



LOS ANGELES INTERNATIONAL AIRPORT
SPECIFIC PLAN AMENDMENT STUDY
ENVIRONMENTAL IMPACT REPORT PROCESS
MAY 2008



LAX
*Los Angeles
World Airports*



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PLANNING FOR THE FUTURE OF LAX

Los Angeles International Airport (LAX) is much more than a place to catch a flight. As the international gateway for Southern California, every flight connects the world to the Los Angeles region, creating and supporting jobs and economic benefits that travelers rarely see.

Los Angeles World Airports (LAWA), which operates LAX and three other airports, is in the process of redesigning LAX to make the airport experience more enjoyable, improve airfield safety and reduce its environmental footprint, while maintaining the airport's role as an engine for the regional economy.

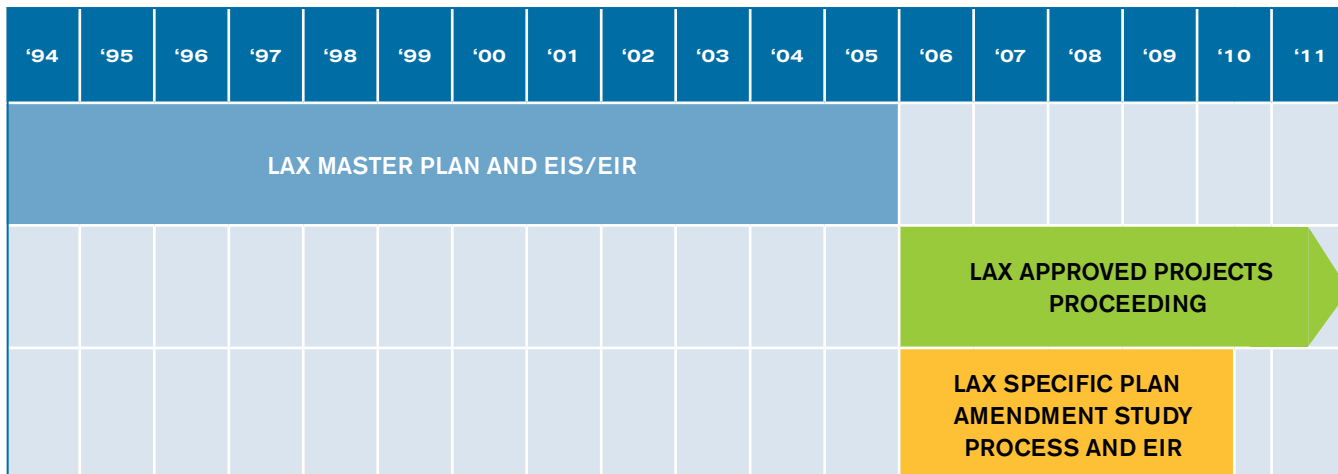
THE SPECIFIC PLAN AMENDMENT STUDY

In 2004, the City of Los Angeles approved the LAX Master Plan to modernize the runway and taxiway system, redevelop the terminal area, improve access to the airport, and enhance passenger safety, security and convenience. At the same time, the City adopted the LAX Specific Plan, which is the guiding document for Master Plan implementation. A number of lawsuits were filed challenging these actions. When those lawsuits were settled in February 2006, LAWA initiated the current Specific Plan Amendment Study process to reassess five of the Master Plan projects, which are known as the "Yellow Light Projects." The Settlement Agreement requires that LAWA identify solutions to the problems these Yellow Light Projects were designed to address while planning for the same future operations as the LAX Master Plan (78.9 million annual passengers).

The Specific Plan Amendment Study Process will evaluate and develop options only for the following projects:

- Reconfiguring the North Airfield runways, including a center taxiway
- Constructing a Ground Transportation Center to increase curb-front used for passenger drop-off and pick-up and eliminate private vehicle traffic in the main terminal area
- Constructing an Automated People Mover system to transport airport users between the Central Terminal Area and the Ground Transportation Center
- Demolishing Terminals 1, 2 and 3 to accommodate the southward reconfiguration of the North Airfield
- Improving the airport's roadways associated with the Ground Transportation Center and Automated People Mover system

While the Specific Plan Amendment Study is underway, LAWA is moving forward with the remaining portions of the Master Plan as well as other critical projects, including renovations to Tom Bradley International Terminal, design for a midfield terminal and gates, improvements to the baggage handling system and enhancements to terminals.



WE ARE HERE

PROJECT MILESTONES

As part of the Specific Plan Amendment Study and Settlement Agreement, LAWA initiated a community-based planning process and established an Advisory Committee, made up of LAWA staff and representatives of the entities that challenged the Master Plan. Based on input from the public, LAWA and the Advisory Committee identified several possible options to the Yellow Light Projects.

The Specific Plan Amendment Study has undergone a preliminary analysis to identify if the options may have a significant effect on the environment. This Initial Study has determined that an Environmental Impact Report must be prepared. The California Environmental Quality Act (CEQA) defines the steps that LAWA must adhere to in preparing the Environmental Impact Report for the Specific Plan Amendment Study. Opportunities for public participation are required throughout the process.

CEQA milestones during the Specific Plan Amendment Study Environmental Impact Report:

- Notice of Preparation (NOP): The NOP, released March 20, 2008, initiated the CEQA process.
- Scoping: The public scoping period, which ends June 18, 2008, includes meetings to gather input on the environmental issues to be addressed in the Specific Plan Amendment Study Environmental Impact Report (EIR). At the conclusion of the scoping process, LAWA will review the input received from the public and governmental agencies and if necessary, adjust the scope of the Draft EIR to address the environmental issues that were identified in the comments.
- Determination of project alternatives to be studied in the Draft EIR: These alternatives may consist of some or all of the potential options presented in the NOP. It is possible that other alternatives will be evaluated in the EIR.
- Release of the Draft EIR: The Draft EIR will identify the potential environmental effects associated with the project alternatives and recommend measures to reduce impacts, where necessary. There is a public circulation period during which the public can submit comments in a variety of ways, including submitting written comments to LAWA or providing comments at a public hearing(s) that will be held during the review period. LAWA is required to respond to these comments in the Final EIR.
- Release of Final EIR: The Final EIR responds to comments on the Draft EIR. This is the document that is taken through the City approval process.

