

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
WESTERN-PACIFIC REGION

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***FINDING OF NO SIGNIFICANT IMPACT  
AND  
RECORD OF DECISION***

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**Proposed Runway 7L/25R Safety Area Project  
and Associated Improvements**

Los Angeles International Airport  
Los Angeles, Los Angeles County, California



For further information

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## GENERAL INFORMATION ABOUT THIS DOCUMENT

**WHAT'S IN THIS DOCUMENT?** This document is the Federal Aviation Administration's (FAA) Finding of No Significant Impact (FONSI) and Record of Decision (ROD) for the proposed Runway Safety Area Improvement Project for Runway 7L/25R (the inboard runway on the South Runway Complex) and Associated Improvements at Los Angeles International Airport located in Los Angeles, California. This document includes the agency determinations and approvals for those proposed Federal actions described in the Final Environmental Assessment dated August 2013. This document discusses all alternatives considered by FAA in reaching its decision, summarizes the analysis used to evaluate the alternatives, and briefly summarizes the potential environmental consequences of the Proposed Action - RSA Alternative Refinement No. 3 and the No Action Alternative, which are evaluated in detail in this FONSI and ROD. This document also identifies the environmentally preferred alternative and the agency preferred alternative. This document identifies applicable and required mitigation.

**BACKGROUND.** In September 2012, the City of Los Angeles, through its Airport Department – Los Angeles World Airports (LAWA) prepared a Draft Environmental Assessment (DEA). The DEA addressed the potential environmental effects of the proposed Runway 7L/25R Safety Area Improvement Project and Associated Improvements including various reasonable alternatives to that proposal. The DEA was prepared in accordance with the requirements of the National Environmental Policy Act (NEPA) [Public Law 91-190, 42 USC 4321-4347], the implementing regulations of the Council on Environmental Quality (CEQ) [40 CFR Parts 1500-1508], and FAA Orders 1050.1E, *Environmental Impacts: Policies and Procedures* and 5050.4B, *National Environmental Policy Act (NEPA), Implementing Instructions for Airport Actions*. LAWA published the Notice of Availability for the DEA on September 28, 2012. LAWA received comments on the draft between September 28 2012 and November 20, 2012. FAA approved the Final EA on August 30, 2013.

**WHAT SHOULD YOU DO?** Read the Finding of No Significant Impact and Record of Decision to understand the actions that FAA intends to take relative to the proposed Runway 7L/25R Safety Area Project and Associated Improvements at Los Angeles International Airport.

**WHAT HAPPENS AFTER THIS?** The City of Los Angeles may begin to implement the Proposed Action - RSA Alternative Refinement No. 3.

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PROPOSED RUNWAY 7L/25R SAFETY AREA PROJECT AND ASSOCIATED IMPROVEMENTS

LOS ANGELES INTERNATIONAL AIRPORT  
LOS ANGELES, CALIFORNIA

1. **Introduction.** This document is a Finding of No Significant Impact (FONSI) on the environment and Record of Decision (ROD) (FONSI/ROD) as a result of proposed Runway 7L/25R Safety Area Project and Associated Improvements at Los Angeles International Airport (LAX), Los Angeles County, California. The City of Los Angeles, through its Airport Department – Los Angeles World Airports (LAWA) is the sponsor for Los Angeles International Airport. The Federal Aviation Administration (FAA) must comply with the National Environmental Policy Act of 1969 (NEPA) before being able to take the federal actions of approval of those portions of the Airport Layout Plan (ALP) that depict the proposed projects. Approval of the ALP is authorized by the Airport and Airway Improvement Act of 1982, as amended (Public Laws 97-248 and 100-223).
2. **Purpose and Need of the Proposed Action.** The proposed action is to meet FAA Airport Design Standards for the Runway Safety Area for Runway 7L/25R (the inboard runway on the south runway complex) at Los Angeles International Airport to the extent practicable. Los Angeles International Airport is a commercial service airport that accommodates both air carrier aircraft as well as a small amount of general aviation activity. The existing Runway Safety Area for Runway 7L/25R, one of two parallel runways in the South Runway Complex at the airport, does not meet current FAA airport design standards as described in FAA Advisory Circular 150/5300-13A, *Airport Design*. Runway 7R/25L, the southernmost runway (outboard runway on the south runway complex), was relocated in the year 2007 about 55-feet to the south to allow for construction of parallel Taxiway H, between the two runways. Relocation of Runway 7R/25L was part of the LAX Master Plan approved by the Los Angeles City Council in December 2004. FAA approved a Record of Decision for the LAX Master Plan Final EIS in May 2005. Runway 7R/25L has a Runway Safety Area that meets FAA Airport Design Standards.

