

SCOPING MEETING

Runway 6L-24R Safety Area and Associated Improvements

Thursday September 5, 6pm-8pm

Meeting Location:

Los Angeles Fire Department

Fire Station 5

8900 South Emerson Avenue

Los Angeles, CA 90045

SCOPING MEETING OBJECTIVES

- Provide information about the LAX Runway 6L-24R Runway Safety Area and Associated Improvements Project
- Describe the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) Processes
- Present findings of the Initial Study, which identifies environmental topics to be further analyzed in the Environmental Impact Report (EIR)
- Collect community input on issues they would like to see analyzed in the EIR

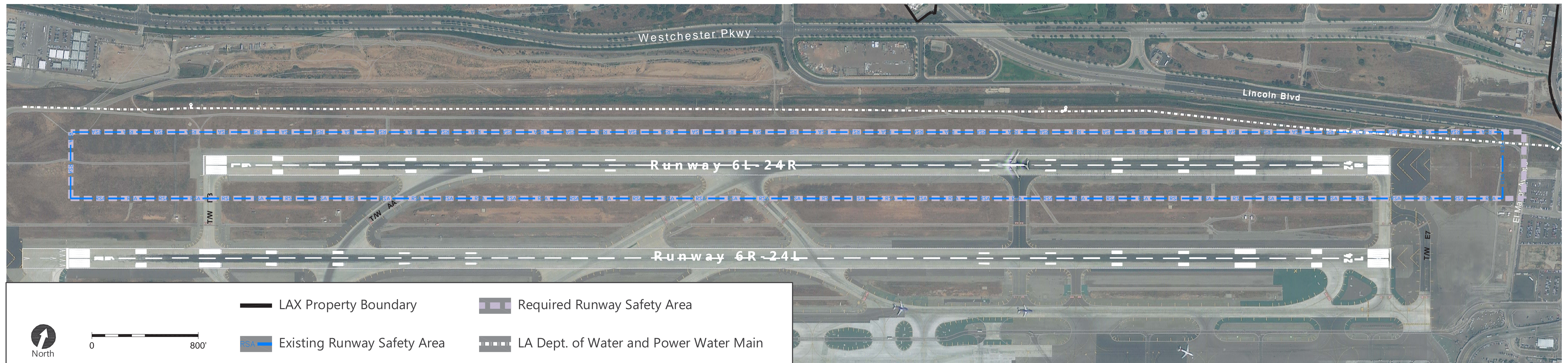
PROJECT LOCATION

Located in the northeast portion of Airport property, Runway 6L-24R is the northernmost runway at LAX



RUNWAY SAFETY AREA INFORMATION

- A Runway Safety Area (RSA) is a defined surface surrounding the runway prepared or suitable for reducing the risk of damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway (FAA Advisory Circular 150/5300-13A)
- FAA design criteria for Runway 6L-24R mandates an RSA 500 feet wide extending 1,000 feet from each runway end
- The west end of Runway 6L-24R meets all FAA RSA design standards while the RSA at the east end of Runway 6L-24R extends 841 feet and does not currently comply with FAA RSA design standards