For more information about this process and for a glossary of terms used, refer to page 14 of this booklet.



SPECIFIC PLAN AMENDMENT STUDY PROJECT OVERVIEW

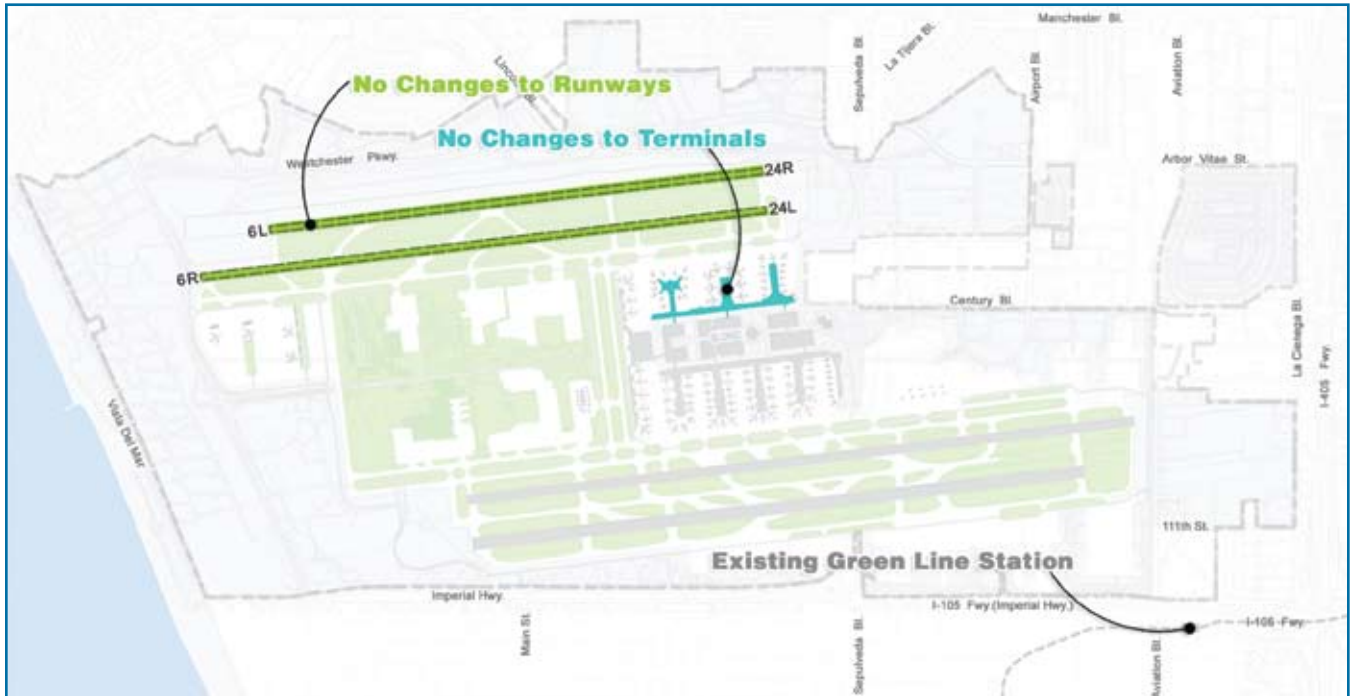
As part of the Specific Plan Amendment Study EIR, LAWA is evaluating various options to address certain problems at the airport, which are summarized below:

NORTH AIRFIELD	
<p>– Problems –</p> <ul style="list-style-type: none"> • LAX does not have an airfield that is designed for the largest aircraft currently in service (Group VI aircraft). • The North Airfield design requires specially designed, or nonstandard, operating procedures. Such procedures reduce airfield safety and increase aircraft delay, resulting in greater emissions of air pollutants and causing passenger inconvenience. • The outdated taxiway design creates a situation where landing aircraft might move in the path of a departing aircraft (incursion) and increases the risk of collision. • The North Airfield runways are too short for larger aircraft used for long-haul flights, requiring those aircraft to taxi to the South Airfield, resulting in less efficient operations and disproportionate environmental impacts. 	<p>– Potential Solutions –</p> <ul style="list-style-type: none"> • Reconfigure the North Airfield to increase space between the runways, providing a Group V or Group VI airfield, increasing operational efficiency, and enhancing safety. • Add a new center taxiway to reduce the risk of incursions and collisions. • Extend runway lengths to minimize the need for long-haul aircraft to taxi from the North Airfield to the South Airfield. • Add new airfield safety instruments, including runway status lights (a system similar to traffic lights that alerts pilots when runways are in use) and new ground radar, alone or in conjunction with other improvements, to enhance airfield safety. • Rely solely on operational changes to enhance airfield safety while maintaining the existing North Airfield configuration.
TERMINALS	
<p>– Problem –</p> <ul style="list-style-type: none"> • Certain proposals entail moving Runway 24L and taxiways in too close a proximity to where Terminals 1, 2 and 3 are currently located. 	<p>– Potential Solutions –</p> <ul style="list-style-type: none"> • Demolish Terminals 1, 2 and 3 and reconfigure existing passenger concourses, hold rooms and aircraft parking gates. • Choose an airfield solution that does not require moving Runway 24L south.
GROUND TRANSPORTATION	
<p>– Problems –</p> <ul style="list-style-type: none"> • The central terminal area design does not meet current airport security needs associated with vehicular access to airport facilities. • The curb-front and access road system used for drop-off and pick-up of passengers in the terminal area was not built for today's level of traffic. 	<p>– Potential Solutions –</p> <ul style="list-style-type: none"> • Construct the Ground Transportation Center (GTC) to replace the central terminal area curb-front and exclude private vehicle access with integrated security measures. • Build a system of transportation and passenger drop-off and pick-up facilities outside of the Central Terminal Area and closer to public transportation. This will reduce the amount of vehicle traffic that enters the terminal area, while continuing to improve security measures within the Central Terminal Area.
AUTOMATED PEOPLE MOVER	
<p>– Problem –</p> <ul style="list-style-type: none"> • Any transportation center built away from the terminals will require a system of transporting people to and from the terminals. 	<p>– Potential Solution –</p> <ul style="list-style-type: none"> • Build an Automated People Mover system to connect the network of transportation facilities to the existing terminal area.
ON-SITE ROAD IMPROVEMENTS	
<p>The on-site road improvements that are associated with Yellow Light Project status consist of roadways that would provide access to the Ground Transportation Center and the on-site portion of the Automated People Mover. It is not necessary to develop alternative designs, technologies or configurations to provide access to the Ground Transportation Center or the on-site portion of the Automated People Mover if it is not part of the potential option. Thus these on-site road improvements are included only in the Approved Master Plan and not in the other potential options.</p>	

