

SUSTAINABLE CONSTRUCTION AND OPERATION

LAWA has taken steps to increase its sustainability practices related to daily Airport operations, many of which directly or indirectly contribute to a reduction in air quality and greenhouse gas emissions. LAWAs new sustainable construction standards are based on the mandatory and voluntary tiers defined in the Los Angeles Green Building Code (LAGBC). The proposed Runway 6L-24R and Runway 6R-24L Runway Safety Area and Associated Improvements (RSA North Project) would comply with the LAGBC requirements for Tier 1 conformance. Tier 1 refers to specific practices to reduce project impacts by incorporating green building measures. These measures include using the best available emission control devices and ultra-low sulfur diesel fuel on construction vehicles.

PROJECT STATUS AND ESTIMATED 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.



PUBLIC COMMENTS

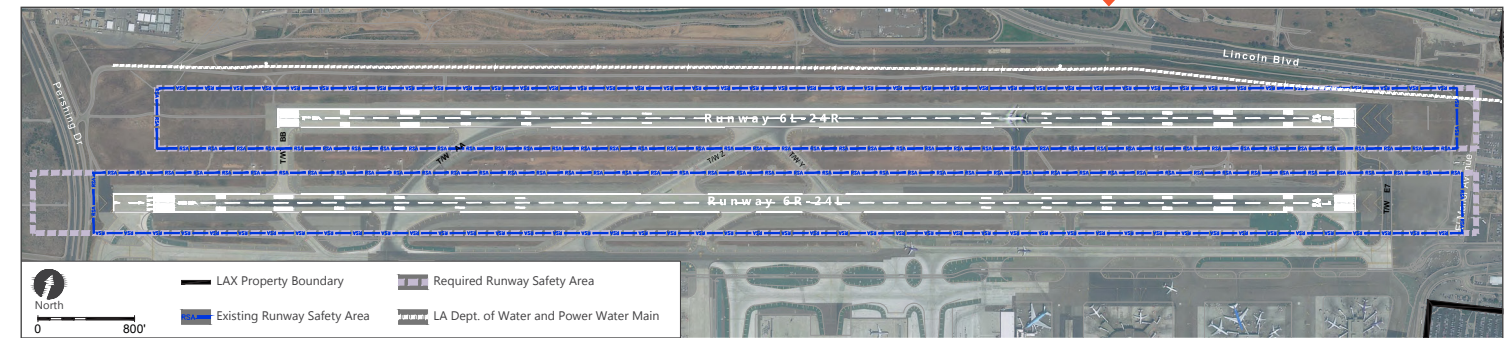
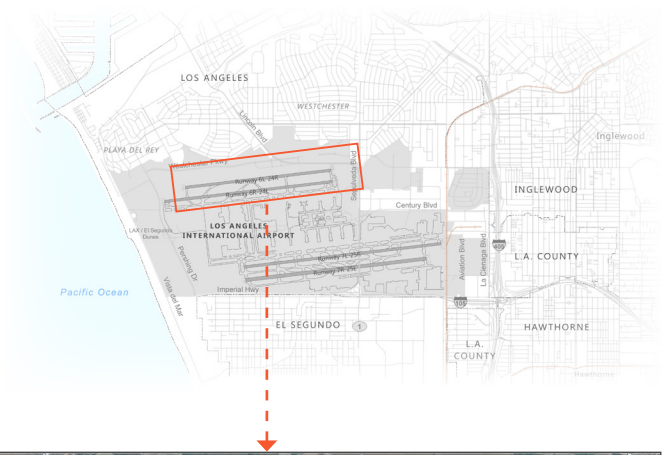
Comments can be handwritten on comment cards and submitted at the May 22nd Public Workshop
Comments can be mailed to the following contact:

Los Angeles World Airports
Capital Programming and Planning
Land Use and Entitlement Section
Attention: Evelyn Quintanilla
1 World Way, Suite 218
Los Angeles, CA 90045

Comments can be submitted online at <http://www.lawa.org/ourLAX/Currentprojects.aspx?id=7984>
 Comments must be received by (not postmarked by) **5:00pm, Monday, June 9, 2014**

LOS ANGELES INTERNATIONAL AIRPORT Runway 6L-24R and Runway 6R-24L Runway and Safety Area (RSA) and Associated Improvements

Los Angeles International Airport (LAX) is the 6th busiest airport in the world and 3rd busiest in the United States, with 33 million enplaned passengers in 2013. The proposed Project is an integral part of the infrastructure and modernization program at LAX and Los Angeles World Airport's (LAWA) commitment to maintain a safe and secure airport. As part of the proposed Runway 6L-24R and Runway 6R-24L Runway Safety Area (RSA) and Associated Improvements Project, the RSAs for both Runways 6L-24R and 6R-24L will be improved to enhance safety and maintain efficient operations.



