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# 1. INTRODUCTION

This document is the Supplement to the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the proposed Los Angeles International Airport (LAX) Master Plan. It has been prepared to describe a new alternative for the LAX Master Plan and to provide data and analyses related to the reasonably foreseeable environmental impacts of the new alternative. In response to the public comments received on the Draft EIS/EIR and the changing conditions after the September 11, 2001 terrorist attacks, the subject alternative, referred to herein as "Alternative D - Enhanced Safety and Security Plan," has been added to the range of alternatives currently being considered by the Federal Aviation Administration (FAA) and the City of Los Angeles - Los Angeles World Airports (LAWA) for the proposed Master Plan.

In January 2001, the FAA and City of Los Angeles published a Draft EIS/EIR addressing three build alternatives for the Master Plan, identified as Alternatives A, B, and C, as well as the no-build option of No Action/No Project Alternative. That Draft EIS/EIR was made available for public review and comment from January 18, 2001 to November 9, 2001. During that time, substantial public input was received regarding alternatives to be considered for the LAX Master Plan. Additionally, the terrorist attacks of September 11, 2001 have had a substantial influence on how airports now operate, including increased attention to, and provisions for, airport safety and security. Alternative D was subsequently formulated and refined in 2002 to provide an additional option for the LAX Master Plan.

This Supplement to the Draft EIS/EIR serves to integrate Alternative D into the existing environmental review process for the LAX Master Plan, providing a level and extent of analysis comparable to that which was previously prepared for the other alternatives addressed in the January 2001 Draft EIS/EIR. The following provides a brief history of the LAX Master Plan and related Draft EIS/EIR, and describes the purpose, structure, and content of this Supplement to the Draft EIS/EIR.

## 1.1 Project Background

### 1.1.1 Airport Location and Ownership

LAX is located within the City of Los Angeles and Los Angeles County on 3,651 acres of land, as depicted on **Figure S1-1**, Location Map. LAX, located approximately 12 miles southwest of downtown Los Angeles, is bordered by the community of Westchester (part of the City of Los Angeles), the City of El Segundo, the City of Inglewood, the unincorporated community of Lennox, and the Pacific Ocean. **Figure S1-2**, LAX Aerial Photo 2000, shows the setting of LAX.

LAX is owned and operated by the City of Los Angeles, whose Board of Airport Commissioners oversees the policy, management, operation, and regulation of four airports: Los Angeles International, Ontario International, Palmdale Regional, and Van Nuys Airport. LAWA is the operator of LAX. The Executive Director and the staff of LAWA administer the day-to-day operations of LAX under the direction of the Board of Airport Commissioners, who are appointed by the Mayor of Los Angeles with approval of the City Council. Operations and capital improvements are financed by parking, concessions, and other user revenues, passenger facility charges, and federal aviation grant funds.

### 1.1.2 The Los Angeles International Airport (LAX) Master Plan

The LAX Master Plan is a modernization plan that provides the first major new facilities for, and improvements to, the airport since 1984, and plans how projected growth in passengers and cargo at LAX can be accommodated, in whole or in part, through the year 2015. As described in Section 3.1.3, *Development Concepts*, of the Draft EIS/EIR, the process of formulating the LAX Master Plan began in 1995 with the development of several concepts that were evaluated, screened, and refined through several iterations to arrive at the three LAX Master Plan build alternatives - Alternatives A, B, and C - that are addressed in the Draft EIS/EIR. Additionally, a No Action/No Project Alternative is evaluated as a "no build" option. The planning objectives for the Draft LAX Master Plan have undergone continued refinement throughout the development of the study reflecting input from the airport users, the community, and environmental oversight agencies.

The Draft LAX Master Plan and Draft EIS/EIR pertaining to these four alternatives were published in January 2001. The Draft EIS/EIR, which provides a comprehensive detailed analysis of the

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environmental effects associated with each of the four alternatives noted above, was widely distributed and made available to the public, agencies, and local municipalities. The Draft EIS/EIR public review and comment period occurred from January 18, 2001 to November 9, 2001. During the 295-day public review period, nine public meetings/workshops were held at various locations to provide additional means and opportunities for the public to become more familiar with, and provide comments on, the LAX Master Plan and the Draft EIS/EIR. As the Master Plan has progressed, the original planning goals have been maintained, but the weight and emphasis given to each has varied over time, largely in response to public input received during the Draft EIS/EIR public review period. Based on the Draft EIS/EIR comments and other public input, a greater emphasis has now been placed on environmental and community objectives as compared to economic and air service objectives.