PURPOSE AND NEED OF PROJECT

Purpose

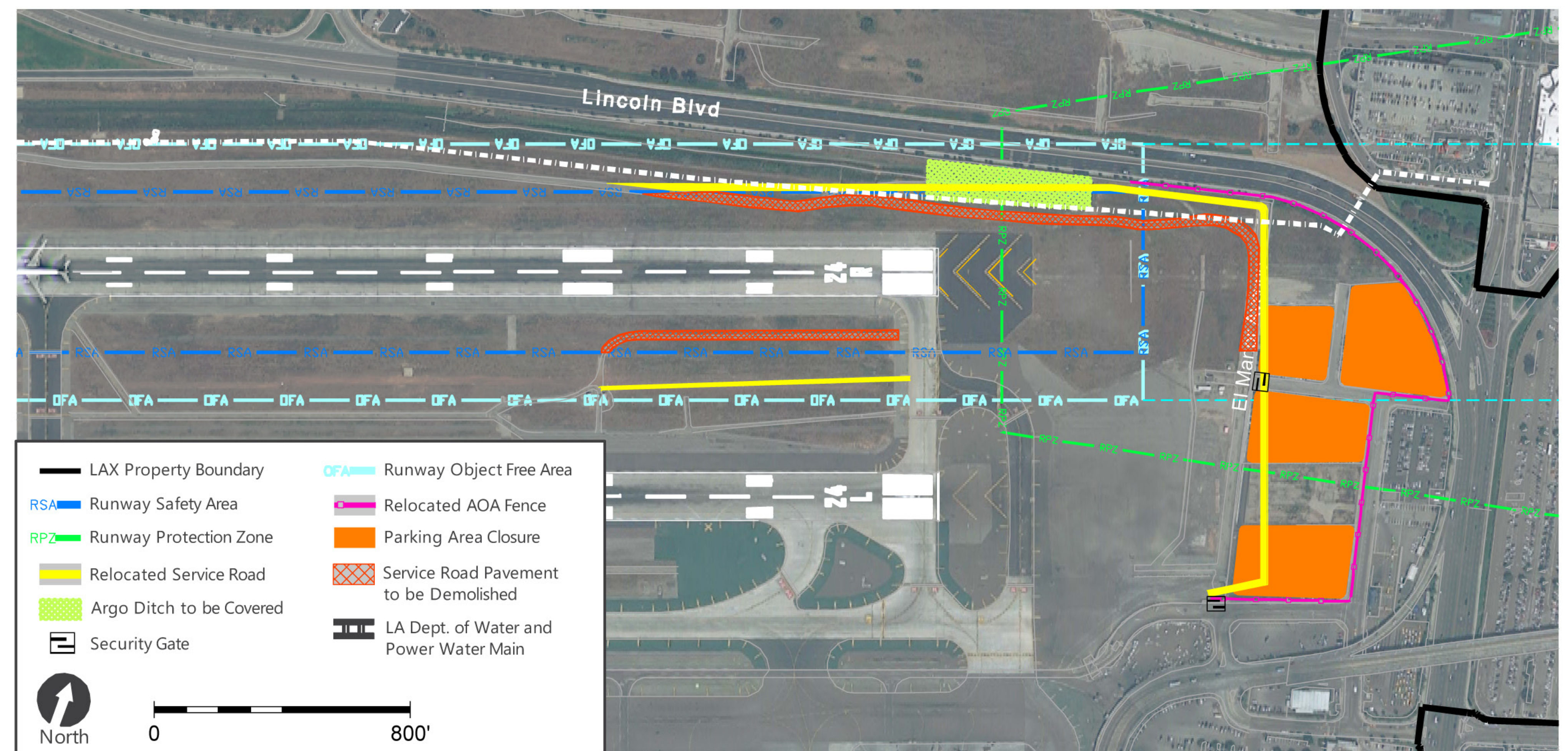
- To comply with the *Transportation, Treasury, Housing and Urban Development, the Judiciary, The District of Columbia, and Independent Agencies Appropriations Act* (Public Law 109-115), which states that all RSAs at 14 CFR Part 139 airports must meet FAA design standards by December 31, 2015
- To address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

Need

- The RSA on the east end of Runway 6L-24R is 159 feet short of complying with the FAA RSA design standard
- Heavy usage over the years has led to deterioration of the pavement

PROJECT ELEMENTS

- Implementation of declared distances on Runway 6L
- Segments of two services roads would be relocated or realigned outside the RSA
- Pavement rehabilitation
- Cover a segment of the Argo Ditch
- Relocate security gate(s) and portions of the Air Operations Area (AOA) fence
- Parking area closures
- Protect-in-place Los Angeles Department of Water and Power water line



The proposed Project would not result in increased or decreased aviation activity at LAX compared to existing conditions. Runway 6L-24R would not be moved, extended or realigned as part of the proposed Project

DECLARED DISTANCES

- The Proposed Action would implement declared distances for Runway 6L
- Declared distances are the distances the airport operator declares available and suitable for satisfying an aircraft's take-off run, take-off distance, accelerate-stop distance, and landing distance requirements (FAA Advisory Circular 150/5300-13A)
- Four types of declared distances
 - Take-Off Run Available (TORA)
 - Take-Off Distance Available (TODA)
 - Accelerate-Stop Distance Available (ASDA)
 - Landing Distance Available (LDA)
- Declared distances represent the maximum runway distances available to safely takeoff or reject a takeoff (TORA, TODA, and ASDA), or to land (LDA)

CEQA PROCESS

CEQA Overview

- CEQA's purpose is to inform decision-makers, agencies, organizations, and the public of the environmental effects of a project
- Applies to discretionary projects
- Identifies potential impacts on the environment
- Pinpoints ways to avoid or reduce potential effects through mitigation

CEQA Process

- The Notice of Preparation and Initial Study were released on August 22, 2013
- EIR Scoping Meeting September 5, 2013
- Public Comment Period on Notice of Preparation and Initial Study ends September 23, 2013
- DEIR to be released December 2013

ENVIRONMENTAL PROCESS



A separate National Environmental Policy Act (NEPA) process is being conducted by the Federal Aviation Administration (FAA). LAWA anticipates that a Draft Environmental Assessment in compliance with FAA guidance will be released by the end of 2013.

INITIAL STUDY FINDINGS

No Further Study

Aesthetics
Agriculture and Forestry Resources
Cultural Resources
Geology and Soils
Land Use and Planning
Mineral Resources
Population and Housing
Public Services
Recreation
Utilities and Service Systems

Potentially Significant Impact (Analyzed in the EIR)

Air Quality
Biological Resources
Greenhouse Gas Emissions
Hazards and Hazardous Materials
Hydrology and Water Quality
Noise
Transportation/Traffic
Mandatory Findings of Significance

PUBLIC COMMENTS

- Handwritten feedback on comment forms can be submitted at this evening's Scoping Meeting
- Direct comments to:

Evelyn Quintanilla
City Planner
Capital Programming and Planning Group
1 World Way, Room 218
Los Angeles, CA 90045
Phone: (800) 919-3766
- For additional information and/or to submit comments visit: <http://www.ourlax.org/>
- Comments must be received by 5:00 pm on September 23, 2013