LAWA has conducted additional planning efforts for other parts of the airport including the two runways in the North Runway Complex. This planning effort, known as the Specific Plan Amendment Study (SPAS), is beyond the scope of this Runway Safety Area project in the South Runway Complex. The SPAS analysis was required under a 2006 Stipulated Settlement Agreement between the City of Los Angeles and the Petitioners on the LAX Master Plan that was approved in December 2004. LAWA has also initiated an environmental process to obtain approvals for the Runway Safety Area improvements to Runway 6L-24R. While the SPAS Programmatic Environmental Impact Report (EIR), prepared pursuant to the California Environmental Quality Act (CEQA) has been approved and certified by the Los Angeles Board of Airport Commissioners and the Los Angeles City Council, it is currently under litigation and LAWA does not have a timetable for implementing projects approved as part of the CEQA process. LAWA must prepare project specific environmental documentation pursuant to CEQA before being able to move forward with any proposed project in the recently certified SPAS Programmatic level EIR. Further, LAWA has not provided FAA with a proposal to relocate any of the runways in the North Complex through an Airport Layout Plan. Consequently, there is no proposal for FAA to consider under cumulative impacts related to SPAS.

The FAA's statutory mission is to ensure the safe and efficient use of navigable airspace in the United States. Pursuant to Title 49 United States Code (USC), Subtitle VII, as amended, FAA must ensure the proposed project does not derogate the safety of aircraft and airport operations at Los Angeles International Airport. Legislation under *The Transportation, Treasury, Housing and Urban Development, the Judiciary, The District of Columbia, and Independent Agencies Appropriations Act, 2006* (Public Law 109-115), November 30, 2005, requires completion of Runway Safety Area improvements at all airports

certificated under Title 14, Code of Federal Regulations (CFR) Part 139, to meet FAA design standards by December 31, 2015. The LAX Master Plan did not contemplate compliance with Public Law 109-115 because the law was enacted after the LAX Master Plan was adopted by the City of Los Angeles and after FAA approved its Record of Decision for the Final EIS in May 2005.

This FONSI/ROD addresses LAWA's proposed improvements to Runway 7L/25R and other related projects described below. The Proposed Action - RSA Alternative Refinement No. 3 would correct this design standard deficiency to the extent practicable consistent with FAA Order 5200.8, *Runway Safety Area Program*. FAA recognizes the RSA design standard length of 1000 feet beyond each end of the runway will be met by this Proposed Action - RSA Alternative Refinement No. 3 using a combination of grading and establishment of declared distances to the extent practicable.

- 3. Proposed Project and Federal Actions.** The Proposed Action - RSA Alternative Refinement No. 3 includes site preparation, grading, as needed, installation of drainage structures, paving, marking and lighting of various airfield pavements, relocation of FAA electronic and visual navigational aids (See Figures 1-6, 1-7, 1-8, 1-9 and 1-10 of the Final Environmental Assessment (EA)).

The Proposed Action - RSA Alternative Refinement No. 3 evaluated in this FONSI/ROD includes the following actions:

Runway 7L/25R Runway Safety Area Improvements:

- Extend the Runway 7L/25R pavement 832 feet to the west. The Runway 7L threshold will remain at its current location, for landings to the east, resulting in an 832-foot displaced threshold, thus maintaining the existing runway length.
- Grade and compact the RSA, approximately 500 feet wide by 168-feet long, beyond the new Runway 7L runway end and grade and compact approximately 1,125 feet beyond the new Runway 7L end to meet FAA Airport Design Standards for an RSA.
- Construct a blast pad west of the Runway 7L extension.
- Implement declared distances for Runway 7L/25R.
- Extend parallel Taxiway H, 832 feet to the west.
- Construct a new taxiway connector (B-17) from Taxiway H to Taxiway C.
- Decommission Taxiway B-16 from Taxiway H to Taxiway C.
- Reconstruct a portion of Taxiway B at the intersection of new Taxiway B-17.
- Relocate the existing Localizer Antenna and blast fence to the west.
- Replace existing Approach Lighting System (ALS) towers where the new runway pavement will be constructed with in-pavement lights.
- Modify the existing Runway and Taxiway lighting and marking in the newly constructed Pavements.

Associated Improvements:

- Reconstruct the eastern portion of Runway 7L/25R and
- Reconstruct the eastern Portion of Taxiway B.
- Reconstruction of a portion of the Air Freight Building No. 8 Aircraft Parking Apron

The federal actions necessary to carry out the proposed projects include:

- Unconditional approval of the Airport Layout Plan (ALP) to depict the proposed Runway 7L/25R Safety Area Project and Associated Improvements pursuant to 49 USC §§ 40103(b) and 47107(a)(16).