Following the publication of the Draft LAX Master Plan and the Draft EIS/EIR in January 2001, public comment received during the 11-month review period for the Draft EIS/EIR called for a stronger regional approach alternative, whereby growth at LAX would be planned so as to place greater pressure on other regional airports to accommodate unmet future air travel demands. Also occurring within that period were the terrorist attacks that occurred on September 11, 2001, which, among other things, greatly elevated the issue of airport security. In response to these events, the newly elected Mayor of Los Angeles directed the Los Angeles Board of Airport Commissioners to develop a new LAX Master Plan alternative that, consistent with public comment calling for a stronger regional approach alternative to accommodating regional aviation demands, would be designed to accommodate passenger and cargo activity levels at LAX comparable to the activity levels associated with the No Action/No Project Alternative, have fewer environmental impacts than the No Action/No Project Alternative and, in light of the tragic events of September 11, 2001, would be designed specifically with an emphasis on airport safety and security. This new alternative, referred to as Alternative D - Enhanced Safety and Security Plan, is added as a fifth alternative to be considered within the current range of options for the LAX Master Plan (in addition to the No Action/No Project Alternative and Alternatives A, B, and C).

The description and analysis of Alternative D have been included in the master plan process through publication of the Draft Master Plan Addendum. This Supplement to the Draft EIS/EIR is based on the Draft Master Plan Addendum and contains the environmental analysis for Alternative D. A detailed description of Alternative D can be found in Chapter 3, *Alternatives (Including Proposed Action)*, of this document.

## 1.2 Purpose of, and NEPA/CEQA Provisions for, the Supplement to the Draft EIS/EIR

### 1.2.1 Purpose of the Supplement to the Draft EIS/EIR

The primary purpose of the Supplement to the Draft EIS/EIR is to provide a comprehensive evaluation of the environmental effects associated with Alternative D, in a manner and to the extent comparable to the analysis completed for the other alternatives (i.e., No Action/No Project and Alternatives A, B, and C). In so doing, the same level of analysis is provided for all five alternatives, thereby providing a comparable basis for identifying and considering the environmental effects of each Master Plan scenario. A more detailed description of how this is accomplished through the combination of the Draft EIS/EIR and the Supplement to the Draft EIS/EIR is provided below in Section 1.3, *Structure and Content of the Supplement to the Draft EIS/EIR*.

In addition to providing a detailed evaluation of Alternative D, the Supplement to the Draft EIS/EIR also serves to present certain supplemental information and analysis that apply to all of the alternatives. Such information and analysis is based upon important new circumstances and the availability of new or updated information that has occurred since publication of the Draft EIS/EIR in January 2001. For example, a California appellate court decision filed in August 2001 provides judicial guidance as to how the significance of single event aircraft noise impacts should be considered within an EIR.<sup>14</sup> Based on that court ruling, the Supplement to the Draft EIS/EIR provides additional information and analysis for all

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<sup>14</sup> [Berkeley Keep Jets Over the Bay Committee v. Board of Port Commissioners](#) (2001) 91 Cal.App.4th 1344.



