

Specific Plan Amendment Study (SPAS) Update

Board of Airport Commissioners
October 4, 2010

Today's Topics

- Review Consultation with SPAS Advisory Committee
- Introduce New SPAS Concepts
- Next Steps – Notice of Preparation (NOP) & Environmental Impact Report (EIR)

SPAS Timeline

To Date

- May 17 – BOAC Update on SPAS Timeline
- June 28 – BOAC Update on SPAS Forecast
- July 1 – SPAS Advisory Committee Meeting
- August 2 – BOAC Ground Transportation Update
- August 9 – BOAC Airfield Update
- August 16 – Meeting of SPAS Advisory Committee

Today

- October 4 - Report back to BOAC on SPAS Advisory Committee Meeting

Next Steps

- Reissue of SPAS EIR Notice of Preparation (NOP)
- Public Scoping Meetings
- Begin Draft EIR

Advisory Committee Consultation

- Advisory Committee was presented with the Ground and Air Concepts on August 16, 2010
- Committee Members were invited to provide written comment to LAWA by September 15
- Three comment letters were received:
 - City of El Segundo
 - Cities of Culver City & Inglewood
 - ARSAC

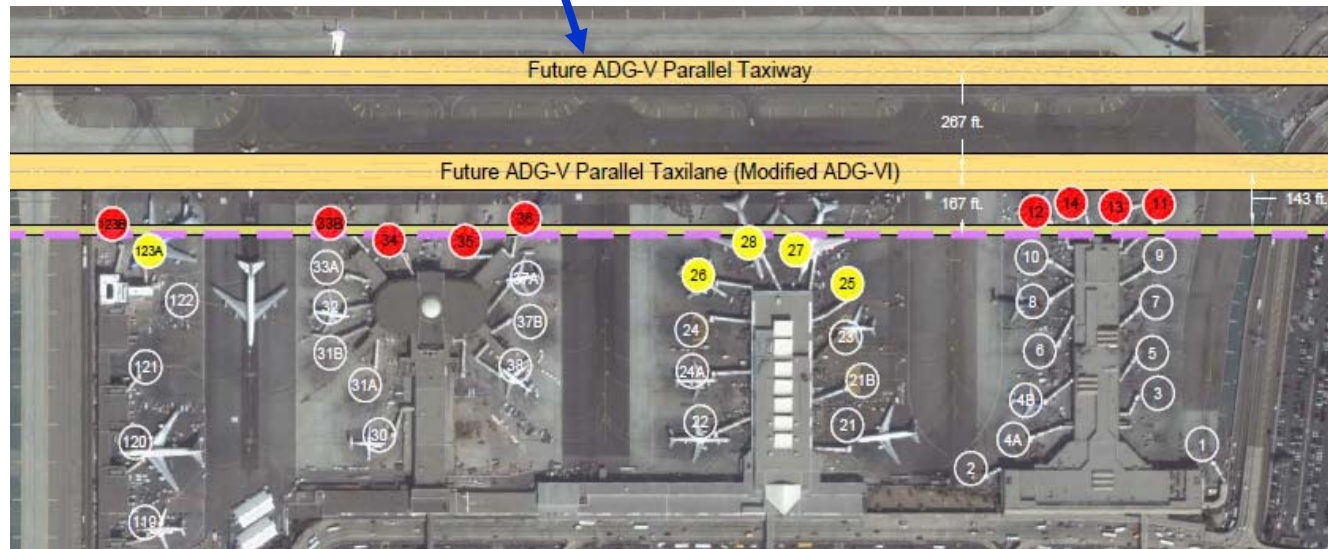
Advisory Committee – 100' South Concepts

- As part of our consultation with the SPAS Advisory Committee, we developed two 100' South Concepts for inclusion in the SPAS NOP:
 - Concept A is an analogue to the northerly move concepts, but which moves 24L 100' South and impacts 14 gates on the north side of the airport (including TBIT)
 - Concept B reduces impacts to gates, but requires demolition of a portion of Terminal 1 and reduces the North Airfield to a single parallel taxiway along Terminals 2 and 3
- We plan to include 100' South in the Notice of Preparation

