
SUPPLEMENTAL NOTICE

REGARDING THE PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT/ ENVIRONMENTAL IMPACT STATEMENT FOR THE LOS ANGELES INTERNATIONAL AIRPORT (LAX) MASTER PLAN

The City of Los Angeles is preparing an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA) for future development recommended by the Master Plan update for Los Angeles International Airport (LAX). The Federal Aviation Administration (FAA) is also preparing an Environmental Impact Statement (EIS) pursuant to the National Environmental Policy Act (NEPA). In order to eliminate unnecessary duplication and in accordance with provisions of the State CEQA Guidelines (§§ 15222 and 15226) and with federal regulations promulgated by the Council on Environmental Quality (40 C.F.R. §§ 1500.2 and 1506.2), the EIR is being prepared jointly with the EIS and the necessary environmental documentation is planned to be included in an integrated document. The City of Los Angeles and the FAA are acting as Joint Lead Agencies on the EIR/EIS.

To meet CEQA requirements, a Notice of Preparation (NOP) of a Draft EIR was publicly circulated on June 11, 1997. On the same date, to meet NEPA requirements, a Notice of Intention (NOI) to prepare an EIS was publicly circulated. Public scoping meetings were held on July 12th and 15th, and a scoping meeting for governmental and public agencies was held on July 16th.

This Supplemental Notice is intended to be an informational update regarding the status of the LAX Master Plan and the accompanying environmental documents. As a result of public input and further study and refinement through the master planning and environmental review process, three of the four potential development alternatives described in the June 1997 NOP and NOI have been eliminated from further consideration in the EIR/EIS detailed analysis sections. Those three alternatives – alternative 2, which called for the construction of two new runways, alternative 3, which involved construction of a new 6,000 foot long runway into the LAX dunes/preserve area, and alternative 4, which involved realignment and extension of the existing runway at Hawthorne Municipal Airport - are no longer proposed to be evaluated in detail in the EIR/EIS. The remaining “build” alternative and two additional “build” alternatives, as well as the “no action/no project” alternative, that will be evaluated in detail in the EIR/EIS are briefly described below.

All data presented in this supplemental notice are preliminary and subject to change as a result of continued planning efforts and the environmental review process.

Diagrams depicting each of the alternatives are on pages 4-5.

LAWA anticipated that the project alternatives and other matters discussed in this supplemental notice will be fully detailed and evaluated in the Draft EIR/EIS. The public will be afforded an opportunity to provide comments on the Draft EIR/EIS at the time it is issued, and all comments received in response to this supplemental notice or during the public comment period will be considered and will be addressed in the Final EIR/EIS. Additionally, public hearings will be scheduled regarding the Draft EIR/EIS and regarding the Master Plan as it is considered by the FAA and the City.

ALTERNATIVE A (Five Runways, New North Runway)

This alternative, previously described in the June 1997 NOP/NOI as Alternative 1, would add a new 6,700-foot runway on the north airfield and relocate the two existing airfield runways south toward the terminal area (see page 4). The newly relocated runways would be lengthened to 12,000 feet across Sepulveda Boulevard with increased lateral spacing to provide for a new center taxiway. A new terminal on the west side would be connected to the I-405 and I-105 freeways via a "ring road." The Metropolitan Transit Authority (MTA) Green Line would be extended to the new west terminal and a people mover would connect the new west terminal, new passenger concourses, a new short-term parking garage, the Tom Bradley International Terminal (TBIT) and the Central Terminal Area (CTA). Cargo facilities would be expanded on newly acquired land near the southeast corner of the airport.

The following summarizes the major airport components proposed in Alternative A:

◆ **Five runways**

North Airfield

- Addition of one new 6,700-foot runway.
- Relocation of southward and extension of outboard runway (24R) from 8,925 feet to 12,000 feet.
- Relocation southward and extension of inboard runway (24L) from 10,225 feet to 12,000 feet.

South Airfield

- No change to existing inboard runway (25R).
- Relocation southward and extension of outboard runway (25L) from 11,096 feet to 12,000 feet.