Source: 1992 Raven Maps & Images  
 Prepared By: Landrum & Brown, 05/03

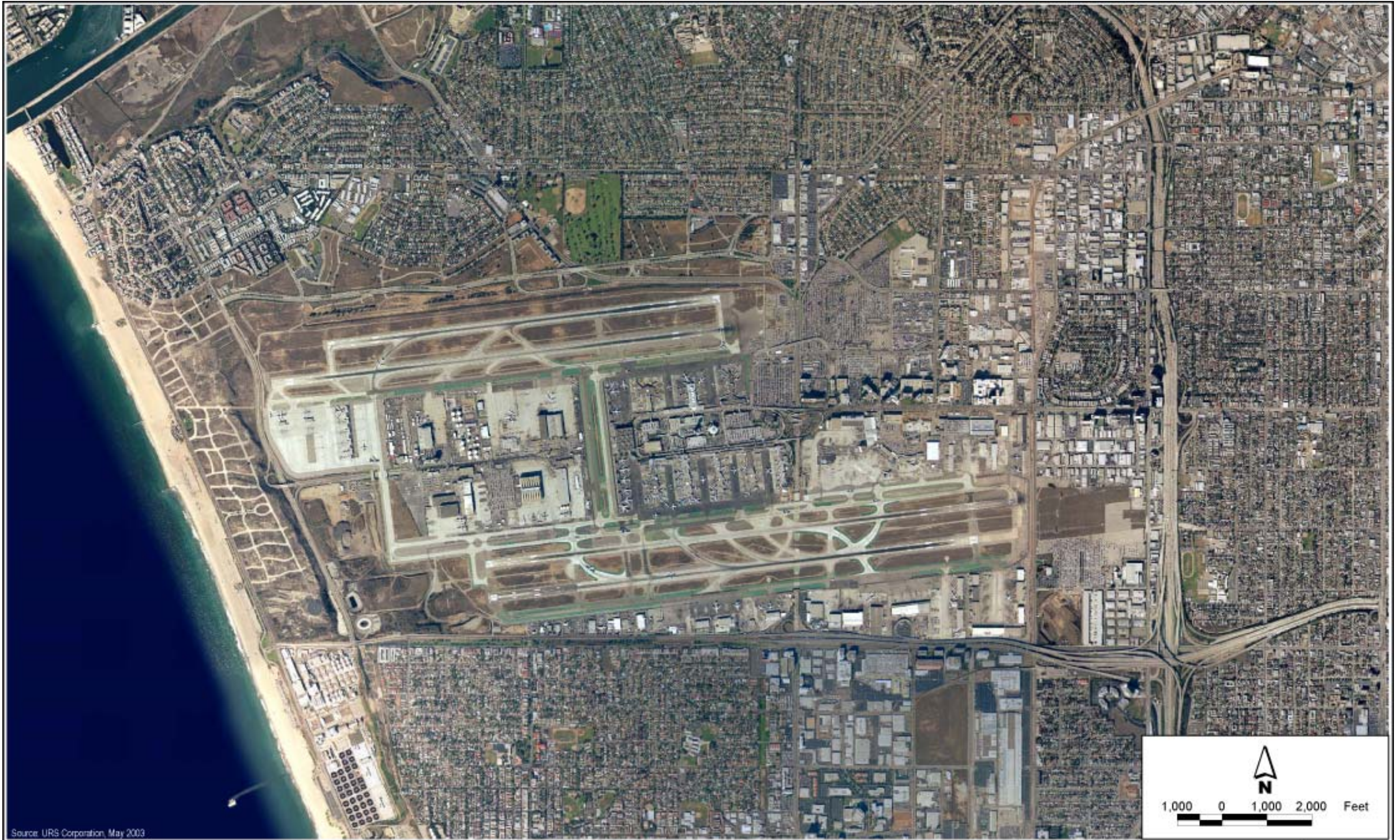


**LAX Master Plan -  
 Supplement to the Draft EIS/EIR**

**Location Map**

Figure  
 S1-1





Source: URS Corporation, May 2003



five alternatives relative to the significance of single event aircraft noise impacts. Additionally, the Supplement to the Draft EIS/EIR addresses certain changes to the environmental baseline/existing conditions used in the Draft EIS/EIR, which provide the basis to evaluate the impacts of all alternatives. A more detailed description of how such supplemental information and analysis is integrated into the Supplement to the Draft EIS/EIR is also provided below in Section 1.3, *Structure and Content of the Supplement to the Draft EIS/EIR*.

The Supplement to the Draft EIS/EIR serves as the means to integrate Alternative D, and the supplemental information and analysis noted above, into the existing environmental review process for the LAX Master Plan. The combination of the Draft EIS/EIR and the Supplement to the Draft EIS/EIR, including all related appendices and technical reports, along with the comments received during the public review periods for those documents and written responses to those comments, will provide a complete and comprehensive environmental evaluation of all five alternatives, and enable decision-makers to take action on the proposed LAX Master Plan in light of that evaluation (see Section 1.5, *Next Steps in the NEPA/CEQA Process*, below).