100' South Concept A



Dual Taxiway System



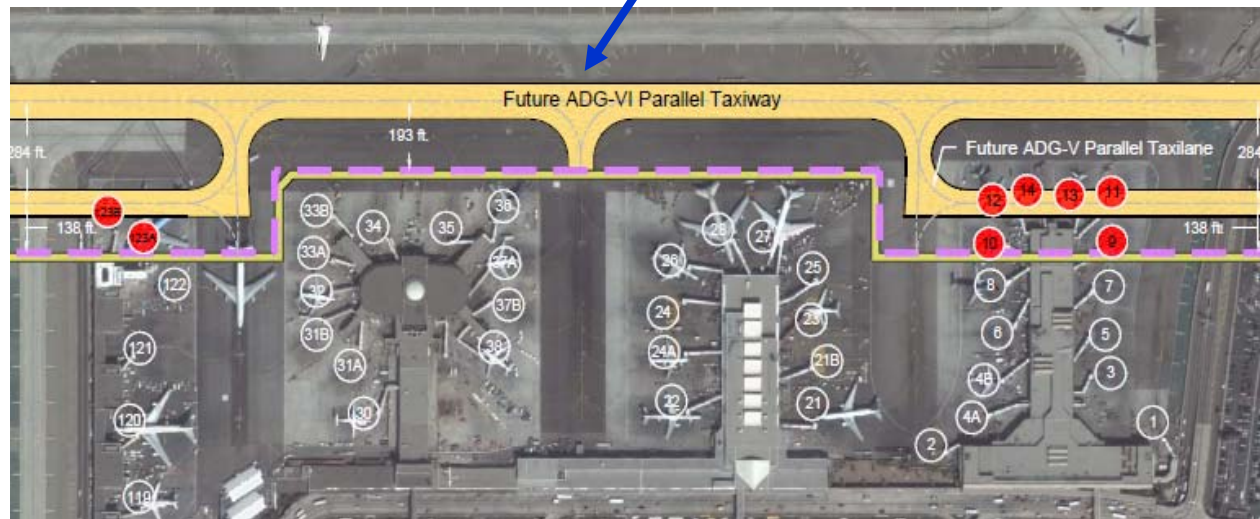
Impacts:
14 Gates

100' South Concept B



Merged Taxiway System

Impacts:
8 Gates,
Portion of T-1



100' South Concepts - Summary

Safety and Operations:

- Would permit the installation of a centerline taxiway
- Does not accommodate all Group 5 aircraft
- For a portion of its length near the north terminals, Concept B would merge taxiways Delta and Echo into a single taxiway designed to meet Group 6 standards

Land Use:

- Would retain existing RPZ for 24 R (8 homes, 1 multi-family residence)
- Would include additional commercial properties south of 96th Street in the RPZ.

Feasibility & Finance:

- Concept A – Loss or Downsizing of 2 gates at TBIT and 12 gates at Terminals 1 - 3
- Concept B – Loss of 2 gates at TBIT, 6 gates at Terminal 1, and a portion of the Terminal 1 Structure

Advisory Committee - Potential Western Shift of 24R

- Some Advisory Committee Members raised concerns about potential noise impacts resulting from the shift of 24R 652' to the West as part of the new North Airfield Concepts
- A new 24R Concept has been developed that would displace the arrival thresholds of 24R and 6L, which results in:
 - Moving the RPZ associated with 24R west to avoid residential incompatibilities
 - Maintaining or raising arrival profiles for aircraft utilizing 24R/6L
 - Maintaining the useable runway landing length on 24R at 8925'