- ◆ Terminal facilities to be expanded by approximately 6.4 million sq. ft., from existing 3.96 million sq. ft. to approximately 10.4 million sq. ft.
- ◆ Narrow Body Equivalent Gates (NBEG) to be increased by approximately 89 from existing 185 to approximately 274.
- ◆ Cargo space to be expanded by approximately 2.2 million sq. ft. and 40 acres, from 2.3 million sq. ft. on 197 acres (as would exist in the No Action/No Project Alternative) to approximately 4.5 million sq. ft. on 237 acres.
- ◆ Ancillary facilities to decrease by approximately 296 acres, from 384 acres to 88 acres. Ancillary facilities to include an on-site fuel farm to be located at Imperial Highway and Sepulveda Boulevard.
- ◆ Land acquisition of approximately 269 acres.

Further study and refinement through the master planning and environmental review process currently projects Alternative A to accommodate potential aviation demand in the year 2015 at the following approximate activity levels:

Aircraft Operations	935,000
Air Passengers	98 million
Air Cargo	4.2 million tons

As noted above, two additional development alternatives have emerged through the master planning and environmental review process and will be the subject of detailed analysis in the EIR/EIS.

ALTERNATIVE B (Five Runways/New South Runway)

This alternative would add a new 6,700-foot runway on the south airfield in the existing cargo area (see page 4). The existing south runways would be relocated north providing lateral spacing to add approach capacity during poor weather conditions. On the north airfield, Runway 24L would be lengthened to 12,000 feet across Sepulveda Boulevard. A new terminal on the west side would connect to the I-405 and I-105 freeways via a “ring road.” The MTA Green Line would be extended to the new west terminal and a people mover would connect the new west terminal, new passenger concourses, a new short-term parking garage, the TBIT and the CTA. Cargo facilities would be relocated to newly acquired property in the area north of 98th Street.

The following summarizes the major airport components proposed in Alternative B:

- ◆ **Five runways**

 - North Airfield

 - Relocation northward 130 feet and extension of outboard runway (24R) from 8,925 feet to 10,000 feet.
 - Extension of inboard runway (24L) from 10,285 feet to 12,000 feet across Sepulveda Boulevard.

 - South Airfield

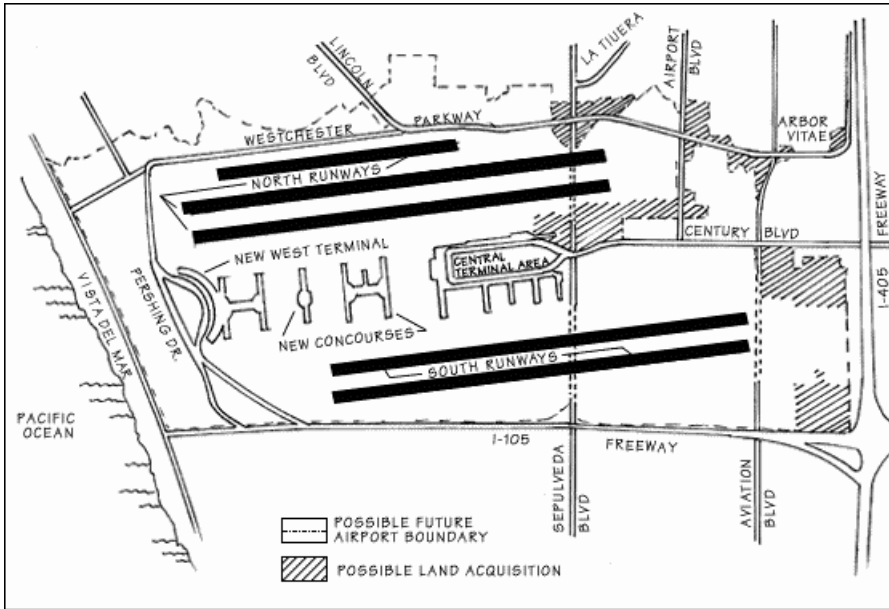
 - Relocate existing inboard runway (25R) northward 555 feet
 - Extend outboard runway (25L) from 11,096 feet to 12,000 feet and relocate 500 feet northward of its present location. Rename RW (25C).
 - Construct new 6,700 foot long RW (25L) 2,500 feet south of new RW (25R).

- ◆ Terminal facilities to be expanded by approximately 6 million sq. ft. from existing 3.96 million sq. ft. to approximately 9.7 million sq. ft.
- ◆ Narrow Body Equivalent Gates (NBEG) to be increased by approximately 70 from existing 185 to approximately 255.
- ◆ Cargo space to be expanded by approximately 2.6 million sq. ft. and 70 acres, from 2.3 million sq. ft. on 197 acres (as would exist in the No Action/No Project Alternative) to approximately 4.9 million sq. ft. on 267 acres.
- ◆ Ancillary facilities to decrease by approximately 313 acres, from 384 acres to 71 acres. Ancillary facilities to include an off-site fuel farm to be located at either the Chevron refinery or Scattergood power station.
- ◆ Land acquisition of approximately 345 acres.