### **1.2.2 NEPA/CEQA Provisions for the Supplement to the Draft EIS/EIR**

The preparation and processing of the Supplement to the Draft EIS/EIR has occurred in accordance with the provisions of the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). More specifically, presentation of the new and additional information that supplements the Draft EIS/EIR has been provided in accordance with the federal Council on Environmental Quality (CEQ) Regulations Section 1502.9(c) and FAA Order 5050.4A regarding preparation of a Supplement to an EIS, and CEQA Guidelines Section 15163(a) regarding preparation of a Supplement to an EIR.

## **1.3 Structure and Content of the Supplement to the Draft EIS/EIR**

In light of the provisions and requirements of NEPA and CEQA, as described above, the structure and content of the Supplement to the Draft EIS/EIR was designed to be consistent with, and complementary to, the Draft EIS/EIR. The structure and format of the Supplement to the Draft EIS/EIR is the same as that of the Draft EIS/EIR, ranging from the organization and breakdown of each section of the document to the presentation approach and style of narrative discussions, figures, tables, cross-references, appendices, technical reports, etc. Inasmuch as the Supplement to the Draft EIS/EIR is intended to augment, and not replace or supercede, the Draft EIS/EIR, the parallel structure and format of the two documents enables the reader to more easily find and compare between the two documents detailed data and analyses for all five alternatives. A "side-by-side" comparison of the two documents facilitates a complete and detailed review of information related to the No Action/No Project Alternative and Alternatives A, B, and C presented in the Draft EIS/EIR, and such information related to Alternative D presented in the Supplement to the Draft EIS/EIR.

The Supplement to the Draft EIS/EIR builds upon the information and analysis presented in the Draft EIS/EIR. The base assumptions, analytical framework, and evaluation methods used for the Supplement to the Draft EIS/EIR are the same as those used previously in the Draft EIS/EIR, unless specifically noted to be otherwise. As such, the Supplement to the Draft EIS/EIR need not, and does not, repeat or recreate the extensive amount of information that is presented in the Draft EIS/EIR. The following overview of the content and organization of the Supplement to the Draft EIS/EIR describes how that is accomplished.

### **Chapter 1 - Introduction**

As presented above, this chapter describes the background of, and basis for, Alternative D and the Supplement to the Draft EIS/EIR, as well as a discussion of how the Supplement to the Draft EIS/EIR relates to the original Draft EIS/EIR and is integrated into the environmental review process for the LAX Master Plan.

### Chapter 2 - Purpose and Need for the Proposed Action

This chapter summarizes the purpose and need of the LAX Master Plan, as described more fully in Chapter 2, *Purpose and Need for the Proposed Action*, of the Draft EIS/EIR, and discusses how the development of Alternative D relates to the purpose and need of the Master Plan.

### Chapter 3 - Alternatives (Including Proposed Action)

This chapter begins with a brief history of the formulation and refinement of development concepts for the LAX Master Plan, leading to the selection of four alternatives to be addressed in the Draft EIS/EIR. The chapter then provides a summary of how the environmental baseline/existing conditions are defined within the context of the Supplement of the Draft EIS/EIR. Following that, a summary description of the No Action/No Project Alternative and Alternatives A, B, and C is provided, with the details of each alternative referenced to the Draft EIS/EIR. A detailed description of Alternative D follows thereafter. Tables are included that provide a cross-comparison of important statistics (i.e., future airport passenger and cargo activity levels, numbers of aircraft gates, numbers of flight operations, building square footages, land acquisition acreages, etc.) for all five alternatives. Similarly, figures that present the future (2015) development plan for each of the five alternatives are also provided therein.

