

Status Report as of February 28, 2006

CBA Provisions	Brief Description	Current Status
III. Residential Noise Mitigation		
III.A Funding of Aircraft Noise Mitigation Program (ANMP)	Beginning of fiscal year 2004-2005, LAWA shall fund its ANMP at \$4.275M/year for the Inglewood component and \$4.275M/year for the County of LA component contingent on the City and County complying with all requirements in BOAC Resolution 21481 and 21360, and with FAA regulations.	It is anticipated that LAWA funding to these two jurisdictions will exceed the amounts stipulated under this CBA provision. In January 2006, LAWA approved a grant in the amount of \$7M to the City of Inglewood. Two grants in the total amount of \$15.10M to Los Angeles County are scheduled for Board of Airports Commissioners approval on March 20, 2006.
III.B. Acceleration of Noise-Mitigation Programs for City	LAWA will provide a written schedule and work program to the Coalition Representative that is designed to achieve completion of the ANMP soundproofing program for the City by the end of 2008, and will take all reasonable steps to timely implement that schedule and work program.	While progress on this program is driven by the voluntary participation of impacted residential homeowners in the communities of Playa del Rey, Westchester and South Los Angeles, it is anticipated that the program will be substantially complete before 2008. A Program update and schedule were provided to the Coalition at the regular meeting in November 2005.
III.C. Acceleration of Noise-Mitigation of Places of Worship	LAWA shall accelerate the program of soundproofing places of worship as part of the ANMP in effect as of the effective date of the CBA.	Pending further definition of places of worship with the Coalition. Coordination with the Coalition on this provision will be on-going.
III.D End of Block Soundproofing	Within one year of the completion of the current ANMP for participating jurisdictions, LAWA shall commence an end-of-block soundproofing program, under which, if any residence on a particular city-block falls within the applicable noise contour for that block, then each residence on that block will be eligible for noise mitigation as described in section III.D.	LAWA is committed to providing end-of-block soundproofing. Commencement of this project is dependent on the completion of LAWA's current Residential Soundproofing Program. Given progress on the current program, it is anticipated that work on this project will commence in late 2007.

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<p>III.E Suspension of Avigation Easement</p>	<p>LAWA agrees to suspend its current requirement that express, full avigation easements be executed by homeowners receiving LAWA provided or funded noise insulation benefits for particular residences located within the 65 dBA CNEL noise contour in the City of Los Angeles, City of Inglewood, LA County communities of Lennox and West Athens. In lieu of that requirement, LAWA will instead require the affected homeowners to execute a Noise Easement, as specified in Exhibit B of the CBA Cooperative Agreement. Implementation of this CBA provision is subject to LAWA obtaining approval from Caltrans that this change in easement requirements is acceptable.</p>	<p>The dedication of avigation or any other easements in return for funding of, or participation in, the residential soundproofing program has been eliminated except under very limited circumstances as required by California Airport Noise Standards. Under these limited criteria, a modified noise easement as the one proposed by the CBA will be used. This noise easement is being revised at this time to meet County Recorder Guidelines. A draft revised easement is under review by the city Attorney's office and the Coalition at this time.</p>
<p>III.F Compatibility with Local Building Codes</p>	<p>LAWA shall not require property owners participating in the ANMP to satisfy regulations or standards related to property conditions where these regulations or standards are more stringent than those actually enforced by the local government jurisdiction possessing code enforcement authority over the property in question.</p>	<p>No action is required on this provision since LAWA does not have these requirements as part of the noise mitigation programs. It is the permitting agencies, such as the City of LA's Building and Safety Department, role to enforce building codes.</p>
<p>III.G. Limitations on Nighttime Departures</p>	<p>III.G.1. Part 161 Study - By April 2005, LAWA shall have completed a contract award process for a study on the feasibility of implementing The LAX Proposed Restriction (that is restrictions on departures between the hours of midnight and 6:30 a.m. over the communities to the east of LAX). III.G.2. Record of eastbound Departures. LAWA shall maintain a record of all nighttime eastbound departures during Over-Ocean Operations and Westerly Operations. III.G.3. Community Response Program. LAWA shall operate a community response program through which the public may report nighttime flights in the areas east of LAX.</p>	<p>Based on the evaluation of proposals received from three consultant teams, LAWA selected the firm of Harris Miller Miller & Hanson Inc. (HMMH) to prepare the Part 161 Study for LAX. LAWA/HMMH began the Study in June 2005, which is expected to take approximately 3 years to complete. The Part 161 Study process encompasses three general elements including: (1) data collection and analysis to justify the Proposed Restriction on the easterly departure of aircraft between midnight and 6:30 a.m. when LAX is in Over-Ocean Operations or Westerly Operations; (2) evaluation and explanation of the environmental and economic impacts of the proposed restriction; and (3) preparation and submittal to the Federal Aviation Administration of the required reports and application materials. The work effort underway by LAWA/HMMH is in data collection and analysis stage, specifically as related to defining particular Community Noise Equivalent Level (CNEL) contours and single event noise contours related to the East Departures at LAX. The overall work effort is on schedule.</p> <p>Regarding provisions III.G. 2 and 3, LAWA maintains a record on LAWA's website of all nighttime eastbound departures during over-ocean operations and westerly operations and operates a community response program through which the public may report nighttime flights in the areas east of LAX.</p>
<p>IV. Jobs Training</p>		

