

# **LAX Master Plan Stakeholder Committee Comment Form**

**Date: September 10, 2005**

**Title of Project:** South Airfield Improvement Project Draft  
Environmental Impact Report Review

## **GROUP 3**

Participants in this group represented the following committees and have been designated the appropriate codes: On-Airport (OA), Off-Airport (OFF) and Community/Neighborhood Groups and Residents (CG).

## General Comments:

<b>GP 3-1. What is the expected life of the runway? CG</b>
<b>GP 3-2. Does the SAIP accommodate new large aircrafts? CG</b>
<b>GP 3-3. Why is it that LAWA is building a new runway instead of just improving the current runway? CG</b>
<b>GP 3-4. How much is the SAIP going to cost? CG</b>
<b>GP 3-5. How will LAWA accommodate the A380 during construction? CG, OA</b>
<b>GP 3-6. Without answers to specific questions about details of the project, all concerns cannot be addressed. Especially since all comments and questions must be submitted by September 15, 2005. Answers to specific questions may have sparked further questions. CG</b>
<b>GP 3-7. An executive summary or condensed version of each chapter of the EIR would be helpful and easier to read. CG</b>
<b>GP 3-8. Will the project trigger any mitigation measures in the surrounding communities under the flight path? OFF</b>
<b>GP 3-9. How does the project address the pilot/controller error, which has been stated to be the cause of a majority of the runway incursions? CG</b>
<b>GP 3-10. Does the project reduce the number of go-arounds or missed approaches? Please quantify? CG</b>
<b>GP 3-11. Can taxiway K be redesigned to help reduce pilot/controller error? Recommend jog so there is no straight path to taxiway B, thereby reducing the potential for incursions. CG, OA</b>
<b>GP 3-12. What specific training is being conducted to prevent construction vehicle/aircraft accidents/incidents? What safety plans are available and who is implementing them? OA</b>
<b>GP 3-13. What is the status of the FAA's approval of this project? What documents have been submitted and what still needs to be submitted? CG</b>
<b>GP 3-14. What happens if the project does not get approved? OA</b>
<b>GP 3-15. What happens if the project is delayed beyond 2006 (airline operational concerns)? OA</b>
<b>GP 3-16. How will the project be financed? (PFC)? CG, OA</b>
<b>GP 3-17. What are the fee impacts to the airlines? OA</b>
<b>GP 3-18. How does LAWA intend to deal with incursions if the project does not go forward? CG</b>
<b>GP 3-19. In the August 5, 2005 news release, FAA requested LAWA to develop and implement temporary, short term measures to minimize incursions. What was developed and what has been implemented? CG</b>

# **Chapter I. Introduction:**

**Chapter I.**  
**1.1 Background and Project History:**

NO COMMENTS

**Chapter I.**  
**1.2 Summary of Proposed Project:**

NO COMMENTS

**Chapter I.**  
**1.3 Summary of Project-Specific Environmental Analysis:**

NO COMMENTS

**Chapter I.**  
**1.4 Areas of Known Controversy:**

NO COMMENTS

**Chapter I.**  
**1.5 Summary of Potential Environmental Impacts Related to the  
South Airfield Improvement Project:**

NO COMMENTS

**Chapter I.**  
**1.6 Summary of Potentially Significant and Unavoidable Impacts:**

<b>NO COMMENTS</b>

# **Chapter II.**

## **Project Description**

**Chapter II.**

**2.1 LAX Master Plan's South Airfield Improvement Project:**

GP 3-20. What is the impact of the SAIP to the clear zone (RPZ)? OFF
GP 3-21. As a result of the shift of runway 25L/7R will the Proud Bird be located within the clear zone? OFF
GP 3-22. As a result of the shift of runway 25L/7R will any other buildings now be in the clear zone? CG

**Chapter II.**

**2.2 Airfield Design Alternatives Evaluated in the LAX Master Plan:**

NO COMMENTS

**Chapter II.**

**2.3 New Information:**

NO COMMENTS

**Chapter II.**

**2.4 Proposed Project:**

NO COMMENTS

**Chapter II.**  
**2.5 Airport Operational Characteristics Before and After  
Completion of Construction:**

<b>NO COMMENTS</b>

**Chapter II.**  
**2.6 Project Alternatives:**

<b>NO COMMENTS</b>

**Chapter II.**  
**2.7 Federal, State, and Local Actions and Required Permits:**

<b>NO COMMENTS</b>

# **Chapter III.**

## **Overview of Project Setting**

**Chapter III.**  
**3.1 Los Angeles Regional Airport System:**

GP 3-23. Has LAWA decided where security will be set-up for the construction staging area? OA
GP 3-24. Where will the security for the staging area be? OA, CG
GP 3-25. What is the background check procedure for proposed construction personnel? OA, CG
GP 3-26. It is recommended that LAWA provide a security screening plan for all inbound cargo/delivery/construction vehicles who have access to the AOA . OA, CG