As presently calculated, Alternative B would accommodate potential aviation demand in the year 2015 at the following approximate activity levels:

Aircraft Operations	935,000
Air Passengers	98 million
Air Cargo	4.2 million tons

LAX MASTER PLAN Alternative A



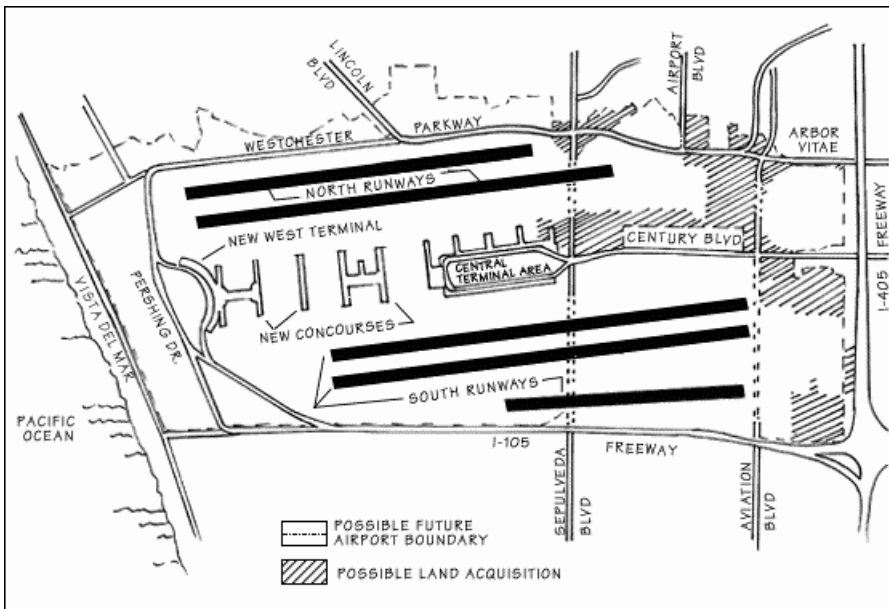
Aircraft Operations
935,000

Air Passengers
98 million

Air Cargo
4.2 million tons

Los Angeles International Airport Master Plan	Alternative A	Figure
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LAX MASTER PLAN Alternative B



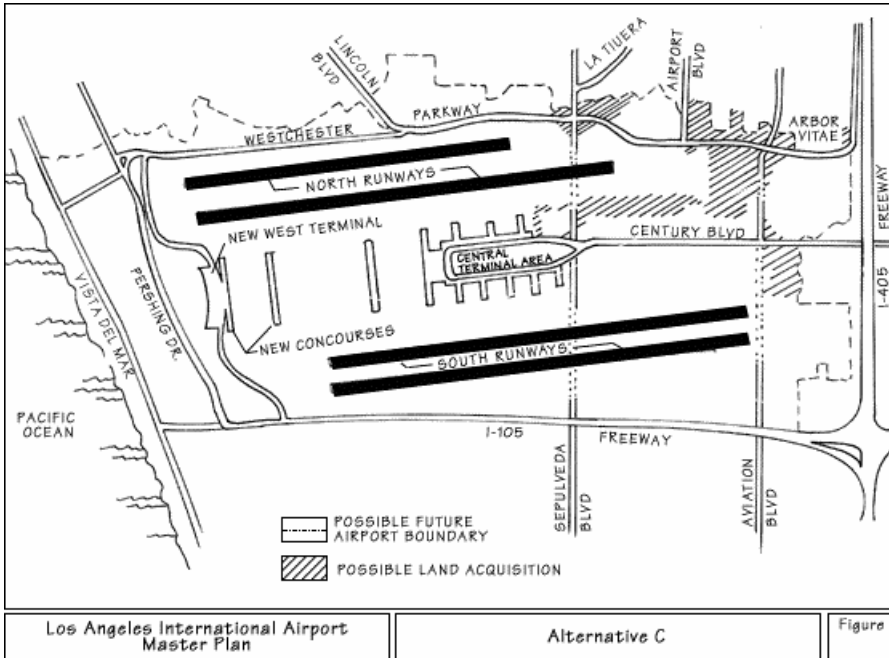
Aircraft Operations
935,000

Air Passengers
98 million

Air Cargo
4.2 million tons

Los Angeles International Airport Master Plan	Alternative B	Figure
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**LAX MASTER PLAN
Alternative C**