NO YELLOW LIGHT PROJECTS

This option proposes no solutions or physical options to replace the Yellow Light projects. Under this option, no Yellow Light projects would be implemented.

The current airport layout

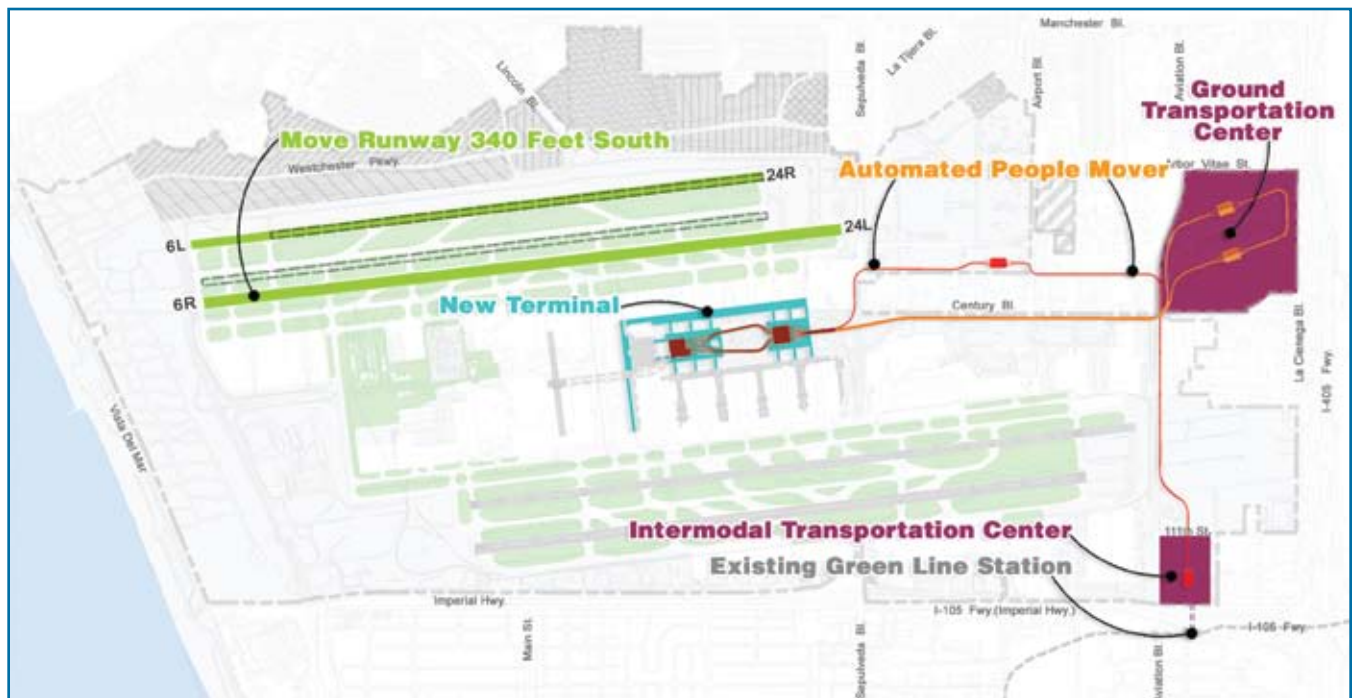


Potential Option	North Airfield	Terminals	Ground Transportation	Automated People Mover
No Yellow Light Projects	<ul style="list-style-type: none"> Maintain existing layout 	<ul style="list-style-type: none"> Maintain existing layout 	<ul style="list-style-type: none"> Access remains the same as it is today 	<ul style="list-style-type: none"> None

MOVE NORTH AIRFIELD RUNWAY 24L 340 FEET SOUTH

This option moves Runway 24L 340 feet south, increasing the space between the two North Airfield runways and providing room for a center parallel taxiway. Both North Airfield runways are extended to provide greater takeoff and landing distance. This option creates an airfield that better accommodates the new generation of large aircraft. Terminals 1, 2 and 3 would be demolished due to the southward movement of the runway and taxiways closest to the terminals and would be replaced with a new, smaller concourse as well as terminal facilities in place of the existing terminal area parking garages. In this plan, no private vehicles would be permitted to access the Central Terminal Area. Passengers would be dropped off and picked up at a new Ground Transportation Center, to be built at Aviation and Century Boulevards. An Automated People Mover would transport passengers to and from the Central Terminal Area. An Intermodal Transportation Center (a transportation center built near public transit and roadways) would be built near the Metro Green Line Aviation Station and connect to the Central Terminal Area via a second Automated People Mover. On-site road improvements would also be necessary with this option.