- Determination of the effects of the proposed runway safety area improvement project upon the safe and efficient use of navigable airspace pursuant to 14 CFR Part 77, *Objects Affecting Navigable Airspace*. The FAA must determine if the proposed improvements, as proposed by the City of Los Angeles are consistent with the existing airspace utilization and procedures.
- Determination under 49 USC § 44502(b) that the airport development is reasonably necessary for use in air commerce or in the interests of national defense.
- Approval of construction of new airport runway and taxiway pavements, reconstruction of runway, taxiway and aircraft parking apron pavements and other associated development that meets FAA Airport Design Standards (14 CFR § 139.309).
- Approval of a Construction Safety and Phasing Plan to maintain aviation and airfield safety during construction pursuant to FAA Advisory Circular 150/5370-2F, *Operational Safety on Airports During Construction*, [14 CFR Part 139 (49 USC § 44706)].
- Approval of the construction, installation, relocation and/or upgrade of various electronic and visual navigational aids including but not limited to: Instrument Landing System Localizer array, Medium Intensity Approach Lights with Runway Alignment Indicator Lights (MALSR); Distance Measuring Equipment and associated equipment shelters; runway and taxiway edge lights, and runway status lights. This equipment is necessary to ensure the safety of air navigation for aircraft operations at the new airport.
- Development of air traffic control and airspace management procedures designed to ensure the safe and efficient use of navigable airspace including the development/amendment of new or existing Instrument Flight Procedures (this includes Standard Instrument Approach Procedures, Standard Instrument Departure (SID) and Standard Terminal Arrival (STAR) procedures).
- Approval of changes to the airport certification manual to maintain aviation and airfield safety during construction pursuant to 14 CFR Part 139 (49 USC § 44706).
- Determinations under 49 USC §§ 47106 and 47107 relating to the proposed project for Federal funding assistance under the Airport Improvement Program (AIP) under 49 USC § 40117, as implemented by 14 CFR § 158.25, to impose and use passenger facility charges (PFCs) for the proposed project<sup>i</sup>.
- Determination of eligibility for federal assistance for the near-term development projects under the Federal grant-in-aid program authorized by the Airport and Airway Improvement Act of 1982, as amended (49 USC § 47101, et seq.).
- Approval of further processing of an application for federal assistance for near-term eligible projects using federal funds from the Airport Improvement Program, as shown on the ALP.
- Continued close coordination with the City of Los Angeles, through LAWA, and appropriate FAA program offices, as required, to maintain aviation and airfield safety during construction pursuant to 49 USC § 44706.
- Approval of appropriate amendments to air carrier operations specifications pursuant to 49 USC § 44705.

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<sup>i</sup> Certain requirements for AIP funding overlap with environmental review requirements for approval of the ALP and so are addressed as part of the EA for the ALP. These determinations are a prerequisite to funding but do not complete the determinations that are necessary for funding. The decision to approve AIP and PFC funding are completed in separate processes.

4. **Reasonable Alternatives Considered.** Chapter 2 of the Final EA, used a three step alternatives analysis screening process including:

Step 1 – Would the Proposed Alternatives enhance the Runway 7L/25R Safety Area consistent with FAA Advisory Circular 150/5300-13A, *Airport Design*?

Step 2 – Would the Alternative be practicable and consistent with FAA Order 5200.8, *Runway Safety Area Program*, considering existing technology and logistics in light of overall project purpose, including implementation and completion by December 31, 2015, as specified in Public Law 109-115?

Step 3 – Would the Alternative result in a safe and efficient use of navigable airspace and minimize airfield operational impacts?

The Draft EA evaluated two (2) off-airport and seven (7) on-airport alternatives, in addition to the No Action Alternative. Analysis of the No Action Alternative is required pursuant to 40 CFR § 1502.14(d). The Proposed Action evaluated in the Draft EA (Refinement Number 2) included an 832-foot extension to the west of Runway 7L and parallel Taxiway H and construction of a new connector Taxiway B-17, relocation of the FAA's Localizer array and equipment shelters, extension of Taxiway C to the East, Demolition of Air Freight Building No. 8 and Construction of a new Ground Support Equipment Maintenance Building. Refinement No. 2 also included reconstruction of the eastern portion of Runway 25R, Taxiway B and the aircraft parking apron around Air Freight Building No. 8. Under this alternative, the 832 foot westerly extension would be marked as a displaced threshold and used in combination with Declared Distances in order to meet FAA Airport Design Standards for an RSA. The eastern 832 feet of runway pavement would be remarked as a Displaced Threshold, thus the extension to the west in combination with Declared Distances to maintain the existing runway length of 12,091 feet.