### Chapter 4 - Affected Environment, Environmental Consequences, and Mitigation Measures

This chapter addresses the same 27 main environmental topics that are evaluated in the Draft EIS/EIR using the same section numbering and subsection breakdown. Within each environmental topic section, the following subsections are provided:

- ◆ **Introduction** briefly describes the issues being addressed and identifies the related appendices and technical reports.
- ◆ **General Approach and Methodology** describes how the issue was approached within the context of the Supplement to the Draft EIS/EIR. Where there were no material changes to the general approach and methodology used in the Draft EIS/EIR, such is noted and a cross-reference to the relevant section of the Draft EIS/EIR is provided to direct the reader to the complete description. If the analysis completed for the Supplement to the Draft EIS/EIR used any new methodologies, or revisions to previous methodologies, such differences are described herein. In those instances where the methodology has been revised since preparation of the Draft EIS/EIR, new analysis is provided for the No Action/No Project Alternative, and all four build alternatives.
- ◆ **Affected Environment/Environmental Baseline** presents the affected environment, or baseline conditions, for the environmental discipline in the study area, including relevant activities, facilities, and regulations. Similar to above, only a cross-reference to the relevant section(s) of the Draft EIS/EIR is provided for those environmental disciplines where affected environment/environmental baseline conditions have not materially changed. As described in Section 3.2.2, *Environmental Baseline-Existing Conditions*, of the Draft EIS/EIR, this baseline, as applied in the Draft EIS/EIR, reflects historical airport activity for the full year 1996 and the physical facilities of the airport, as they existed in 1997 (i.e., referred to as the "1996 Baseline"). As part of the Supplement to the Draft EIS/EIR, for comparative informational purposes, the 1996 Baseline conditions were also evaluated in terms of more current Year 2000 conditions. The year 2000 was used for the reevaluation based on the availability of a full year of data for airport activity at LAX. Such information at LAX for the years 2001 and 2002 are not considered to be representative of typical conditions, based on the effect of the terrorists attacks of September 11, 2001 on air travel. The discussion of Year 2000 conditions that is provided for each environmental topic in the Supplement to the Draft EIS/EIR indicates the nature and extent of changes, if any, from the 1996 baseline conditions, and indicates whether, in light of those changes, the previous analysis completed for the Draft EIS/EIR would be materially affected. If so, such as in the case of aircraft noise levels, additional impacts analysis of the No Action/No Project Alternative and Alternatives A, B, and C is provided in the Supplement to the Draft EIS/EIR, as appropriate. It is important to note, however, that the 1996 baseline or, in some cases, an "adjusted environmental baseline," serves as the basis for determining whether the impacts of the four build alternatives are significant. The impacts discussion based on Year 2000 conditions is for comparative purposes only.

- ◆ **Thresholds of Significance** repeats verbatim the thresholds of significance that were used in the Draft EIS/EIR. Any changes or additions to the thresholds that occurred as part of the Supplement to the Draft EIS/EIR are specifically noted, along with an explanation of the reason why.
- ◆ **Master Plan Commitments** are specific procedures, plans, policies, or activities proposed to be implemented by LAWA in conjunction with implementation of any of the four build alternatives. These commitments are in addition to proposed mitigation measures, and are intended to reduce or avoid potential adverse impacts of the LAX Master Plan build alternatives. Each Master Plan commitment, as applicable to any or all of the build alternatives, is presented in its entirety within the Supplement to the Draft EIS/EIR, even if it has not changed from what is presented in the Draft EIS/EIR.
- ◆ **Environmental Consequences** presents the analysis of impacts for Alternative D in a manner similar to that which was applied to the other alternatives in the Draft EIS/EIR. Similar to the approach described above relative to affected environment/environmental baseline, the Supplement to the Draft EIS/EIR provides cross-references to the relevant sections of the Draft EIS/EIR for the impacts analyses of the No Action/No Project Alternative and Alternatives A, B, and C that have not materially changed. In those instances where there is a material change to the Draft EIS/EIR analysis, a discussion of those changes is provided herein. Potential impacts are compared to the CEQA thresholds of significance to determine whether they would be significant or less than significant, and are compared to federal standards, where appropriate, to assess whether such standards would be exceeded. For purposes of determining significance, potential impacts are compared to the 1996 baseline conditions or, for certain environmental disciplines, an adjusted environmental baseline. For the analysis of environmental effects under NEPA, the impacts of Alternative D, and the other build alternatives, if appropriate, are compared to the No Action/No Project Alternative conditions.
- ◆ **Cumulative Impacts** provides an analysis in the same manner as described above for Environmental Consequences.
- ◆ **Mitigation Measures** repeat verbatim the mitigation measures presented in the Draft EIS/EIR for Alternatives A, B, and C, and add, where appropriate, new measures for Alternative D. Any notable revisions to the previous mitigation measures are specifically noted.
- ◆ **Level of Significance After Mitigation** is a CEQA determination of the significance of a particular impact after implementation of the proposed mitigation measures. For the No Action/No Project Alternative and Alternatives A, B, and C, cross-references to appropriate sections of the Draft EIS/EIR are provided where conclusions regarding level of significance after mitigation have not materially changed.

