

# Some Important Questions and Answers

It's a matter of sound public policy for us to modernize a vital public resource like LAX. But as with all major public works projects, proposed changes at the airport naturally raise important questions. Here are straightforward answers to some of the ones we hear most often:

## ***How can we anticipate what passenger demands will be like at LAX in 20 years?***

Sophisticated computer modeling has been done by LAWA, the Federal Aviation Administration (FAA), and the Southern California Association of Governments (SCAG). This computer modeling projects future demands throughout our region with a relatively high degree of accuracy by taking into account growth patterns, ground transportation access, and a wide variety of economic and other aviation demand factors. Projections from all three sources are very similar.

## ***Why can't other airports absorb that growth in demand?***

About 75% of the region's demand for air travel exists in 13% of the region, that area around LAX where there is the heaviest concentration of people who travel by air for either business or pleasure. This makes LAX the airport of choice for the vast majority of regional travelers, a reality that is not expected to change in the next 15 years. As the population grows in outlying areas, it is important that other regional airports begin to absorb their own local air travel demands. That will help reduce the heavy burden on LAX and will cut down on long car trips that contribute to air pollution.

## ***What regional airports can LAWA expand to accommodate growing demand in the region?***

LAWA recently completed a major expansion of Ontario International Airport, which can presently handle about 10 million passengers annually. In the future, this airport could serve as many as

20 million passengers annually. Also, last October, LAWA completed a study on how to further the development and marketing of Palmdale Regional Airport to serve the growing needs of the region. The study determined that, under a best case scenario, Palmdale Airport could be serving as many as 4 million annual passengers by 2010. Following the completion of the study, LAWA signed a Cooperation Agreement with the City of Palmdale to accelerate the growth of Palmdale Airport. LAWA is committed to developing and aggressively marketing the airport, and vigorously pursuing transportation and highway improvements in the region.

## ***Why can't cargo operations be shifted to Palmdale or another airport to cut down on flights in and out of LAX?***

Many people do not realize that vast quantities of cargo are carried in the bellies of passenger planes and must go where passengers go. Annually, more than 64 million passengers go through LAX where extensive cargo-handling facilities are based and there are extensive connections to hundreds of cities domestically and internationally. Nevertheless, LAWA has encouraged expanded cargo operations at other airports, where those shifts are practical and do not add to air pollution elsewhere as a result of increased trucking activity.

## ***How significant is air cargo activity at LAX today? How much cargo will the airport handle in the future?***

LAX is currently the second busiest cargo airport in the world, handling 2.2 million tons of cargo per year. Today, LAX accommodates nearly 80% of the region's air cargo and about one out of every four tons of air cargo shipped between the U.S. and the Pacific Rim. Some 54% of Southern California's total manufacturing output of \$160 billion is earmarked for export, more than half of it by air. To continue to