Section 2.2.3 of the Final EA, evaluated both off-airport non-construction alternatives of "Use other Alternative Modes of Transportation;" and "Use of Other Area Public Airports." There are no feasible off-Airport alternatives for the location of the Runway 7L/25R Safety Area improvements because compliance with PL 109-115 requires the Airport Sponsor to meet the FAA's standards for RSAs. Therefore, off-airport alternatives were eliminated from consideration.

The on-airport non-construction alternative of "Use of Alternative Aircraft" was also evaluated. This alternative does not meet the purpose and need because the RSA for Runway 7L/25R would still fail to meet the applicable FAA Airport Design Standards.

Paragraph 405(d) of FAA Order 1050.1E states in part: "*An EA must consider the proposed action and a discussion of the consequences of taking no action, and may limit the range of alternatives to action and no action when there are no unresolved conflicts concerning alternative uses of available resources.*" Therefore, both off-airport alternatives were eliminated for further review because they would not meet the purpose and need of the proposed action.

The primary considerations for the FAA in selection of a preferred alternative include the Purpose and Need for the project and the environmental impacts of the project. In its consideration of alternatives, the FAA is mindful of its statutory charter to encourage the development and safety of civil aeronautics in the United States (49 USC § 40104). The No Action Alternative has fewer environmental effects than the Proposed Action - RSA Alternative Refinement No. 3 alternative; however the No Action Alternative does not meet the Purpose and Need for the proposed project and LAWA would not comply with Public Law 109-115.

**Section 2.2.5** of the Final EA describes and evaluates the eight various runway safety area improvement alternatives for runway 7L/25R at LAX. Table 2-2 summarizes the results of the Alternatives Screening Process. Of the seven on-airport alternatives, two build alternatives (shift Runway and Refinement No. 2) and the No Action Alternative were carried forward for detailed impact analysis.

LAWA's proposed action in the Draft EA, identified as "Refinement Number 2," defined in Section 2.2.6.2 of the Final EA is a combination of several of the various alternatives. Following a detailed review of comments received on the Draft EA, LAWA has modified its proposed action to include components of both shift Runway and Refinement No. 2 alternatives and to delete certain features of the Proposed Action described in the Draft EA. This alternative is described in the Final EA as "Proposed Action - RSA Alternative Refinement No. 3." This new alternative, which is another combination of the shift Runway and Refinement No. 2 is described in Section 2.2.7.1 of the Final EA.

The Proposed Action - RSA Alternative Refinement No. 3 (LAWA's new proposed action) includes paving an 832 foot westerly displaced threshold for Runway 7L and includes providing a traditional 1,000 foot long graded runway safety area west of the new end of the runway. This alternative would also require further relocation of the localizer array and associated equipment shelters along with relocation of an existing on-airport service road further to the west to keep it out of the RSA. The Proposed Action - RSA Alternative Refinement No. 3 also includes reconstruction of the eastern portion of Runway 25R, Taxiway B and a portion of Air Freight Building No. 8 Aircraft Parking Apron between Air Freight Building No. 8 and Taxiway C-1.

Unlike Refinement Number 2, this alternative does **not** include extension of Taxiway C to the east, demolition of Air Freight Building Number 8 and construction of a new Ground Support Equipment Maintenance Building.

Therefore the Proposed Action - RSA Alternative Refinement No. 3 for Runway 7L/25R is to include declared distances, as defined in paragraph 102(bb), Definitions, of FAA Advisory Circular 150/5300-13A, *Airport Design* as *"The distances the airport owner declares available for a turbine powered aircraft's takeoff run, takeoff distance, accelerate-stop distance, and landing distance requirements."* The Proposed Action - RSA Alternative Refinement No. 3 includes using declared distances along with an extension of the runway to the west to maintain the existing runway length along with a traditional graded RSA on the west end of the runway. Paragraph 323 of FAA Advisory Circular 150/5300-13A, describes the application and use of declared distances at an airport.

The other associated improvements including the reconstruction of the eastern portion of Runway 7L/25R, Taxiway B, and the Aircraft Parking Apron by Air Freight Building No. 8 meet the purpose and need of the proposed project with minimum adverse environmental effects and promotes increased aviation safety through meeting FAA Airport Design Standards, pursuant to Public Law 109-115.