## Chapter 5 - Environmental Action Plan

This chapter discusses the LAX Master Plan project design features that avoid or minimize environmental impacts. It also lists the full text of Master Plan commitments and mitigation measures for all of the build alternatives.

## Chapter 6 - Other NEPA/CEQA Topics

This chapter addresses other topics required by NEPA and/or CEQA, including the relationship between short-term uses of the environment and long-term productivity; significant, unavoidable environmental effects; significant irreversible environmental changes; and effects found not to be significant. Where the information and conclusions have not changed in a material manner from what are presented in the Draft EIS/EIR, such is indicated accordingly.

## Chapter 7 - Lists of Preparers, Persons/Agencies Consulted, Parties to Whom Sent, References, Glossary, Abbreviations/Acronyms, and Index

This chapter provides, as related to the Supplement to the Draft EIS/EIR, the following: a list of the individuals from the FAA, City of Los Angeles, and contractors that performed key roles in the preparation and development of the Supplement to the Draft EIS/EIR; a list of persons and agencies consulted in the preparation of the Supplement to the Draft EIS/EIR; a list of the parties to whom the Supplement to the

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Draft EIS/EIR was provided; various terminology, abbreviations and acronyms used in the document; a bibliography of documents; and key words and topics.

### **Appendices and Technical Reports for the Supplement to the Draft EIS/EIR**

Various technical studies were prepared to provide specific data in support of conclusions reached in the Supplement to the Draft EIS/EIR. Similar to the relationship between the Supplement to the Draft EIS/EIR and the original Draft EIS/EIR described above, these technical studies supplement the relevant appendices and technical reports that were originally prepared as part of the Draft EIS/EIR. The subject appendix material and technical reports are identified in the discussion below.

### **Presentation of the Information Comprising the Supplement to the Draft EIS/EIR**

The various reports and materials described above relative to the Supplement to the Draft EIS/EIR are, collectively, presented in three main components. The first component, bound in two volumes, is comprised of the main text, tables, and figures of the Supplement to the Draft EIS/EIR including the Executive Summary and the seven chapters described above. The second component, bound as a single volume, is the compilation of appendices that support the Supplement to the Draft EIS/EIR. The third component, bound in five volumes, is the compilation of technical reports that also support the Supplement to the Draft EIS/EIR.

The breakdown of the information described above into eight separate volumes is as follows:

#### **Main Text of Supplement to the Draft EIS/EIR**

##### ***Volume 1***

*Executive Summary through Section 4.7, Hydrology and Water Quality*

##### ***Volume 2***

*Section 4.8, Department of Transportation Act, Section 4(f) through Chapter 7, Lists of Preparers, Persons/Agencies Consulted, Parties to Whom Sent, References, Glossary, Abbreviations/Acronyms, and Index*

#### **Appendices**

##### ***Volume 3***

- S-A. Agency Consultation Letters
- S-B. Existing Baseline Comparison Issues - 1996 to 2000
- S-C. Supplemental Aircraft Noise Technical Report
- S-D. Supplemental Environmental Justice Technical Report
- S-E. Supplemental Air Quality Impact Analysis
- S-F. Supplemental Department of Transportation Act Section 4(f) Report
- S-G. Supplemental Section 106 Report
- S-H. Updated Biological Assessment

#### **Technical Reports**

##### ***Volume 4***

- S-1. Supplemental Land Use Technical Report

##### ***Volume 5***

- S-2. Supplemental Surface Transportation Technical Report
  - a. On-Airport

**Volume 6**

- S-2. Supplemental Surface Transportation Technical Report
  - b. Off-Airport
  - c. People Mover