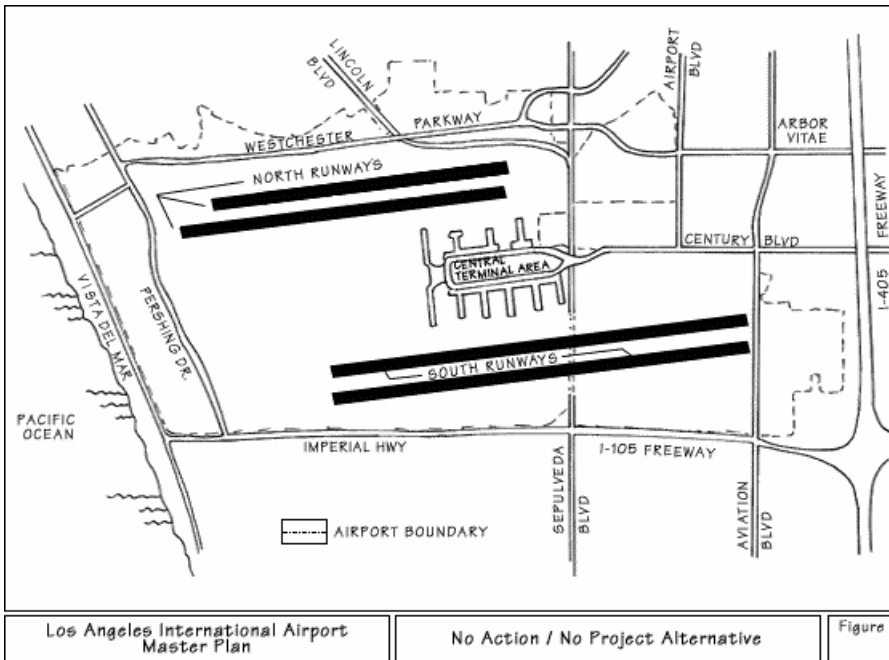


Aircraft Operations
797,000

Air Passengers
89 million

Air Cargo
4.2 million tons

**LAX MASTER PLAN
No Action / No Project Alternative**



Aircraft Operations
783,400

Air Passengers
78.5 million

Air Cargo
3.2 million tons

ALTERNATIVE C (Four Runways)

This alternative would not add a new runway, but would improve the existing four runways by increasing their length and lateral separation to airfield operations (see page 5). A new terminal on the west side would be connected to the I-405 and I-105 freeways via a “ring road.” The MTA Green Line would be extended to the new west terminal and a people mover would connect the new west terminal, new passenger concourses, a new short-term parking garage, the TBIT and the CTA. New cargo facilities would be provided on newly acquired property in the area north of 98th Street.

The following summarizes the major airport components proposed in Alternative C:

- ◆ **Four runways**

- North Airfield

- Relocation 350 feet northward and extension of outboard runway (24R) from 8,925 feet to 9,400 feet.
 - Extension eastward of inboard runway (24L) from 10,285 feet to 12,000 feet across Sepulveda Boulevard.

- South Airfield

- No change to existing inboard runway (25R).
 - Relocation 50 feet southward and extension of outboard runway (25L) from 11,096 to 12,000 feet.

- ◆ Terminal facilities to be expanded by approximately 3 million sq. ft. from existing 3.96 million sq. ft. to approximately 7 million sq. ft.
- ◆ Narrow Body Equivalent Gates (NBEG) to be increased by approximately 43 from existing 185 to approximately 228.
- ◆ Cargo space to be expanded by approximately 2.8 million sq. ft. and 83 acres, from 2.3 million sq. ft. on 197 acres (as would exist in the No Action/No Project Alternative) to approximately 5.1 million sq. ft. on 280 acres.
- ◆ Ancillary facilities to decrease by approximately 268 acres, from 384 acres to 116 acres. The fuel farm will be expanded at its present location.
- ◆ Land acquisition of approximately 224 acres.