Runway 24L relocated 340 feet south with center parallel taxiway, new concourse and terminal facilities, Ground Transportation Center, Intermodal Transportation Center and two Automated People Movers

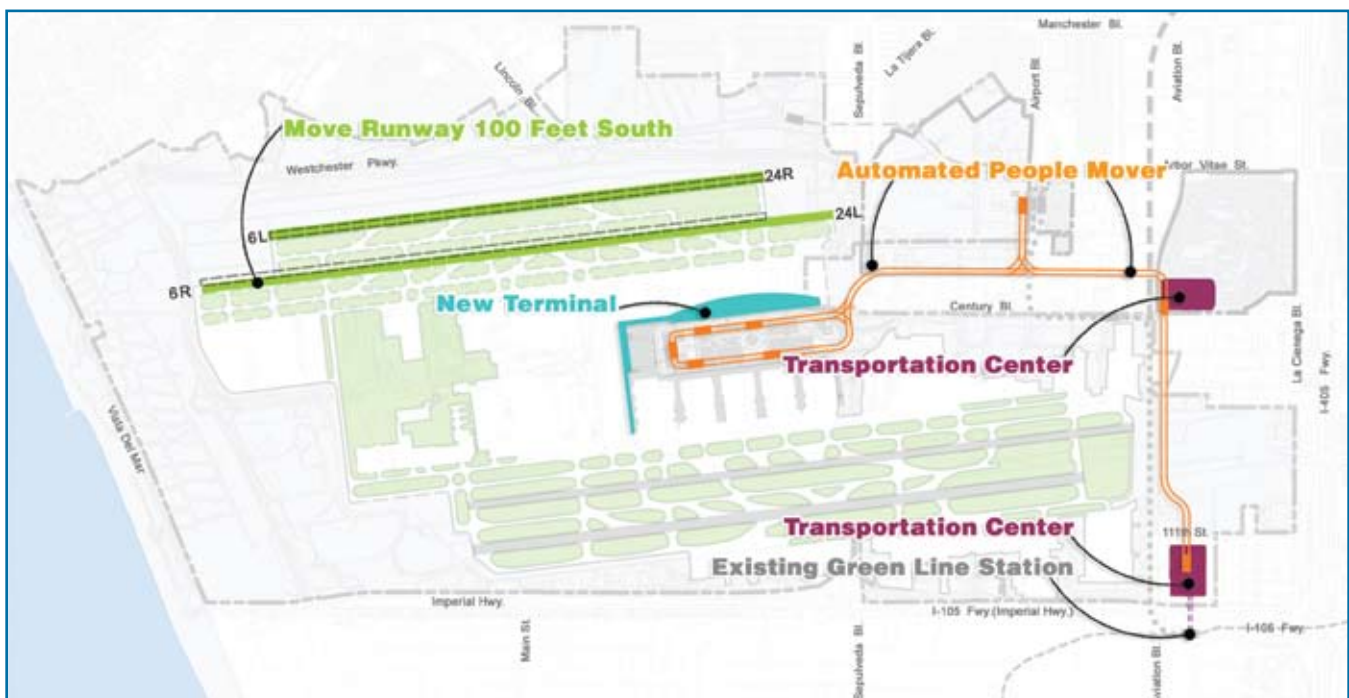


Potential Option	North Airfield	Terminals	Ground Transportation	Automated People Mover
<p>Implement Approved Master Plan: Move North Airfield Runway 24L 340 feet South</p> <p>(Runway 24L is the North Airfield runway closer to the terminals and primarily used for takeoffs)</p>	<ul style="list-style-type: none"> Move Runway 24L 340 feet south (toward Terminals 1, 2 and 3) and extend to the east Extend Runway 24R to the west Add center parallel taxiway between the two runways Provide for the new generation (Group VI) of large wide-bodied aircraft 	<ul style="list-style-type: none"> Demolish Terminals 1, 2 and 3; replace with a new, smaller concourse (with access to gates but no check-in facilities) parallel to runways Demolish parking garages in terminal area; replace with passenger processing facilities Include additional passenger processing at new Ground Transportation Center at Aviation and Century Boulevards 	<ul style="list-style-type: none"> No private vehicles permitted in terminal area Construct a Ground Transportation Center at Aviation and Century Boulevards for passenger drop-off and pick-up Build an Intermodal Transportation Center near the Metro Green Line Aviation Station 	<ul style="list-style-type: none"> Build an Automated People Mover to transport airport users between the Ground Transportation Center and the terminal area Build a second Automated People Mover to connect the Intermodal Transportation Center with the terminal area

MOVE NORTH AIRFIELD RUNWAY 24L 100 FEET SOUTH

This option moves Runway 24L south 100 feet closer to Terminals 1, 2 and 3, providing additional space between the North Airfield runways for a center parallel taxiway, and extends the runway to the east. This option creates an airfield that better accommodates the current generation of aircraft. Terminals 1, 2 and 3 would be demolished due to the southward movement of the runway and taxiways closest to the terminals and would be replaced with a new, smaller terminal/concourse building. This option includes the development of two new transportation centers – one at Aviation and Century Boulevards and the other at Aviation Boulevard and Imperial Highway – providing various drop-off and pick-up locations near public transportation. An Automated People Mover would transport passengers to and from the terminals.

