

## Safety:

- Elimination or reduction of runway incursions.
- The vast majority of these incidents occurred in the south airfield, particularly along connecting taxiways between Runways 7R-25L and 7L-25R.
- In connection with the FAA's Runway Safety Program, LAWA reviewed and evaluated several options to minimize runway incursions as part of the LAX Master Plan.
- LAWA determined that new parallel center taxiways offered the best solution to reduce the risk of runway incursions.

The LAX Master Plan anticipates the reconfiguration of all existing high-speed exit taxiways that directly cross the departure runways. Arriving aircraft on the southernmost (outboard) runway, will instead taxi onto a center taxiway, rather than immediately crossing the inboard runway (which is the runway just to the north of the outboard runway), and then hold on the center taxiway until it is clear to cross. This reduces the likelihood of a pilot inadvertently taxiing directly across a runway. In a joint study with the FAA and NASA Ames Research Center, air traffic controllers found that the center parallel taxiway offered an effective solution to the primary cause of the most severe types of runway incursions experienced at LAX.

## Efficiency:

- Reduces aircraft taxi and idle time thereby reducing air emissions.
- Airfield modifications would improve the ability to efficiently handle new large aircraft (NLA).

## Community & Environmental Concerns:

- The center parallel taxiway concept improves the airfield within its existing boundaries.
- Compared to other alternatives evaluated in the LAX Master Plan, the center parallel taxiway concept would have the least environmental impacts on the surrounding community.

## Environmental Review for the South Airfield Improvement Project

Where a program level environmental document has been prepared, as LAWA did for the Master Plan EIR, CEQA encourages the public agency to "tier" subsequent project-level environmental analyses from that document whenever feasible. Pub. Res. Code § 21093. Section 15152(a) of the CEQA Guidelines describes the tiering approach as follows:

*"Tiering" refers to using the analysis of general matters contained in a broader EIR (such as one prepared for a general plan or policy statement) with later EIRs... on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR... solely on the issues specific to the later project.*

The SAIP Draft EIR is "tiered" from, and incorporates by reference, the LAX Master Plan Final EIR. Given this structure, the SAIP Draft EIR need only evaluate potential impacts that have not already been fully evaluated in the LAX Master Plan Final EIR. To avoid a repetitive discussion of issues, the SAIP Draft EIR provides project-specific information on the construction of the SAIP, focusing on potentially



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significant environmental effects at the project level of detail that may not have been specifically addressed in the LAX Master Plan EIR.

The SAIP draft EIR analyzes in detail six categories of environmental Resources that could potentially be affected. These six categories included:

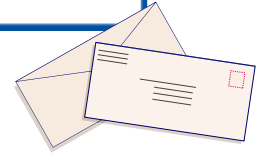
» For the four-year period from 2000 through 2003, LAX experienced the highest number of runway incursions of any U.S. commercial airport. The SAIP will help reduce this significantly.

- » Hydrology and Water Quality
- » Ground Transportation
- » Air Quality
- » Noise
- » Human Health Risk
- » Biotic Communities

Each of these six categories of environmental resources is potentially subject to impacts due to construction-related activities on the SAIP. For most of these resources, operations-related impacts are generally fully addressed in the LAX Master Plan EIR.

During the concept development phase for the LAX Master Plan, numerous airfield configurations and locations were evaluated. Based on several factors, including safety, cost, operational efficiency, and environmental concerns, it was determined that the LAX Master Plan best met the project objectives. Unlike certain conceptual plans for other proposed Master Plan airport facilities, airfield configurations were developed and designed at a precise level of detail as part of the Master Plan Final EIR to satisfy FAA requirements related to airport layout plans. The selected Master Plan alternative (Alternative D) includes the SAIP as now proposed.

## Public Review & Comment



- » LAWA encourages interested parties to review the Draft EIR and provide written comments. Comments can be submitted at today's Workshop or by mail to:

**Los Angeles World Airports**  
Long Range Planning  
Attention: Karen Hoo  
7301 World Way West, Room 308  
Los Angeles, CA 90045-5803

- » Comments must be received by LAWA no later than 5:00 PM, Pacific Daylight Time, Thursday, **September 15, 2005**



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To learn more about the contents of the SAIP Draft EIR, visit the LAWA web site at:  
[www.laxmasterplan.org](http://www.laxmasterplan.org)