As presently calculated, Alternative C would accommodate potential aviation demand in the year 2015 at the following approximate activity levels:

Air Operations	797,000
Air Passengers	89 million
Air Cargo	4.2 million tons

OTHER MATTERS

LAWA presently owns the approximately 330-acre LAX Northside area located at the north side of the airport property and bisected by Westchester Parkway. Under Ordinance 159,526 and Tract Map No. 34836, both

approved in the mid-1980s, this area is entitled to be developed with approximately 4.5 million sq. ft. of office, hotel, restaurant, retail, research and development, and airport-related uses. LAWA also presently owns the approximately 28.5 acre Continental City site at Aviation Boulevard and Imperial Highway. This parcel is entitled to be developed with approximately 3.1 million sq.ft. of office, hotel, and retail uses.

Under each of the above-described airfield development alternatives, the Continental City site's presently allowed development uses would be eliminated, and it would be developed solely for airfield/airport uses, while the LAX Northside area would be modified so as to substantially reduce the level of future development. The EIR/EIS will evaluate reducing the LAX Northside development uses to approximately 2.5 million sq. ft. for airport administrative offices, general office, hotel, restaurant, business park and educational uses, and other airport-related uses.

ENVIRONMENTAL BASELINE CONDITIONS AND THE NO ACTION/NO PROJECT ALTERNATIVE

The environmental baseline comparative analysis and the No Action/No Project Alternative have been refined as a result of further study and refinement through the master planning and environmental review process and in order to conform to certain recent changes in the rules governing the CEQA definition of the No Project Alternative (see page 5). The October 1998 revisions to the State CEQA Guidelines clarify that it is the existing environmental setting as of the time the Notice of Preparation is published (here June 1997) that normally constitutes the baseline physical conditions by which a lead agency determines under the EIR process whether potential impacts of a proposed action are to be considered "significant." (Guidelines § 15125(a).) As provided in the October 1998 revisions of the CEQA Guidelines, the environmental baseline in the EIR/EIS, against which the "significance" of the LAX Master Plan impacts will be measured, will be representative of conditions at or near the June 1997 Notice of Preparation.

The October 1998 revisions of the State CEQA Guidelines further clarify that, where the project that is being evaluated by an EIR is the revision of an existing land use or regulatory plan, policy or ongoing operation, the No Project Alternative will be the continuation of the existing plan, policy or operation into the future. In such situations, according to the revised Guidelines, other projects initiated under the existing plan will typically continue while the new plan is developed. Thus, the revised Guidelines provide that the projected impacts of the proposed plan(s) are to be compared to the impacts that would occur under continuation of the existing plan, policy or operation. Here, the LAX Master Plan is being developed, *inter alia*, to amend or supercede the existing interim LAX Master Plan adopted in 1981. Accordingly, the No Action/No Project Alternative will include evaluation of additional projects and actions, consistent with the existing 1981 Master Plan, that would reasonably be expected to occur in the foreseeable future if the LAX Master Plan is not approved and/or that are predictable responses to increasing congestion at LAX that would be implemented without any FAA action. Such actions would include the increased use of remote hardstanding for aircraft parking and additional measures to reduce curbside congestion. This scenario will also evaluate the airlines' likely continued response during the next fifteen years to increasingly restrictive LAX capacity limitations through adjustments in their air service such as introducing a greater proportion of wide-body aircraft.

The No Action/No Project Alternative will evaluate land use and regional transportation infrastructure as it is forecast to exist during the plan years of 2005 and 2015. Additionally, the No Action/No Project Alternative will evaluate development of the LAX Northside (4.5 million sq. ft.) and Continental City (3.1 million sq. ft.) sites owned by LAWA in accord with the previous approvals for those parcels.

The following summarizes the major airport components that will be evaluated with respect to the No Action/No Project Alternative:

- ◆ Runways remain as existing with the addition of minor taxiway improvements.
- ◆ Terminal facilities to remain as existing with 3.96 million sq. ft. of space.
- ◆ Narrow Body Equivalent Gates (NBEG) to remain at the existing figure of 185.
- ◆ Cargo space to be expanded by approximately 0.4 million sq. ft. from the existing 1.9 million sq. ft. Acreage to remain at 197.
- ◆ Ancillary facilities to remain as existing on 384 acres.
- ◆ Only land currently planned for acquisition outside of the Master Plan is included in this scenario.

As presently calculated, the No Action/No Project Alternative would accommodate potential aviation demand in the year 2015 at the following approximate activity levels:

Aircraft Operations	783,400
Air Passengers	78.5 million
Air Cargo	3.2 million tons

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Master Plan
Los Angeles World Airports (LAWA)
Call the Master Plan office at 310.646.7690
Or visit our website at www.LAX2015.org**