determined to flow into the Pacific

Ocean through connections with the City of Los Angeles' storm drain system. The ditch has been subject to routine maintenance activities involving the removal of vegetation and debris. Consequently, you have concluded that the Argo Ditch was not eligible for listing on the National Register of Historic Places.

After contacting the Native American Heritage Commission (NAHC), you contacted the tribes, identified by NAHC, with letters sent on February 6, 2014. In response to those letters, the Tongva Ancestral Territorial Tribal Nation responded in an email that it would respond fully at a later date. No further reply was received from the tribe nor did it request the use of Native American monitors during ground disturbing activities.

You requested that I concur with your determination that the above-referenced undertaking will not affect historic properties.

Having reviewed the information submitted with your letter, I offer the following comments:

- I have no objections to your identification and delineation of the APE, pursuant to 36 CFR Parts 800.4(a)(1) and 800.16(d);
- I concur with your determination that the Argo Ditch is not eligible for listing on the National Register of Historic Places.
- I concur that the undertaking, as described, will not affect historic properties.

Be advised that under certain circumstances, such as an unanticipated discovery or a change in project description, you may have additional future responsibilities for this undertaking under 36 CFR Part 800. Should you encounter cultural artifacts during ground disturbing activities, please halt all work until a qualified archaeologist can be consulted on the nature and significance of such artifacts.

Thank you for considering historic resources during project planning. If you have any questions or comments, please contact Tristan Tozer of my staff at (916) 445-7027 or by email at Tristan.Tozer@parks.ca.gov.

Sincerely,



Carol Roland-Nawi, Ph.D.
State Historic Preservation Officer