**Volume 7**

- S-3. Supplemental Economic Impacts Technical Report
- S-4. Supplemental Air Quality Technical Report
- S-5. Supplemental Hydrology and Water Quality Technical Report
- S-6. Supplemental Energy Supply Technical Report
- S-7. Supplemental Solid Waste Technical Report

**Volume 8**

- S-8. Supplemental Hazardous Materials Technical Report
- S-9. Supplemental Human Health & Safety Technical Report
  - a. Health Risk Assessment
  - b. Safety
- S-10. Supplemental Public Utilities Technical Report
  - a. Water Use
  - b. Wastewater

An optional companion set of documents for the Supplement to the Draft EIS/EIR, includes the Draft LAX Master Plan Addendum and associated appendices that provide detailed technical information regarding Alternative D. Incorporated by reference are the Draft EIS/EIR and related appendices and technical reports, and the Draft Master Plan and associated appendices.

## **1.4 Potential Areas of Controversy and Issues to be Resolved**

Potential areas of controversy associated with the proposed LAX Master Plan are presented in the *Preface* of the Draft EIS/EIR and include noise, surface transportation, air quality, construction, and environmental justice. Those potential areas of controversy also apply within the context of this Supplement to the Draft EIS/EIR, including as related to Alternative D.

The *Preface* also identifies issues to be resolved including a federal determination on whether implementation of the Master Plan would jeopardize the existence of the Riverside fairy shrimp, and a federal determination of whether historic resources potentially affected by the Master Plan are eligible for listing in the National Register of Historic Places and whether such resources would be adversely affected by the Master Plan. Such issues still remain within the context of this Supplement to the Draft EIS/EIR. In addition to these issues, a federal determination of whether the Master Plan would adversely affect public parks and recreation lands, wildlife and waterfowl refuges, and any historic sites is required.

Subsequent to publication of the Draft EIS/EIR in January 2001, two key issues have come to the forefront and are considered within this Supplement to the Draft EIS/EIR to be areas of controversy and issues to be resolved. The issues include: (1) potential controversy resulting from recent developments in the regional context of existing and potential commercial service airports; and (2) uncertainties regarding future federal requirements pertaining to airport security.

### **Regional Context for Commercial Service Airports**

The Southern California Association of Governments (SCAG) adopted in April 2001 the 2001 Regional Aviation Plan as a component of the Regional Transportation Plan (RTP), which provided a demand

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distribution analysis of future aviation activity levels at existing and potential commercial service airports within the six-county SCAG planning area. The adopted 2001 RTP Regional Aviation Plan anticipated the conversion of the former Marine Corps Air Station El Toro to a commercial airport - the Orange County International Airport - that should accommodate a substantial portion (i.e., 30 Million Annual Passengers (MAP) of the region's future aviation demand. In March 2002, the voters of Orange County determined that the subject site would, instead, be designated for non-aviation land uses. Subsequent to the passage of Measure W by the voters of Orange County, the Department of the Navy issued a Record of Decision (ROD) for a non-aviation reuse of the former MCAS El Toro. Changes in the planning for, and ability of, other commercial airports in the region have also occurred since the publication of the Draft EIS/EIR, although none are as substantial as the elimination of the proposed Orange County International Airport.

SCAG is currently preparing the 2004 RTP, which will include updates to Regional Aviation Plan demand distribution analysis. It is uncertain at this time how the regional aviation demand projections will be reallocated among existing and potential commercial service airports, and the extent to which the 30 MAP previously planned for Orange County International Airport will be redistributed among other facilities or will be lost from the region (i.e., shifted to other airports outside of Southern California). Additionally, the existing aviation demand distribution in the adopted 2001 RTP engendered controversy, and changes to that distribution are anticipated to engender additional controversy, both with respect to the individual commercial service airports affected by such changes and with respect to the associated loss of jobs and economic benefits to the region should the unmet demand shift to airports outside of Southern California.

### **Airport Security Requirements**

It is likely that existing federal airport security requirements will undergo further changes over the next few years. The nature, timing, and characteristics of such changes cannot be forecasted with any certainty at this time. While it is reasonable to anticipate that the development of new facilities at LAX would provide the opportunity for such future requirements to be incorporated into the planning, design, and implementation of any of the Master Plan build alternatives, certainly more so than for the No Action/No Project Alternative, the specifics of such changes are unknown at this time and cannot be described.