**Chapter III.**  
**3.2 Existing Land Uses in the Project Area:**

NO COMMENTS

**Chapter III.**  
**3.3 Airport Facilities:**

NO COMMENTS

**Chapter III.**  
**3.4 Public Roadway Access and Circulation:**

NO COMMENTS

**Chapter III.  
3.5 LAX and Non-LAX Development:**

<b>NO COMMENTS</b>

**Chapter III.  
3.6 Aviation Activity:**

<b>NO COMMENTS</b>

# **Chapter IV.**

## **Setting, Environmental Impacts, and Mitigation Measures**

**Chapter IV.  
4.1 Hydrology and Water Quality:**

<b>GP 3-27. With regards to the hydrology concerns regarding flooding (drainage erosion), what are the mitigation measures or what is being done to address these concerns? CG</b>
<b>GP 3-28. What happens if LA County and the other referenced agencies do not take the suggested actions in HWQ-1? CG</b>
<b>GP 3-29. What is LAWA’s plan to address the loss of 42 acres of pervious surfaces and can they mitigate that by providing pervious surfaces within the LAX boundaries? CG</b>

**Chapter IV.  
4.2 Off-Airport Surface Transportation:**

<b>GP 3-30. How will motorists be advised (specific communication methods) of construction traffic and what is the airport willing to commit to? OFF</b>
<b>GP 3-31. The Master Plan commitments do not seem to have any enforcement mechanism. They must. For example in section 4.2.5, ST-12 states “truck traffic will be encouraged to use night time hours” but it is not required. CG</b>

**Chapter IV.  
4.3 Air Quality:**

<b>GP 3-32. How much will emissions be increased due to planes holding on the new proposed taxiway? CG</b>
<b>GP 3-33. The end-around taxiway alternative would likely reduce emissions because planes could arrive at the gates more quickly during peak periods. OA</b>
<b>GP 3-34. Would a 10 ft. fence be sufficient to address fugitive dust that may impact the El Segundo blue butterfly conservation area (Fence height was referenced in a mitigation measure). CG</b>
<b>GP 3-35. Is there a mitigation measure or a Master Plan commitment to address dust created by rock crushing? If there is, which one? CG</b>
<b>GP 3-36. What specific activities will be taking place in the staging area for the SAIP? OA</b>
<b>GP 3-37. Are the air quality mitigation measures contingent upon the communities accepting LAWA’s avigation easement requirements? CG</b>

**Chapter IV.  
4.4 Human Health Risk Assessment:**

<b>GP 3-38. What are the mitigation measures or master plan commitments that address impacts to children, adults, schools and workers? CG</b>
<b>GP 3-39. Is AQ-2 saying that funding will only be provided to schools with air conditioning systems in place? CG</b>
<b>GP 3-40. How do schools qualify for funding under AQ-2? CG</b>

**Chapter IV.  
4.5 Noise:**

<b>GP 3-41. What are the estimated permanent noise impacts/effects as they apply to this project? The master plan EIR is the only place where the permanent impacts are addressed and they are addressed for the master plan as a whole. There is no way of telling what the permanent effects of just the SAIP are, which is a concern in light of other master plan projects potentially not being realized. Reference: page IV.-143, 2<sup>nd</sup> paragraph, 2<sup>nd</sup> sentence. CG</b>
<b>GP 3-42. What are the mitigation measures and master plan commitments for any impacts to the Centinela Hospital? Ref: IV-186 OFF</b>
<b>GP 3-43. What are the specific accelerated mitigation measures for the 19 schools in Inglewood referenced in MM-LU-3 and MM-LU-4? OFF</b>
<b>GP 3-44. Are the noise mitigation measures contingent upon the communities accepting LAWA's avigation easement requirements? CG</b>
<b>GP 3-45. How will the noise impacts during construction be measured compared to what was predicted in light of the permanent noise monitoring system being unavailable during the construction period (Ref. page IV-187 MM-LU-5)? CG</b>

**Chapter IV.  
4.6 Biotic Communities:**

<b>NO COMMENTS</b>

# **Chapter V. Other Environmental Resources**

**Chapter V.  
5.1 Land Use:**

NO COMMENTS

**Chapter V.  
5.2 Population, Housing, Employment and Growth-Inducement:**

NO COMMENTS

**Chapter V.  
5.3 Cultural Resources:**

GP 3-46. What are the 10 historic properties? Is there an impact to the historic properties (ref. 5.3.2.1)? OA

**Chapter V.  
5.4 Endangered and Threatened Species of Flora and Fauna:**

NO COMMENTS

**Chapter V.  
5.5 Wetlands:**

NO COMMENTS

**Chapter V.  
5.6 Energy Supply and Natural Resources:**

<b>GP 3-47. Will the airlines experience any fueling disruptions due to construction? OA</b>

**Chapter V.  
5.7 Solid Waste:**

<b>NO COMMENTS</b>

**Chapter V.  
5.8 Aesthetics:**

<b>GP 3-48. What will be done with the stock piled material if future master plan projects are delayed or not realized? CG</b>
<b>GP 3-49. How would the new high intensity lighting impact El Segundo and the multi-family units on Imperial Hwy? CG</b>

**Chapter V.  
5.9 Earth and Geology:**

<b>NO COMMENTS</b>

**Chapter V.  
5.10 Hazards and Hazardous Materials:**

<b>NO COMMENTS</b>

**Chapter V.  
5.11 Public Utilities:**

<b>NO COMMENTS</b>

**Chapter V.  
5.13 Schools:**

<b>NO COMMENTS</b>