Advisory Committee – CEQA and the Notice of Preparation

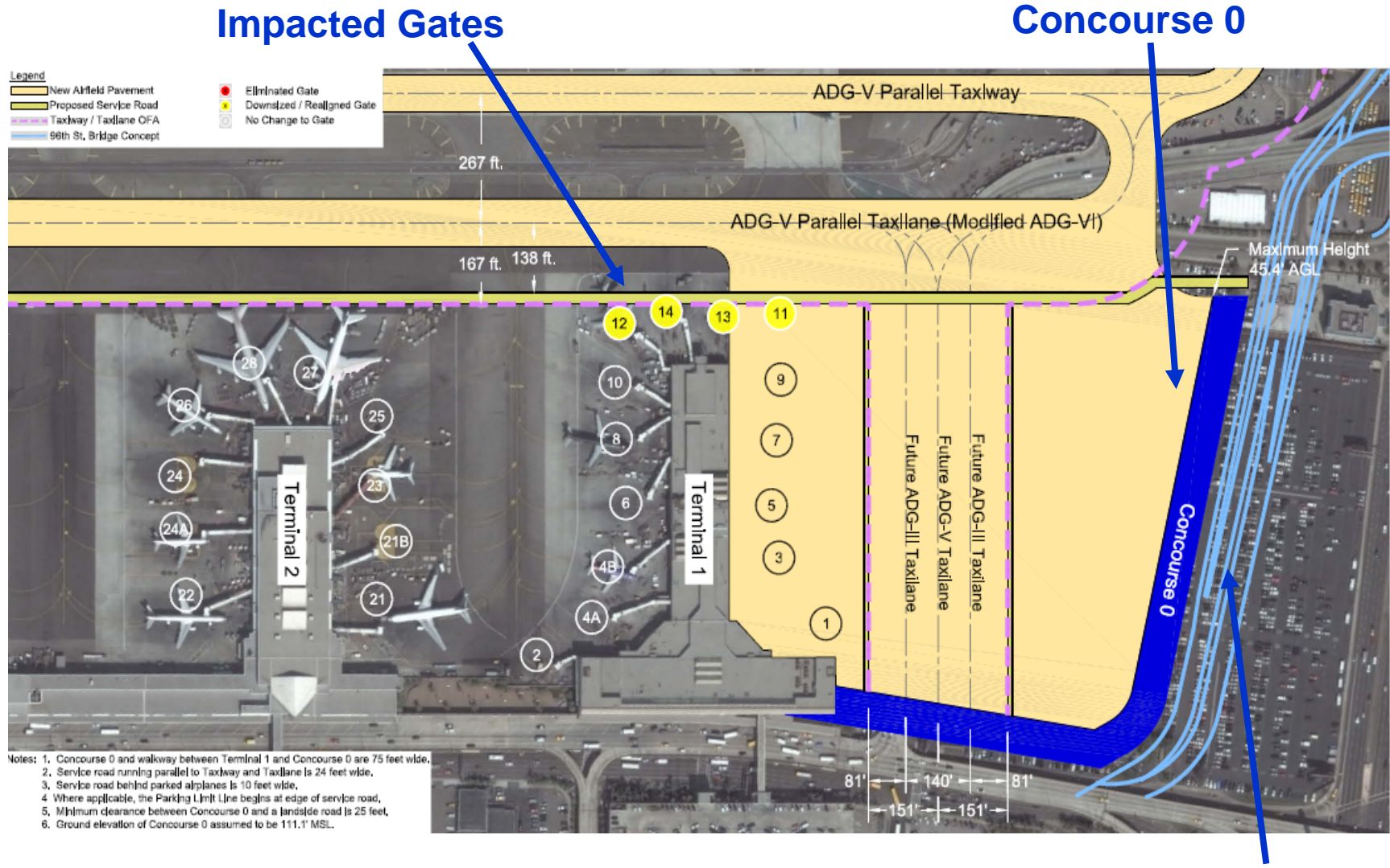


- Purpose of the Notice of Preparation is to obtain agency and public comment on the scope of the Draft EIR
 - Several Advisory Committee Members requested an extension beyond the 30 day required comment period
 - LAWA will extend the comment period to 45-days
 - The Advisory Committee was provided 30-days to comment after the Advisory Committee Meeting of August 16th
 - LAWA will host two public scoping meetings in early November