Runway 24L relocated 100 feet south with center parallel taxiway, new terminal/concourse, transportation centers east of existing terminal area, and Automated People Mover

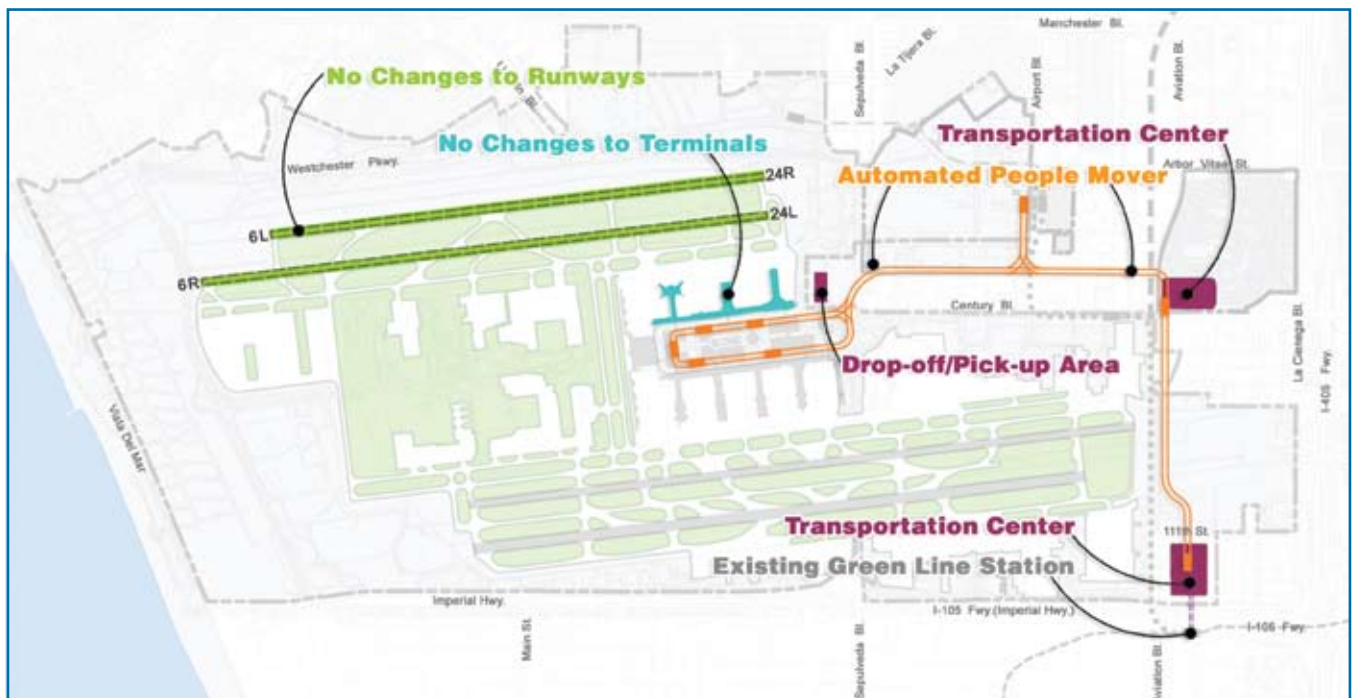


Potential Option	North Airfield	Terminals	Ground Transportation	Automated People Mover
<p>Move North Airfield Runway 24L 100 feet South</p> <p>(Runway 24L is the North Airfield runway closer to the terminals and primarily used for takeoffs)</p>	<ul style="list-style-type: none"> • Move Runway 24L 100 feet south (toward Terminals 1, 2 and 3) and extend to the east • Add center parallel taxiway between runways • Better accommodate current generation (Group V) aircraft 	<ul style="list-style-type: none"> • Demolish Terminals 1, 2 and 3; replace with new terminal and concourse parallel to runways 	<ul style="list-style-type: none"> • Terminal area remains open to all vehicles • Build two new transportation centers for additional passenger drop-off and pick-up 	<ul style="list-style-type: none"> • Build an Automated People Mover to transport airport users between both transportation centers and the terminal area

EXISTING NORTH AIRFIELD RUNWAYS WITH OPERATIONAL CHANGES TO THE AIRPORT

Similar to the “No Yellow Light Projects” option, this option proposes no changes to the North Airfield runways and terminals. This option includes the development of two new transportation centers – one at Aviation and Century Boulevards and the other at Aviation Boulevard and Imperial Highway – providing various drop-off and pick-up locations located near public transportation. This option also includes an additional drop-off and pick-up facility to the east of Terminal 1 in an area that is now a parking facility. An Automated People Mover would also be constructed to transport passengers to and from terminals to the new transportation centers and the drop-off and pick-up facility east of Terminal 1. Private vehicles would continue to have access to the terminal area.

