
PREFACE

The Master Plan for Los Angeles International Airport (LAX) represents a long-term vision of the airport's facilities and serves as a strategic plan to guide future development. It reflects the desire of the City of Los Angeles to maintain the airport's role as a global air transportation hub for the Los Angeles region well into the future. The access that this airport provides for the region to the world's economy is unparalleled in the Western U.S. In order to maintain this unique and valuable position afforded by this key regional asset, facility improvements at LAX are needed. The LAX Master Plan documents the detailed planning process that Los Angeles World Airports (LAWA) has undertaken since January 1995 to define the vision of LAX for the future.

The LAX Master Plan technical analysis is the basis of the Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR) document. The purpose of the Draft EIS/EIR is to analyze and publicly document any and all environmental issues associated with the Master Plan. Environmental impacts of the plan are analyzed in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). Based on this analysis, packages of mitigation measures for these impacts are developed and refined. The EIS is a federal document and is produced in accord with NEPA while the EIR is the California-specific document and is produced in accord with CEQA.

Reviewers of the Draft EIS/EIR will find the detailed information on the environmental alternatives in Chapter V, Section 3.3, Final Iteration, of this document. The current alternatives were produced during the final iteration of concept development. There are also several technical appendices to Chapter V that contain detailed technical data that was used as input to the Draft EIS/EIR.

THE PLANNING PROCESS

The Master Plan process has encompassed three phases. Phase I (January 1995 to February 1996), assessed the existing conditions—"where the airport is today"—and defined the potential future aviation demand up to the year 2015. Phase II (March 1996 to June 1997), focused on the development and evaluation of airport improvement concepts. Numerous concepts were considered in this process. Finally, Phase III (July 1997 to June 2001) is focused on the environmental analysis of the alternatives. During this final phase, the alternatives have been evaluated on numerous environmental issues. Because of this analysis, further refinements to the

alternatives have been made. The environmental process is anticipated to be completed in Summer 2001. At that time, the Los Angeles City Council will decide whether to accept the recommendations of this Master Plan. **Figure A** illustrates the timeline for this planning process.

During the past six years of the planning process, airport activity has increased by approximately 14 million annual passengers. By comparison, this increase at LAX is as much activity as the total experienced at San Diego International Airport (the third busiest in California). This additional activity has further degraded an already congested situation at the airport. Nearly all major airport facilities are at or near their practical capacities.

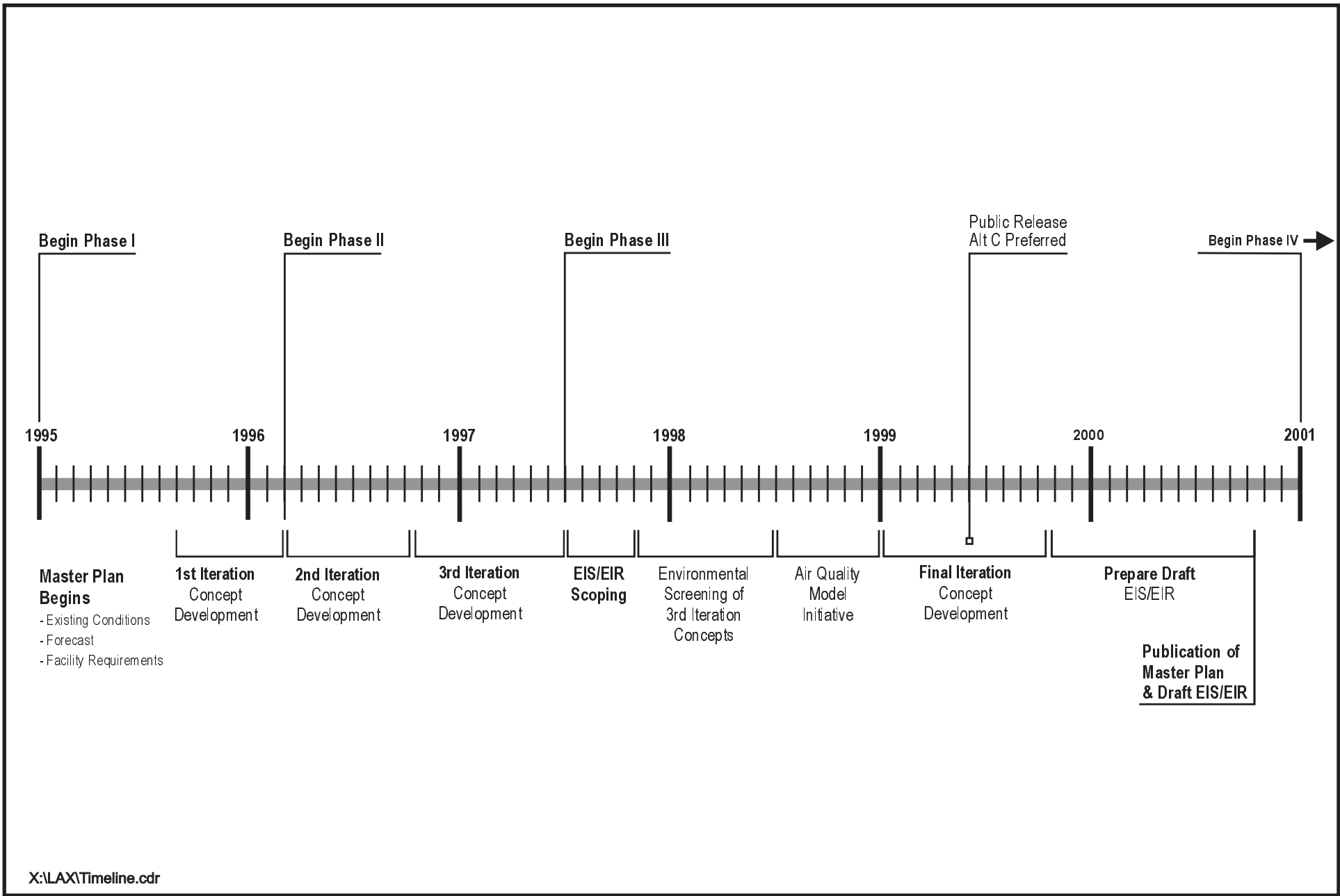
This passage of time has also affected the information contained in the master plan documents and used in the planning process. While 1994 was established as the original Master Plan baseline conditions, 1996 was established as the environmental baseline at the start of the environmental process in 1997. Other years are used for illustrative purposes throughout the document.