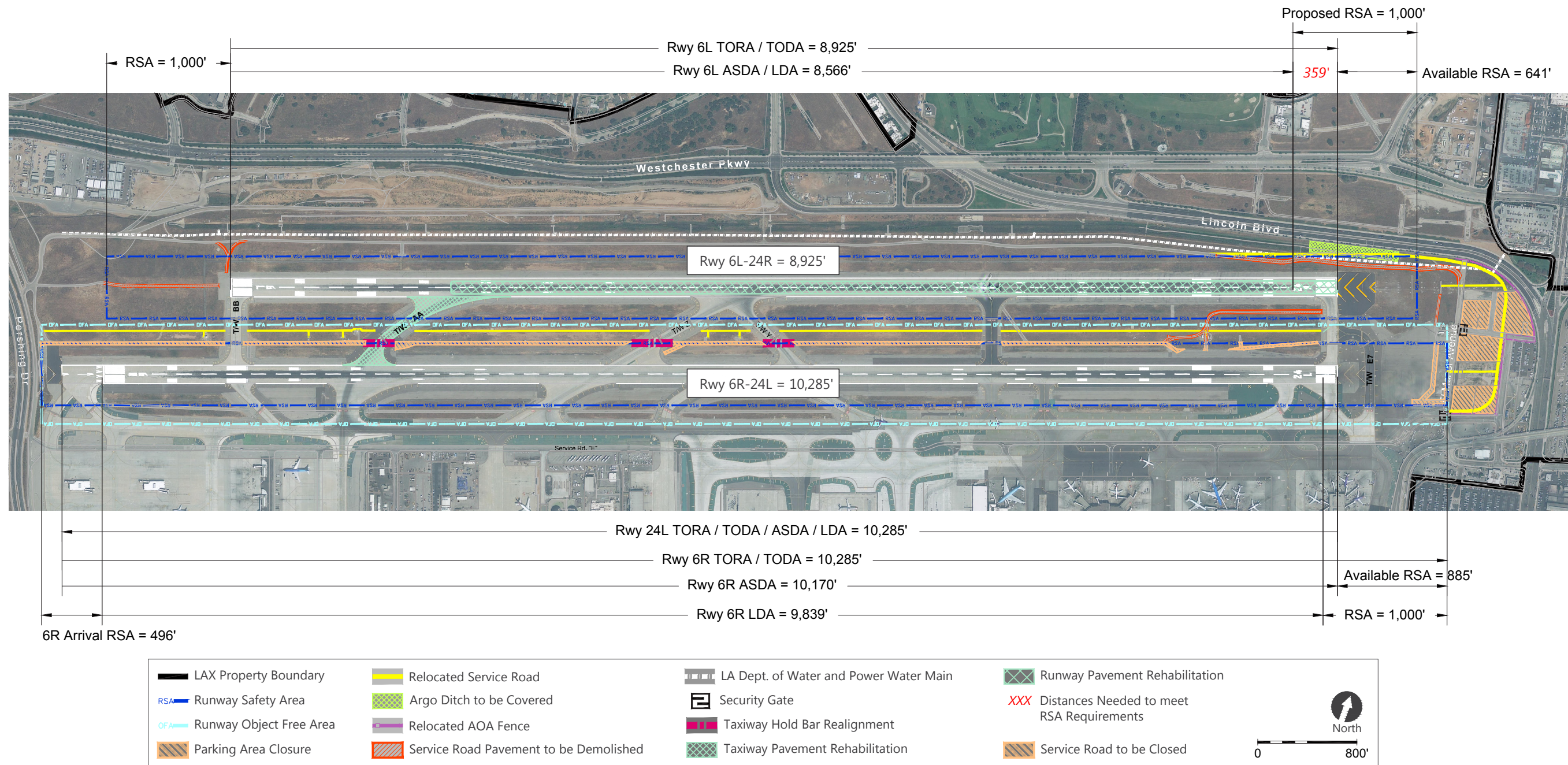
WHAT IS A RUNWAY SAFETY AREA?

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 150-5300-13A). The function of the RSA is to create a buffer between the runway pavement and non-movement areas. Takeoffs and landings are generally regarded as the most critical phases of flight where more than 60 percent of aircraft accidents occur. The standard RSA dimensions for runways that accommodate aircraft that operate at LAX is 500 feet wide along the entire length of the runway, extending 1,000 feet beyond each runway end.

PROJECT OBJECTIVES

- To comply with the *Transportation, Treasury, Housing and Urban Development, the Judiciary, The District of Columbia, and Independent Agencies Appropriations Act* (Public Law 109-115), which states that all RSAs at 14 CFR Part 139 airports must meet FAA design standards to the extent practicable by December 31, 2015
- To address poor pavement conditions on Runway 6L-24R and Taxiway AA
- To extend the life of Runway 6L-24R to maintain its usage as the primary arrivals runway for the north airfield
- Realign taxiway hold bars on Taxiways Y, Z, and AA to comply with FAA standards

COMPONENTS OF THE PROPOSED PROJECT



- Implementation of declared distances on Runway 6L and Runway 6R
- Demolition of service road segments on the west end of Runway 6L
- Service roads in the eastern portion of the Runway 6L-24R RSA would be relocated outside the RSA
- Two segments of service roads would be constructed for access to navigational aids (navaids) east of the runways
- Service road segments would be constructed between the Runway 6L-24R RSA and the Runway 6R-24L RSA
- Cover a segment of the Argo Ditch
- Pavement rehabilitation of Runway 6L-24R and Taxiway AA
 - Runway 6L-24R centerline and touchdown lighting replacement
 - Runway 6L-24R pavement markings
- Closure of vehicle service roads located within the Runway 6R-24L RSA
- Relocate security gate(s)
- Relocate Air Operations Area (AOA) Fence
- LAWA equipment parking areas closures
- Realignment of taxiway hold bars
- Construction Staging Areas (various locations)