The existing runway configuration and terminals, new transportation centers east of existing terminal area and Automated People Mover

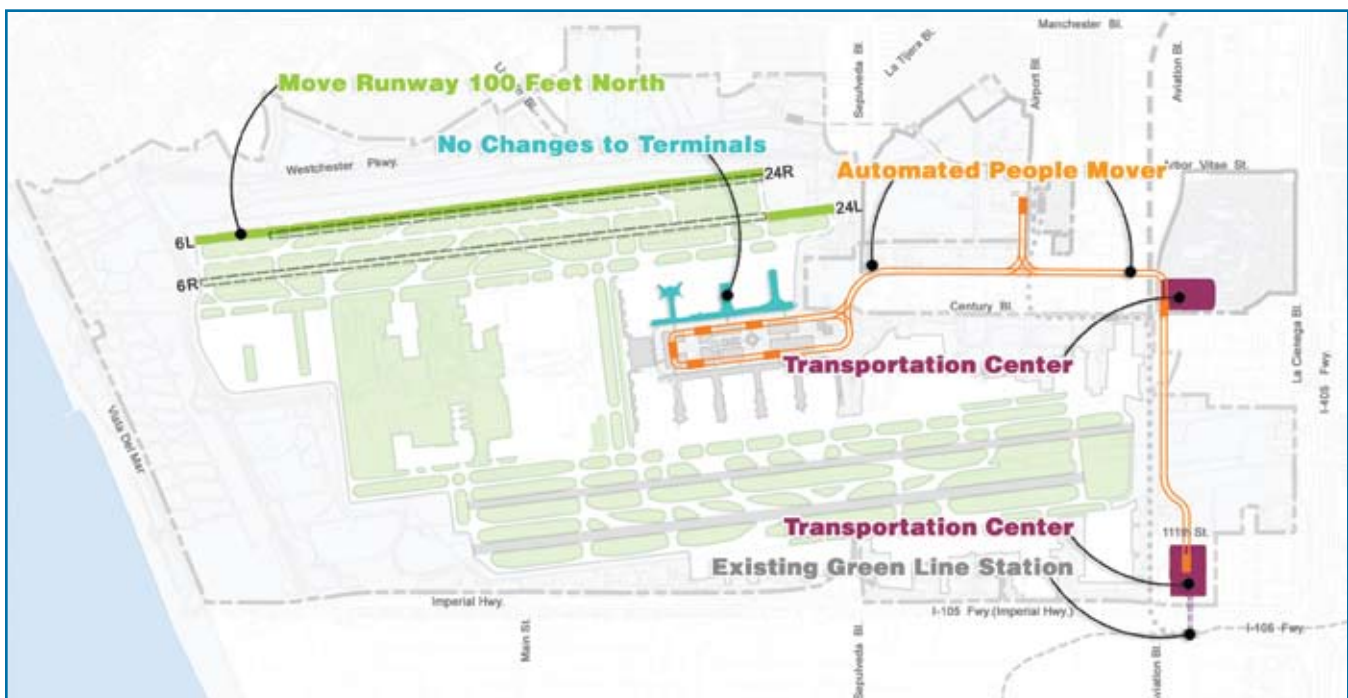


Potential Option	North Airfield	Terminals	Ground Transportation	Automated People Mover
Existing North Airfield Runways with Operational Changes to the Airport	<ul style="list-style-type: none"> Maintain existing layout 	<ul style="list-style-type: none"> Maintain existing layout 	<ul style="list-style-type: none"> Terminal area remains open to all vehicles Build two new transportation centers for additional passenger drop-off and pick-up Build additional drop-off and pick-up area east of Terminal 1 	<ul style="list-style-type: none"> Build an Automated People Mover to transport airport users between the terminals, the new transportation centers, and the new drop-off and pick-up area east of Terminal 1

MOVE NORTH AIRFIELD RUNWAY 24R 100 FEET NORTH

This option relocates Runway 24R 100 feet north to better accommodate the current generation of aircraft, and provide additional space between the North Airfield runways for a center parallel taxiway. Both North Airfield runways are extended to provide greater takeoff and landing distance. Terminals 1, 2 and 3 would remain as they are today. This option includes the development of two new transportation centers – one at Aviation and Century Boulevards and the other at Aviation Boulevard and Imperial Highway – providing various drop-off and pick-up locations near public transportation. An Automated People Mover would also be constructed to transport passengers to and from terminals to the new transportation centers. Private vehicles would continue to have access to the terminal area.

Runway 24R relocated 100 feet north with center parallel taxiway, transportation centers east of existing terminal areas, and Automated People Mover