Terminals - Concourse 0

- The study of a new Concourse east of Terminal 1 was initiated to mitigate the gate impacts associated with proposed SPAS Airfield changes, and to address wingspan changes on existing airplanes servicing LAX
- Concourse 0 provides an ability to do the following:
 - Address the gate impacts associated with SPAS Airfield concepts
 - Provide additional gate layout options and construction flexibility for the North Terminals and the Midfield Satellite Concourse
- No terminal concepts will include more than 153 gates

Terminals - Concourse 0 Concept (Existing 24L)



Redesigned CTA Entry Roadway

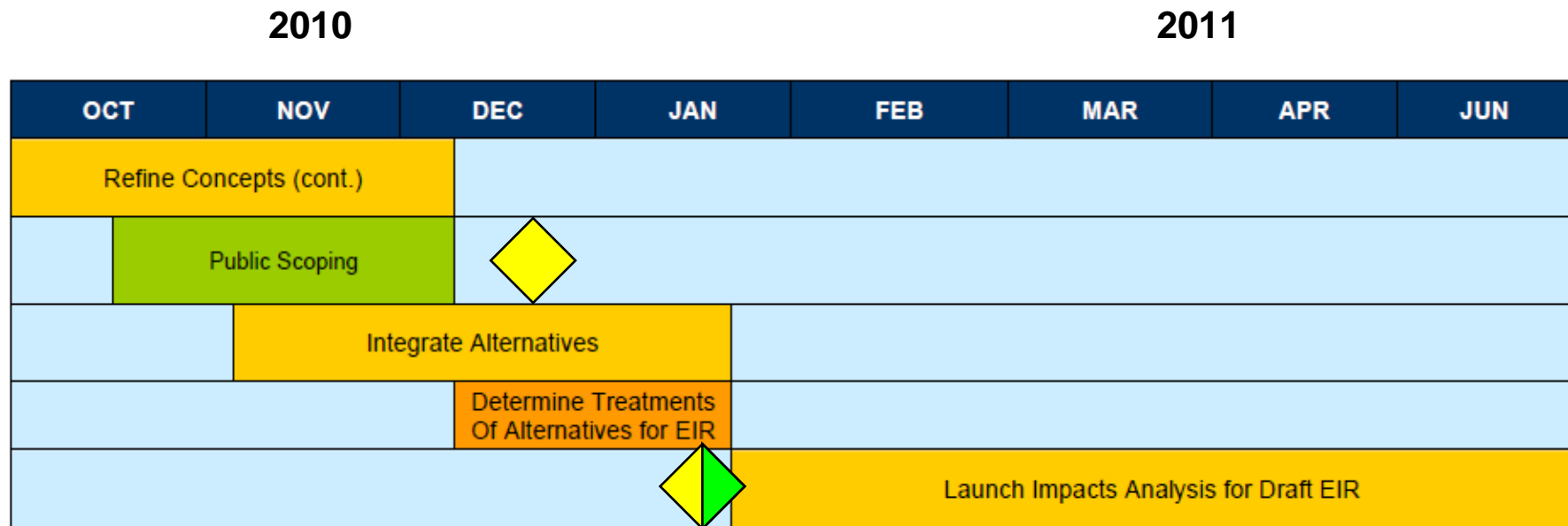
Options Included in SPAS Notice of Preparation

	Airfield Concepts	Terminal Concepts	Ground Transportation Concepts
Current Options	400' N 300' N 200' N 100' N 100' S	Modified Terminals & Concourse 0	Concept A Concept B
No Project – Master Plan (Alt. D)	340' S	Replace Terminals 1-3 with Concourse & CTA Terminals	Master Plan Ground Transportation System
No Project	Existing Conditions	Existing Conditions	Existing Conditions

Next Steps

- Ongoing Concept Refinement
- Release the Notice of Preparation
- 45 Day Comment Period
- Public Scoping Meetings Early November
- Draft EIR

Next Steps



◆ = BOAC Update

◆ = Advisory Committee Meeting