During this period, ongoing airport facility improvements have been completed.

Also during this time, the Los Angeles Department of Airports (LADOA or DOA) was renamed Los Angeles World Airports or LAWA. Because of this name change, some references to LADOA or DOA still remain.

As noted on the timeline diagram (See Figure A), several of the chapters in the LAX Master Plan were originally completed much earlier in the process. These documents have been included in their entirety and in their original form while new documents are also included to complete the document. The chapter of the LAX Master Plan and its original publication date is included below to distinguish these materials.

- ◆ Executive Summary (November 2000)
- ◆ Chapter I: Air Transportation in the Los Angeles Region (November 2000)
- ◆ Chapter II: Existing Conditions (April 1996)
- ◆ Chapter III: Forecasts of Aviation Demand (February 1996)
- ◆ Chapter IV: Facility Requirements (May 1996)
- ◆ Chapter V: Concept Development (November 2000)



Los Angeles International Airport Master Plan

Project Timeline

Figure A

MASTER PLAN APPROVAL

The legal responsibility for deciding the future of LAX rests with the Los Angeles City Council, the Mayor of Los Angeles, the Federal Aviation Administration (FAA), and the Federal Highway Administration (FHWA). Their decisions will be based in part on the findings of the Draft EIS/EIR along with recommendations from the Board of Airport Commissioners and the City Planning Commission.

An important part of the decision making process will be input from the public. LAWA has been seeking community input throughout the planning process and will continue to do so. Over the last six years of the planning process, commissioners, executive staff and their representatives have met on more than 400 occasions with various groups to discuss the future of LAX.

In addition to that ongoing informal public input process, there will be a series of public hearings and a period designated for written comments once the Draft EIS/EIR has been published. The goal is to get to a final plan for modernizing LAX that makes sense, not just for Los Angeles but for the entire region.

The decision on the Master Plan must ultimately rest with the City of Los Angeles, and the FAA because they are the governmental entities that have responsibility for the airport. In the case of highway issues, the FHWA, as a cooperating agency with the FAA, will approve the planning and design of any highway facility in the Master Plan that falls within their jurisdiction. LAWA will also be seeking input from other agencies throughout the region. All government entities will have a chance to review the Master Plan and environmental studies and to submit oral testimony and written comments on the proposed alternatives after the Draft EIS/EIR has been published.

In particular, LAWA will be carefully watching how the region's communities and counties respond to the urgent need to meet the region's aviation requirements. Based on community concerns, LAWA has decided not to fully accommodate its share of the projected regional demand, falling short by 9 million annual passengers by 2015.

Any additional shortfalls at other airports in the region will increase the shortfall and could have significant economic consequences for the region.

MASTER PLAN IMPLEMENTATION

A master plan by its very nature is only a guide for future improvements. The detailed design of each individual project within the Master Plan and the sequence in which these projects will be developed is still in the formulation stages. The project will need to be approved by City Council and the FAA before any construction can begin.

During the time that LAWA is seeking approval of Master Plan and Draft EIS/EIR, an Airport Layout Plan (ALP) will be submitted to the FAA for approval as well. The ALP consists of a series of scaled technical drawings that illustrate the detailed layout of existing and proposed facilities. It serves as a record drawing for the airport as well as a guide for the airport's future development and compliance with FAA airport design standards.

TO GET MORE INFORMATION ON THE LAX MASTER PLAN:

LAWA maintains a mailing list to keep the public informed about meetings and to provide periodic information about the master plan process. Requests to be added to the mailing list should be sent to:

LAWA
LAX Master Plan Office
P.O. Box 92216
Los Angeles, CA 90009-2216

Information is also available on the LAX Master Plan website at www.laxmasterplan.org. The website provides periodic updates on important dates and information related to the LAX Master Plan and DEIS/EIR process, including the schedule for public hearings and comments.

This Page Intentionally Left Blank