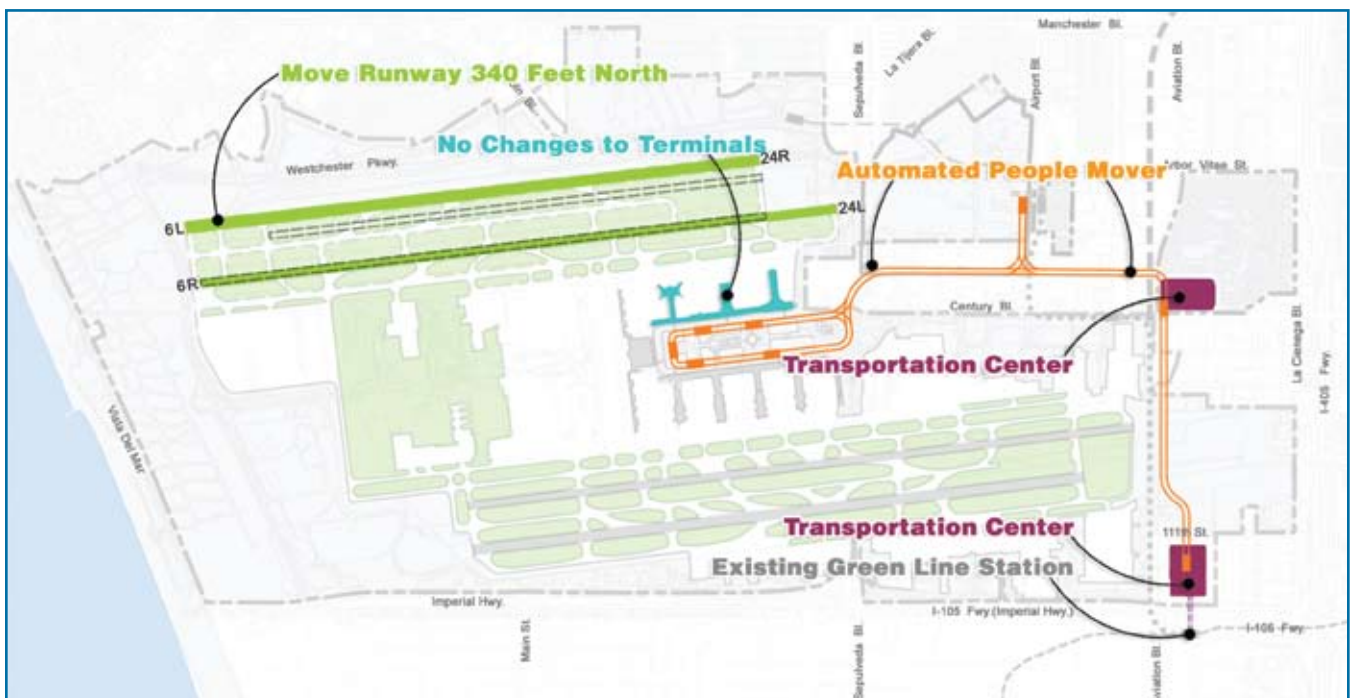


Potential Option	North Airfield	Terminals	Ground Transportation	Automated People Mover
<p>Move North Airfield Runway 24R 100 feet North</p> <p>(Runway 24R is the North Airfield runway furthest from the terminals and primarily used for landings)</p>	<ul style="list-style-type: none"> • Move Runway 24R 100 feet north (away from Terminals 1, 2 and 3) and extend to the west • Extend Runway 24L to the east • Add center parallel taxiway between runways • Better accommodate current generation (Group V) aircraft 	<ul style="list-style-type: none"> • Maintain existing layout 	<ul style="list-style-type: none"> • Terminal area remains open to all vehicles • Build two new transportation centers for additional passenger drop-off and pick-up 	<ul style="list-style-type: none"> • Build an Automated People Mover to transport airport users between both transportation centers and the terminal area

MOVE NORTH AIRFIELD RUNWAY 24R 340 FEET NORTH

This option relocates Runway 24R 340 feet north to accommodate the new generation of large aircraft and provides additional space between the North Airfield runways for a center parallel taxiway. Both North Airfield runways are extended to provide greater takeoff and landing distance. Terminals 1, 2 and 3 would remain as they are today. This option includes the development of two new transportation centers – one at Aviation and Century Boulevards and the other at Aviation Boulevard and Imperial Highway – providing various drop-off and pick-up locations located near public transportation. An Automated People Mover would also be constructed to transport passengers to and from the terminals to the new transportation centers. Private vehicles would continue to have access to the terminal area.

Runway 24R relocated 340 feet north with center parallel taxiway, transportation centers east of existing terminal area, and Automated People Mover



Potential Option	North Airfield	Terminals	Ground Transportation	Automated People Mover
<p>Move North Airfield Runway 24R 340 feet North</p> <p>(Runway 24R is the North Airfield runway furthest from the terminals and primarily used for landings)</p>	<ul style="list-style-type: none"> • Move Runway 24R 340 feet north (away from Terminals 1, 2 and 3) and extend to the west • Extend Runway 24L to the east • Add center parallel taxiway between runways • Provide for the new generation (Group VI) of large wide-bodied aircraft 	<ul style="list-style-type: none"> • Maintain existing layout 	<ul style="list-style-type: none"> • Terminal area remains open to all vehicles • Build two new transportation centers for additional passenger drop-off and pick-up 	<ul style="list-style-type: none"> • Build an Automated People Mover to transport airport users between both transportation centers and the terminal area

SUMMARY OF POTENTIAL OPTIONS

Below is a summary of the potential options that were described in detail on the previous pages.