5. **Assessment.** The potential environmental impacts and possible adverse effects were identified and evaluated in a Final EA prepared in August 2013. The Final EA has been reviewed by the FAA and found to be adequate for the purpose of the proposed Federal action. The FAA determined that the Final EA for the proposed project adequately describes the potential impacts of the proposed action. During the public review process, a potential historic property that would be affected by the proposed action was identified. FAA undertook supplemental Section 106 consultation with the California State Historic Preservation Officer and determined the subject property was not eligible for inclusion into the National Register of Historic Places. LAWA also adjusted its proposed action based partly on comments received on the Draft EA.

The Final EA examined the following environmental impact categories: Noise; Compatible Land Use; Socioeconomic Impacts, Environmental Justice and Children's Health and Safety Risks, Surface Transportation; Air Quality; Water Resources, Light Emissions; Light Emissions and Visual Impacts; Natural Resources and Energy Supply; Hazardous Materials, Pollution Prevention and Solid Waste; and Cumulative Impacts.

The environmental impact categories of Farmlands; Wild and Scenic Rivers, Coastal Zones and Barriers Department of Transportation Act Section 4(f) and Land and Water Conservation Fund Act, Section 6(f) Resources, Fish, Wildlife and Plants, Wetlands, Floodplains, and Historic, Architectural, Archaeological,

and Cultural Resources were not evaluated further because the proposed action at LAX would not pose an impact to these environmental resources.

**A. Noise.** Section 4.2 of the Final EA describes noise impacts resulting from the Proposed Action - RSA Alternative Refinement No. 3 and the No Action Alternatives. The proposed runway safety area improvements will not induce or change the overall number of aircraft operations into and out of LAX. Section 4.2.3 of the Final EA compares the noise impacts of the No Action and Proposed Action - RSA Alternative Refinement No. 3, Refinement No. 2, and Shift Runway Alternatives. For the year 2015, Table 4.2-2 of the Final EA states within the 65 CNEL noise contour, there would be a population of 45,417 under the No-Action alternative, and 45,381 and 44,550 for the Proposed Action - RSA Alternative Refinement No. 3 and Shift Runway alternatives, respectively. This indicates a slight reduction in the total number of people within the 65 CNEL contour under either build alternative compared to the No-Action alternative. Section 4.2.5.1 states there is a small increase in noise exposure west of the airport near the tip of the 75 dB CNEL contour, which is located over Dockweiler State Beach. However, this change in exposure is less than 0.5 dB CNEL. Therefore the Proposed Action - RSA Alternative Refinement No. 3 would not result in any significant noise impact during airport operations compared to the No Action Alternative. The Shift Runway Alternative would result in noise benefits due to the decrease in the number of people affected by airport noise east of Runway 25R. However, the change in noise is less than 1.5 dB CNEL.

In response to comments received, Appendix B includes additional analysis about anticipated airport noise impacts during construction when the Runway is closed to aircraft operations.

Under the Alternative described as Refinement Number 2, noise generated by the proposed GSE Maintenance building would include operational noise from machinery, tools and other types of equipment used to maintain GSE. The nearest home to the proposed GSE Maintenance building is 280 feet from the edge of the property site. Under this alternative, LAWA would require installation of noise insulating materials for building walls, and landscaping to attenuate sound at nearby residences.

The Proposed Action - RSA Alternative Refinement No. 3 no longer includes extension of Taxiway C, demolition of Air Freight Building No. 8 or construction of a new GSE maintenance building. The Final EA notes that aircraft noise would continue to be the dominant noise generator at LAX. Because noise reductions (benefits) are associated with the Proposed Action - RSA Alternative Refinement No. 3 – Refinement No. 3, Refinement No.2 or the Shift Runway Alternative, there are no mitigation measures needed.

**B. Compatible Land Use.** Section 3.3.2 of the Final EA states the airport is located in the City of Los Angeles. The Los Angeles General Plan – Land Use Element includes the LAX Plan. Section 3.3.2.1 also describes several applicable City of Los Angeles Specific Plans including the LAX Specific Plan and the Los Angeles Airport/EI Segundo Dunes Specific Plan. Section 4.3.3 of the Final EA states the No-Action, Proposed Action - RSA Alternative Refinement No. 3, Refinement No. 2, and Shift Runway Alternatives would not result in changes to existing land uses in the vicinity of the airport. Therefore, the proposed RSA program is consistent with community planning. Appendix F of Final EA contains the required Land Use Assurance Letter from LAWA to the FAA, dated September 25, 2012.

