

adequately support this economic activity and its anticipated growth, LAX will need to handle double the amount of cargo that it does today by the year 2015 – 4.2 million tons annually.

How will communities surrounding LAX be protected?

The environmental studies underway will contain extensive provisions for air quality improvement programs and traffic mitigation measures, complementing LAWA's commitment of hundreds of millions of dollars for mitigating jet noise affecting local residences. LAWA is working and will continue to work closely with neighboring communities to address the issues of aircraft noise and airport generated pollution throughout the modernization process.

What kind of total economic activity is linked to LAX?

LAX is now directly linked to about \$60 billion annually in economic activity in the region and more than \$2 billion annually in state and local taxes. Economic activity associated with the airport would be expected to rise to more than \$82 billion per year over the next 15 years if LAX were modernized to accommodate greater demand. Activity at LAX currently provides almost 59,000 air transportation jobs at or near the airport. If the airport can be modernized to accommodate most of its demand by 2015, air transportation jobs at LAX could grow to 65,000 and the total number of direct jobs in the region supported by LAX could grow by 75,000 to 425,000.

What economic benefits will accrue to our 5-county region as a result of modernizing LAX?

If LAX is to modernize, the region will gain at least 75,000 more jobs than would be gained should no action be taken at the airport. Even if other region's airports expand, if we do nothing at LAX, the region stands to lose at least \$18 billion annually after 2015.

Is safety a focus of the master planning process?

Air safety has always been the number one concern of both LAWA and the FAA and is a driving force behind plans to modernize LAX. A number of changes envisioned by planners are directly related to safety. For example, existing runways would be realigned to provide more independent separation of aircraft for takeoffs and landings. For aircraft on the ground, the plan would increase the physical separation between runways and taxiways, and aircraft maneuvering areas and clearances would be enlarged.

Who would pay for the Master Plan improvements?

The Master Plan improvements would be funded primarily by passenger facility charges and airport revenue bonds whose debt service would be paid from airline landing fees, airport facility leases and concession fees. Federal Airport Improvement Program grants and federal and state funds for infrastructure and transportation projects important to the region's economy may also help finance aspects of the project.

What is the timetable for the Master Plan process?

Public release of the Draft EIS/EIR is expected around the end of the year. Upon its release, there will be another public hearing process of several months' duration, after which the document will be revised to reflect public comment. A final EIS/EIR will be published before the matter goes to the Los Angeles City Council and the FAA.