## 1.5 Next Steps in the NEPA/CEQA Process

Similar to processing of the Draft EIS/EIR, copies of the Supplement to the Draft EIS/EIR have been widely distributed to provide the opportunity for the public and agencies to review the document and submit written comments regarding the information and analysis presented therein. Copies of the Supplement to the Draft EIS/EIR, along with the associated supplemental appendices and supplemental technical reports, and the Draft LAX Master Plan Addendum and associated appendices, are available for public review at the various locations described in Section 7.3, *Lists of Preparers, Persons/Agencies Consulted, Parties to Whom Sent, References, Glossary, Abbreviations/Acronyms, and Index*. Additionally, a copy of all of the aforementioned documents is available for review on LAWA's web site at [www.laxmasterplan.org](http://www.laxmasterplan.org).

The FAA and LAWA have announced formal public hearings to receive public comment. Each public hearing will be preceded by a one-hour workshop. The format, content, and objectives of the hearings are the same, and multiple meetings are proposed for convenience to the public. The hearings are scheduled as follows (Note: The times shown include the one-hour workshop that precedes the public testimony portion of the hearing):

**August 11, 2003**  
**5:00 p.m. to 9:00 p.m.**  
Radisson Plaza Hotel  
3515 Wilshire Boulevard  
Los Angeles

**August 12, 2003**  
**5:00 p.m. to 9:00 p.m.**  
Ontario Airport Marriott  
2200 E. Holt Boulevard  
Ontario

**August 13, 2003**  
**5:00 p.m. to 9:00 p.m.**  
Luminarias Restaurant  
3500 Ramona Boulevard  
Monterey Park

**August 14, 2003**  
**5:00 p.m. to 9:00 p.m.**  
Peck Park  
560 N. Western Avenue  
San Pedro

**August 15, 2003**  
**5:00 p.m. to 9:00 p.m.**  
Hollywood Park Casino - Pavilion  
3883 West Century Boulevard  
Inglewood

**August 19, 2003**  
**6:00 p.m. to 10:00 p.m.**  
Airtel Plaza Hotel  
7277 Valjean Avenue  
Van Nuys

**August 20, 2003**  
**5:00 p.m. to 9:00 p.m.**  
Manhattan Beach Recreation Dept  
1601 Valley Drive,  
Manhattan Beach.

**August 21, 2003**  
**5:00 p.m. to 9:00 p.m.**  
Palmdale Regional Airport -  
Terminal 41000 N. 20th St. East  
Palmdale

**August 23, 2003**  
**9:00 a.m. to 1:00 p.m.**  
Furama Hotel  
8601 Lincoln Boulevard  
Los Angeles

Public comments on the Supplement to the Draft EIS/EIR can be submitted at the hearing or in writing to:

Mr. Jim Ritchie  
Los Angeles World Airports  
Master Plan Office  
P.O. Box 92216  
Los Angeles, CA 90009-22216  
Telephone: (310) 646-7697

Mr. David B. Kessler, AICP  
U.S. Department of Transportation  
Federal Aviation Administration  
P.O. Box 92007  
Worldway Postal Center  
Los Angeles, CA 90009-2007  
Telephone (310) 725-3615

Comments on the Supplement to the Draft EIS/EIR can be provided in several ways, including in writing or through oral testimony at the public hearings identified above, and/or in written comments submitted to LAWA or FAA by mail to the addresses indicated above. All comments on the Supplement to the Draft EIS/EIR must be **received** no later than August 25, 2003 to be considered in the Final EIS/EIR. Written responses will be prepared on all comments received regarding the Supplement to the Draft EIS/EIR during the public review period and at the public hearings specified above. FAA and the City of Los Angeles will also prepare written responses to all of the comments received during the January - November 2001 public review period for the Draft EIS/EIR. The comments and responses for both the Draft EIS/EIR and the Supplement to the Draft EIS/EIR will be incorporated in the Final EIS/EIR for the LAX Master Plan. No final actions (approval, denial, or amendment) will be taken until the Final EIS/EIR has been reviewed, certified as complete, and considered by the appropriate decision-makers.

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