**C. Socioeconomic Impacts, Environmental Justice and Children’s Environmental Health and Safety Risk** are discussed in Section 4.4 of the Final EA. The Final EA states the proposed RSA and associated improvements would occur entirely on airport property. Therefore, the Proposed Action - RSA Alternative Refinement No. 3 would not create any adverse off-airport socioeconomic impacts. Section 4.4.3.2, of the Final EA, states there are two Census Tracts in the General Study Area for the airport that can be characterized as having “meaningfully greater” minority or low-income population. The subsection of this section states that an analysis of air quality, noise and traffic indicates no significant impacts are anticipated for the Proposed Action - RSA Alternative Refinement No. 3 Alternative. Furthermore, no significant impacts related to lighting and visual character, hazardous materials or water resources are anticipated. Therefore the Proposed Action - RSA Alternative Refinement No. 3, Refinement No. 2, Shift Runway Alternative and No Action Alternatives will not result

in disproportionate impacts on any minority or low-income populations. The temporary closure of Runway 7L/25R during construction would result in no significant changes over noise sensitive areas. The Final EA also states in this section there are eight schools located within or immediately adjacent to the General Study Area. Noise and air quality impacts on these facilities and similar residential and recreational areas within the General Study Area would not exceed applicable thresholds of significance under the Proposed Action - RSA Alternative Refinement No. 3 alternative.

**D. Air Quality.** Section 4.5 of the Final EA, states the Proposed Action - RSA Alternative Refinement No. 3 will not change aircraft operations at the Los Angeles International Airport. Section 4.5.3 provides an operational emissions inventory for the Final EA. Construction emissions for the Proposed Action - RSA Alternative Refinement No. 3 were evaluated and were determined to be below the *de minimis* thresholds for all applicable pollutants, and therefore not significant. Table 4.5-6 of the Final EA summarizes the comparison of alternatives with the *de minimis* thresholds for the No Action, Proposed Action - RSA Alternative Refinement No. 3 and Shift Runway Alternatives. The Proposed Action - RSA Alternative Refinement No. 3, Refinement Number 2 or the shift runway alternative would not exceed the *de minimis* thresholds.

Construction operations would cause specific impacts resulting from and limited to construction of the Runway Safety Area Improvements. These impacts are distinct and temporary in duration and decrease as work is finished. Best management techniques would be used to reduce the impacts due to the construction work to a less than significant level.

**E. Water Resources.** Section 4.6 of the Final EA states the Proposed Action - RSA Alternative Refinement No. 3 would not create a significant impact to water resources. The Proposed Action - RSA Alternative Refinement No. 3, Refinement Number 2, and the Shift Runway Alternatives would result in minor changes to storm water discharge because they would increase the amount of impervious surfaces and would modify the existing storm drain system, however the impacts would not be significant. This section of the Final EA also states the Proposed Action - RSA Alternative Refinement No. 3, Refinement No. 2, Shift Runway Alternative and the No Action Alternative will have no effect on potable water sources used at the airport.

**F. Light Emissions and Visual Impacts.** Section 4.14 of the Final EA states the Proposed Action - RSA Alternative Refinement No. 3, Refinement Number 2, Shift Runway alternative, and the No Action Alternative would not have a significant impact on natural resources that are unusual or in short supply. None of the various alternatives increase aircraft operations or use of the Airport compared to the No Action Alternative.

**G. Natural Resources and Energy Supply.** Section 4.14 of the Final EA states the Proposed Action - RSA Alternative Refinement No. 3 alternative, Refinement Number 2, Shift Runway Alternative and the No Action Alternative would not have a significant impact on natural resources that are unusual or in short supply. The Proposed Action - RSA Alternative Refinement No. 3, Refinement No. 2, and Shift Runway Alternative would not increase aircraft operations or use of the Airport compared to the No Action Alternative.

**H. Hazardous Materials, Pollution Prevention and Solid Waste.** Section 4.15 of the Final EA notes construction associated with the Proposed Action - RSA Alternative Refinement No. 3, Refinement Number 2 and Shift Runway alternatives would involve shallow excavation in the areas where the runway and taxiway pavement is to be reconstructed. Each of the build alternatives includes some amount of grading of the RSA beyond the west end of Runway 7L. Implementation of Best Management Practices to avoid spillages of fuels, greases, and oils, would reduce potential impacts. Therefore, no significant impacts are expected.

**I. Cumulative Impacts.** The past, present and reasonably foreseeable cumulative actions included in the cumulative impact analysis are presented in Section 3.15, Past, Present, and Reasonably Foreseeable Future Actions. An evaluation of cumulative impacts from these cumulative actions is discussed in Section 4.16 of the Final EA and no significant cumulative impacts were identified.

