

PUBLIC NOTICE
LOS ANGELES INTERNATIONAL AIRPORT
NOTICE OF AVAILABILITY

FEDERAL AVIATION ADMINISTRATION
and
LOS ANGELES WORLD AIRPORTS
**JOINT DRAFT ENVIRONMENTAL IMPACT STATEMENT/
ENVIRONMENTAL IMPACT REPORT**

THE FOLLOWING IS A NOTICE OF AVAILABILITY FOR THE JOINT DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT FOR THE LOS ANGELES INTERNATIONAL AIRPORT LOCATED IN THE WESTERN PORTION OF THE CITY OF LOS ANGELES AND GENERALLY BOUNDED BY WESTCHESTER PARKWAY AND ARBOR VITAE ON THE NORTH; LA CIENEGA BOULEVARD ON THE EAST; IMPERIAL HIGHWAY ON THE SOUTH AND PERSHING DRIVE ON THE WEST.

In connection with the draft LAX Master Plan, the Federal Aviation Administration (FAA) and Los Angeles World Airports (LAWA) have conducted an environmental review process pursuant to federal and state environmental laws. The result is a joint draft document which serves as an Environmental Impact Statement (EIS) and an Environmental Impact Report (EIR). The Draft EIS has been prepared by the FAA as lead federal agency to fulfill the agency's statutory requirements of the National Environmental Policy Act of 1969 (NEPA). The Federal Highway Administration (FHWA) is a cooperating federal agency in this effort. The Draft EIR has been prepared by LAWA to fulfill the agency's statutory requirements under the California Environmental Quality Act (CEQA). The joint Draft EIS/EIR provides complete descriptions of the environmental conditions, in and around LAX, the potential environmental impacts of the improvements associated with each alternative, mitigation measures to address potential impacts, and other information required by NEPA and CEQA.

The Draft EIS/EIR is available on LAWA's website: www.laxmasterplan.org.

PUBLIC REVIEW AND COMMENT - The joint Draft EIS/EIR will be released for public review on January 18, 2001 and will be available for review and comment until July 25, 2001. Written comments will be accepted on this document until 5:00 p.m., July 25, 2001. A Spanish version, available upon request, will include the executive summary and overviews of the various chapters. All documents, including the Draft EIS/EIR and all technical reports and appendices, will be available for review at the locations listed in this notice. Additionally, documents referenced in the Draft EIS/EIR will be available for review at the Proud Bird Restaurant located at 11022 Aviation Boulevard, Los Angeles, CA 90045.

PUBLIC HEARINGS - Public Hearings will be held by the FAA and LAWA to afford interested parties the opportunity to voice their comments on the Draft EIS/EIR in addition to the opportunity to submit written comments as described above. Hearings will be held simultaneously on June 9, 2001, from 12:00 p.m. to 7:00 p.m.

FURAMA HOTEL LOS ANGELES
8601 Lincoln Boulevard
Los Angeles, CA 90045
(310) 670-8111

THE PAVILION AT HOLLYWOOD PARK
3883 West Century Blvd.
Inglewood, CA 90303
(310) 330-2841

MANHATTAN BEACH MARRIOTT
1400 Parkview Avenue
Manhattan Beach, CA 90266
(310) 546-7511

The Public Hearings will be held only for the purpose of receiving comments on the Draft EIS/EIR. No decisions on the project will be made at that time. Public Hearing notices will be mailed no less than thirty (30) days prior to the hearings.

Verbal and written comments may be submitted at the Public Hearings. For interested parties who cannot attend the Public Hearings, written comments may be submitted to either of the following:

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

Mr. Jim Ritchie
City of Los Angeles
Los Angeles World Airports
Master Plan Office
P.O. Box 92216
Los Angeles, CA 90009-2216
(310) 646-7697

LAX MASTER PLAN ALTERNATIVES - The Draft EIS/EIR analyzes the following alternatives:

The “**No Action/No Project**” **Alternative** assumes that no new improvements will be made at LAX before 2015, with the exception of certain projects that are already planned and approved at the airport. Capacity and operating constraints would allow for future annual passenger growth to approximately 79 Million Annual Passengers (MAP) and the accommodation of approximately 3.1 Million Annual Tons (MAT) of cargo and approximately 2,279 daily flights by 2015.

Alternative “A” adds a new runway to the north airfield. The existing northern runways would be relocated to increase the lateral spacing between all three runways. The improvements included in Alternative A would enable LAX to accommodate approximately 98 MAP, 4.2 MAT of cargo and approximately 2,700 daily flights by 2015.

Alternative “B” adds a new runway to the south airfield. The existing southern runways would be relocated north to increase the lateral spacing between all three runways. Completion of the improvements included in Alternative B would allow LAX to accommodate approximately 98 MAP, 4.2 MAT of cargo and approximately 2,700 daily flights by 2015.

Alternative “C” would not add any runways to the airfield. The northernmost runway would be relocated and the southernmost north airfield runway would be lengthened to accommodate larger aircraft. Completion of the improvements included in this alternative would allow LAX to accommodate approximately 89 MAP, 4.2 MAT of cargo and 2,300 daily flights by 2015.

For Alternatives A, B, and C, there are several common improvements:

- Construct a new west entrance and terminal with additional aircraft gates, rental car facilities and parking
- Construct a people mover connecting the new parking facilities and the new west terminal to new concourses and all other terminals
- Create a LAX Expressway originating at the San Diego (I-405) Freeway and connecting it to an airport ring road that accesses terminals and cargo areas
- Extend the light rail Green Line directly into LAX
- Improve the taxiway/taxilane system on both the north and south airfields
- Construct new internal roadways and cargo facilities

SIGNIFICANT IMPACTS ASSOCIATED WITH THE PROJECT – Implementation of any of the “build” alternatives (i.e. Alternatives A, B, and C) is expected to result in some significant and unavoidable impacts on the environment. As described in the Draft EIS/EIR, such impacts occur relative to the following topics: Noise; Land Use; Surface Transportation; Social Impacts; Air Quality; Historic, Architectural, Archaeological, Cultural and Paleontological Resources; Health Effects of Noise; Human Health and Safety; and Schools. Under the “No Action/No Project” Alternative, impacts related to many of these, and other topics would be comparatively greater (worse) than those of the build alternatives. Chapter 4 of the Draft EIS/EIS provides complete analyses of the environmental impacts associated with the draft LAX Master Plan alternatives and identifies mitigation measures recommended for significant impact. Pursuant to CEQA Section 21092.6, lists relating to hazardous waste have been consulted and listed sites have been identified at, and near, the location of the draft LAX Master Plan alternatives, and information regarding contamination at each site has been provided in Technical Report 13 of the Draft EIS/EIR. Section 4.23 of the Draft EIS/EIR addresses the relationship of such sites to the Master Plan alternatives and, as concluded therein, no significant impacts related to hazardous materials/wastes are expected to occur.

Si necesita comprar o revisar este documento en Español, favor comunicarse con Evelyn Y. Quintanilla al (310)646-7693 para más información. La versión en Español incluye la introducción y resumen de cada uno de los capítulos.