Potential Options	North Airfield	Terminals	Ground Transportation	Automated People Mover
No Yellow Light Projects	<ul style="list-style-type: none"> Maintain existing layout 	<ul style="list-style-type: none"> Maintain existing layout 	<ul style="list-style-type: none"> Access remains the same as it is today 	<ul style="list-style-type: none"> None
<p>Implement Approved Master Plan: Move North Airfield Runway 24L 340 feet South</p> <p>(Runway 24L is the North Airfield runway closer to the terminals and primarily used for takeoffs)</p>	<ul style="list-style-type: none"> Move Runway 24L 340 feet south (toward Terminals 1, 2 and 3) and extend to the east Extend Runway 24R to the west Add center parallel taxiway between the two runways Provide for the new generation (Group VI) of large wide-bodied aircraft 	<ul style="list-style-type: none"> Demolish Terminals 1, 2 and 3; replace with a new, smaller concourse (with access to gates but no check-in facilities) parallel to runways Demolish parking garages in terminal area; replace with passenger processing facilities Include additional passenger processing at new Ground Transportation Center at Aviation and Century Boulevards 	<ul style="list-style-type: none"> No private vehicles permitted in terminal area Construct a Ground Transportation Center at Aviation and Century Boulevards for passenger drop-off and pick-up Build an Intermodal Transportation Center near the Metro Green Line Aviation Station 	<ul style="list-style-type: none"> Build an Automated People Mover to transport airport users between the Ground Transportation Center and the terminal area Build a second Automated People Mover to connect the Intermodal Transportation Center with the terminal area
<p>Move North Airfield Runway 24L 100 feet South</p> <p>(Runway 24L is the North Airfield runway closer to the terminals and primarily used for takeoffs)</p>	<ul style="list-style-type: none"> Move Runway 24L 100 feet south (toward Terminals 1, 2 and 3) and extend to the east Add center parallel taxiway between runways Better accommodate current generation (Group V) aircraft 	<ul style="list-style-type: none"> Demolish Terminals 1, 2 and 3; replace with new terminal and concourse parallel to runways 	<ul style="list-style-type: none"> Terminal area remains open to all vehicles Build two new transportation centers for additional passenger drop-off and pick-up 	<ul style="list-style-type: none"> Build an Automated People Mover to transport airport users between both transportation centers and the terminal area
<p>Existing North Airfield Runways with Operational Changes to the Airport</p>	<ul style="list-style-type: none"> Maintain existing layout 	<ul style="list-style-type: none"> Maintain existing layout 	<ul style="list-style-type: none"> Terminal area remains open to all vehicles Build two new transportation centers for additional passenger drop-off and pick-up Build additional drop-off and pick-up area east of Terminal 1 	<ul style="list-style-type: none"> Build an Automated People Mover to transport airport users between the terminals, the new transportation centers, and the new drop-off and pick-up area east of Terminal 1
<p>Move North Airfield Runway 24R 100 feet North</p> <p>(Runway 24R is the North Airfield runway furthest from the terminals and primarily used for landings)</p>	<ul style="list-style-type: none"> Move Runway 24R 100 feet north (away from Terminals 1, 2 and 3) and extend to the west Extend Runway 24L to the east Add center parallel taxiway between runways Better accommodate current generation (Group V) aircraft 	<ul style="list-style-type: none"> Maintain existing layout 	<ul style="list-style-type: none"> Terminal area remains open to all vehicles Build two new transportation centers for additional passenger drop-off and pick-up 	<ul style="list-style-type: none"> Build an Automated People Mover to transport airport users between both transportation centers and the terminal area
<p>Move North Airfield Runway 24R 340 feet North</p> <p>(Runway 24R is the North Airfield runway furthest from the terminals and primarily used for landings)</p>	<ul style="list-style-type: none"> Move Runway 24R 340 feet north (away from Terminals 1, 2 and 3) and extend to the west Extend Runway 24L to the east Add center parallel taxiway between runways Provide for the new generation (Group VI) of large wide-bodied aircraft 	<ul style="list-style-type: none"> Maintain existing layout 	<ul style="list-style-type: none"> Terminal area remains open to all vehicles Build two new transportation centers for additional passenger drop-off and pick-up 	<ul style="list-style-type: none"> Build an Automated People Mover to transport airport users between both transportation centers and the terminal area

GLOSSARY OF TERMS

CEQA

The California Environmental Quality Act (CEQA) is a statute enacted by the legislature contained in Public Resources Code section 21000 et seq. CEQA sets statewide policies that require both state and local agencies to consider the environmental consequences of governmental actions that have the potential to result changes to the environment. The purposes of CEQA are to:

- Provide governmental decision-makers and the public with information about the potential, significant environmental effects of proposed projects
- Identify ways that environmental impacts can be avoided or significantly reduced
- Prevent significant, avoidable environmental impacts through mitigation measures or alternatives when the governmental agency finds such measures or alternatives to be feasible
- Disclose the reasons why a project was approved despite significant environmental impacts

ENVIRONMENTAL IMPACT REPORT (EIR)

When a preliminary evaluation indicates that a project has the potential to significantly impact the environment, CEQA requires that an EIR be prepared. An EIR is an informational document which will inform the public and public agency decision-makers of the significant environmental effects of a project; identify possible ways to minimize the significant effects (mitigation measures); and describe reasonable alternatives to the project.

FAA DESIGN GROUP AIRCRAFT

FAA distinguishes aircraft groups according to their physical characteristics, including wingspans, tail heights, fuselage lengths, and aircraft weight. Group V aircraft include aircraft such as the Boeing B747 and the Airbus A340; Group VI aircraft are larger than Group V aircraft and include aircraft such as the Boeing B747-8 and the Airbus A380.

INITIAL STUDY

An Initial Study is a preliminary analysis conducted to determine if a project may have a significant effect on the environment. An Initial Study is intended to: provide information; enable an agency to identify methods for changing a project with the intent of eliminating or reducing (mitigating) substantial environmental impacts; assist in the preparation of EIRs by identifying the environmental impacts upon which an EIR should focus; identify possible appropriate mitigation measures; and ensure that all potential areas of environmental impact are identified.

LEAD AGENCY

The Lead Agency is the public agency with the principal responsibility for carrying out or approving a project. The City of Los Angeles, Los Angeles World Airports, is the lead agency for this project.

NOTICE OF PREPARATION (NOP)

A Notice of Preparation is a notice sent by a Lead Agency to notify Responsible Agencies and interested parties that the Lead Agency plans to prepare an EIR for a proposed project

SCOPING PROCESS

Scoping is a process by which the Lead Agency consults with persons or organizations it believes will be concerned with the environmental effects of the project. Scoping is conducted early in the planning process to inform the public about the project; help agencies identify the range of actions, alternatives, mitigation measures, and significant effects to be analyzed in an EIR; and resolve concerns various parties may have.

SIGNIFICANT EFFECT ON THE ENVIRONMENT

A significant effect on the environment, for purposes of CEQA, means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historical or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.

SPECIFIC PLAN AMENDMENT STUDY (SPAS)

Pursuant to the provisions of the LAX Specific Plan and the Settlement Agreement, LAWA is required to complete a Specific Plan Amendment Study. The Specific Plan Amendment Study is required to comprehensively address security, traffic, aviation activity and corresponding environmental analysis consistent with the guidelines of the California Environmental Quality Act (CEQA). In accordance with the Settlement Agreement, the Specific Plan Amendment Study will identify potential alternative designs, technologies, and configurations for the LAX Master Plan Program that would provide solutions to problems that the Yellow Light Master Plan Projects were designed to address while planning for the same future operations as the LAX Master Plan (78.9 million annual passengers).

CONTACT INFORMATION

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