## **J. Environmentally Preferred Alternative and FAA Preferred Alternative**

In connection with its decision to approve the proposed ALP revisions, the FAA considered the environmental impacts from the Proposed Action - RSA Alternative Refinement No. 3, Refinement Number 2, Shift Runway and the No Action Alternatives. The FAA determined that all practicable means to avoid or minimize environmental harm from the Proposed Action - RSA Alternative Refinement No. 3 have been adopted and there would be no significant environmental impacts from the proposed circulation and flood control improvements and that the project would not jeopardize the safe and efficient operations at the Airport. The No Action Alternative has fewer environmental effects than the Proposed Action - RSA Alternative Refinement No. 3, Refinement Number 2 and Shift Runway alternatives, and thus would be the environmentally preferred alternative. However, the No Action Alternative does not meet the Purpose and Need for the proposed project and does not allow the LAWA to comply with the provisions of Public Law 109-115. Thus, the FAA's preferred alternative is the Proposed Action - RSA Alternative Refinement No. 3 defined in the Final EA. FAA selected this alternative because it meets the Purpose and Need of the proposed project with minimum adverse environmental effects. Further, it meets FAA's statutory mission to ensure the safe and efficient use of navigable airspace by enhancing aviation safety through improved runway safety areas at LAX and complies with Public Law 109-115 and would have less environmental impacts than Refinement Number 2, LAWA's previous Proposed Action - RSA Alternative Refinement No. 3 identified in the Draft EA.

### **6. Public Participation.**

The public was encouraged to review and comment on the Draft EA which was released for public review on September 28, 2012. LAWA published a notice of availability of the Draft EA in the following local newspapers in the vicinity of the airport: *Los Angeles Times*, *Daily Breeze*, *The Argonaut* and *La Opinion*. LAWA made the Draft EA available on their web site, in the local libraries, the Airport administrative offices and the FAA's Western Pacific Region Office and at the FAA's Los Angeles Airports District Office. A Public Hearing to receive public comment on the Draft EA, Historic Resources and Endangered Species resource evaluations was held on November 1, 2012 in the Flight Path Learning Center at LAX. Two verbal comments were received during the Public Hearing – One comment centered on remains of what the commenter thought was a remnant of the former Coast Highway. The commenter asked that if the remnant is to be demolished, that it be photographed and measured with the information preserved. The other comment was from the City of El Segundo indicating its preference for the Shift Runway Alternative that would reduce over flight noise impacts over the City of El Segundo. The Public Comment period ended on November 13, 2012. Acting on a request from the City of El Segundo, LAWA extended the time for El Segundo to submit comments to November 20, 2012. Responses to comments received are provided in Appendix E4 of the Final EA. Copies of the newspaper Proof of Publications are provided in Appendix E2 of the Final EA.

### **7. Inter-Agency Coordination.**

In accordance with 49 USC § 47101(h), the FAA has determined that no further coordination with the U.S. Department of Interior or the U.S. Environmental Protection Agency is necessary because the Proposed Action - RSA Alternative Refinement No. 3 does not involve construction of a new airport, new runway or major runway extension that has a significant impact on natural resources including fish and wildlife; natural, scenic, and recreational assets; water and air quality; or another factor affecting the environment.

### **8. Reasons for the Determination that the Proposed Action will have No Significant Impacts.**

The attached Final EA examines each of the various environmental resources that were deemed present at the project location, or had the potential to be impacted by the Proposed Action - RSA Alternative Refinement No. 3. The proposed Runway Safety Area Project and Associated Improvements

at Los Angeles International Airport would not involve any environmental impacts, after mitigation that would exceed the threshold of significance as defined by FAA Orders 1050.1E and 5050.4B. Based on the information contained in the Final EA, the FAA has determined that the Proposed Action - RSA Alternative Refinement No. 3 is the most feasible and prudent alternative. The FAA has decided to implement the Proposed Action - RSA Alternative Refinement No. 3 as described in Section 3 of this FONSI.

## 9. Agency Findings.

The FAA makes the following determination for this project based on information and analysis set forth in the Final EA and other portions of the administrative record.

- a. **The project is reasonably consistent with existing plans of public agencies for development of the area [49 U.S.C. 47106(a)].** The proposed project is consistent with the plans, goals and policies for the area, including the City of Los Angeles General Plan and the LAX Specific Plan. The proposed project is also consistent with the applicable regulations and policies of federal, State and local agencies.
- b. **Independent and Objective Evaluation:** As required by the Council on Environmental Quality (40 CFR § 1506.5), the FAA has independently and objectively evaluated this proposed project. As described in the Final EA, the Proposed Action - RSA Alternative Refinement No. 3, Refinement No. 2, Shift Runway Alternative and the No Action Alternatives were studied extensively to determine the potential impacts and appropriate mitigation measures for those impacts. The FAA provided input, advice, and expertise throughout the analysis, along with administrative and legal review of the project.

## 10. Decision and Orders.

Based on the information in this FONSI/ROD and supported by detailed discussion in the Final EA, the FAA has selected the proposed Runway 7L/25R Safety Area Project and Associated Improvements (RSA Alternative Refinement No. 3) as the FAA's Preferred Alternative. The FAA must select one of the following choices:

- Approve agency actions necessary to implement the Proposed Action - RSA Alternative Refinement No. 3, or
- Disapprove agency actions to implement the Proposed Action - RSA Alternative Refinement No. 3.

Approval signifies that applicable federal requirements relating to the proposed airport development and planning have been met. Approval permits the City of Los Angeles to proceed with implementation of the Proposed Action - RSA Alternative Refinement No. 3 and associated mitigation measures. Disapproval would prevent the City of Los Angeles from implementing the Proposed Action - RSA Alternative Refinement No. 3 elements within the Los Angeles International Airport.

Under the authority delegated to me by the Administrator of the Federal Aviation Administration, I find that the project is reasonably supported. I, therefore, direct that action be taken to carry out the agency actions discussed more fully in Section 3 of this FONSI/ROD.

1. Unconditional approval of the portion of the Airport Layout Plan (ALP) that depicts the proposed Runway 7L/25R Safety Area Project and Associated Improvements submitted by the City of Los Angeles for Los Angeles International Airport pursuant to 49 USC §§ 40103(b), 44718 and 47107(a)(16) and 14 CFR Part 77. The approval of the ALP is based on determinations through the aeronautical study process regarding obstructions to navigable airspace, and that the airport development proposal is acceptable from an airspace perspective.

2. Continued close coordination with the City of Los Angeles and appropriate FAA program offices, as required, to maintain aviation and airfield safety during construction.
3. Approval of a Construction Safety and Phasing Plan to maintain aviation and airfield safety during construction pursuant to FAA Advisory Circular 150/5370-2F, *Operational Safety on Airports During Construction*, [14 CFR Part 139 (49 USC § 44706)].
4. Approval to proceed with further processing of an application for Federal assistance for those eligible development projects described as the Proposed Action - RSA Alternative Refinement No. 3 within the Final EA and this FONSI/ROD, under 49 USC §§ 47106 and 47107 for the AIP, and under 49 USC § 40117, as implemented by 14 CFR § 158.25, to impose and use passenger facility charges (PFC's) collected at Los Angeles International Airport to assist with construction and operation of the potentially eligible development items shown on the ALP.
5. Determination under 49 USC § 44502(b) that the proposed Runway Safety Area Improvement development is reasonably necessary for use in air commerce or the in the interests of national defense.

This order is issued under applicable statutory authorities, including 49 USC §§ 40101(d), 40103(b), 40113(a), 44701, 44706, 44718(b), and 47101, et seq.

I have carefully and thoroughly considered the facts contained in the attached EA. Based on that information, I find the proposed Federal action is consistent with existing national environmental policies and objectives of Section 101(a) of the National Environmental Policy Act of 1969 (NEPA). I also find the proposed Federal action will not significantly affect the quality of the human environment or include any condition requiring any consultation pursuant to section 102(2)(C) of NEPA. As a result, FAA will not prepare an EIS for this action.

**APPROVED:**

  
 Dale A. Bouffiu  
 Deputy Regional Administrator, AWP-2  
 Western-Pacific Region

9/5/2013  
 Date

**DISAPPROVED:**

\_\_\_\_\_  
 Dale A. Bouffiu  
 Deputy Regional Administrator, AWP-2  
 Western-Pacific Region

\_\_\_\_\_  
 Date

*RIGHT OF APPEAL*

*This FONSI/ROD constitutes a final order of the FAA Administrator and is subject to exclusive judicial review under 49 U.S.C. § 46110 by the U.S. Circuit Court of Appeals for the District of Columbia or the U.S. Circuit Court of Appeals for the circuit in which the person contesting the decision resides or has its principal place of business. Any party having substantial interest in this order may apply for review of the decision by filing a petition for review in the appropriate U.S. Court of Appeals no later than 60 days after the order is issued in accordance with the provisions of 49 U.S.C. § 46110. Any party seeking to stay implementation of the ROD must file an application with the FAA prior to seeking judicial relief as provided in Rule 18(a) of the Federal Rules of Appellate Procedure.*