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CBA Provisions	Brief Description	Current Status
IV.A. Job Training Program	LAWA shall provide \$3M per year for 5 years, not to exceed \$15M over 5 years, to fund job training for Airport Jobs and Aviation-Related Jobs, and for Pre-apprenticeship Programs. In the event FAA prohibits such use of airport funds, LAWA shall seek alternate funding sources.	LAWA has committed to providing \$3M annually for five years to fund this training program for LAX airport jobs, aviation-related jobs and LAX MP Program and constructions pre-apprenticeships. This program will be implemented through three Worksource Centers and their network of qualified training providers. LAWA is currently working with the FAA to seek their approval for use of airport revenues fund this program.
IV.B. Administration	LAWA shall make best efforts to negotiate an MOU between LAWA, CDD and the WIB, under which job training funds provided under this section IV shall be administered by CDD and WIB; otherwise LAWA will seek a contractor to perform administration responsibilities.	Draft MOU has been completed. LAWA is seeking FAA approval of the Job Training Program before the MOU is executed. The MOU establishes scope, duties and responsibilities of the two City Departments as LAWA embarks on the implementation of these programs. An implementation plan has been drafted.
IV.C. Work Experience Programs	LAWA shall provide work experience jobs and pay applicable wages. The funding of these Work Experience Programs is separate from that described in Section IV.A and is independent of the job training program to be operated by CDD and WIB. LAWA shall, to the extent permissible by law specifically targeted opportunities for placement in these work experience programs to Project Impact Area residents.	This program is being implemented as the Gateway Internship Program through the Small Business Outreach Division.
IV.D. Eligibility	Enrollment opportunities in all job-training programs funded primarily by funds distributed under this section IV shall be predominantly made available to: Low-Income Individuals living in the Project Impact Area for at least one year; Special needs Individuals; Low-Income Individuals residing in the City; Individuals currently working in Airport Jobs or Aviation-Related Jobs and eligible for incumbent worker training.	Included in the LAX Job Training Program. See status comment in section IV.A above.
IV.E. Content of Job Training	Job Training programs funded by funds distributed under this Section IV shall include job readiness programs, skills development, career ladder programs, incumbent worker training, and other, similar programs as approved by LAWA and the Coalition	Included in the LAX Job Training Program. See status comment in section IV.A above.
V. First Source Hiring Program		

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CBA Provisions	Brief Description	Current Status
27	V.A. First Source Hiring Program (FSHP) for Airport Jobs	Provide early access to targeted applicants for available Airport Jobs, and employers will receive prompt, cost-free referrals of qualified and trained applicants.
Completed. Board of Airport Commissioners adopted the First Source Hiring Policy on April 18, 2005 to be incorporated in all new or amended agreements as of July 1, 2005. Program requirement into LAWA contract/lease/agreement standard language has been completed.		V.B. Targeted Applicants
Referrals under the First Source Hiring Program be made in the order of priority set forth. 1st Priority: Low-income individuals living in the Project Impact Area for at least one year and Special Needs Individuals; 2nd Priority; Low-Income Individuals residing in the City.	Completed and incorporated into the most current SkillsMatch System to assist in the referral of priority applicants once the program has been implemented.	
V.C. Referral System	Through a joint effort of LAWA and the Coalition, and CDD and WIB, the Referral System will work with employers, community-based job training organizations, and other community-based organizations to receive notices of job openings, to provide referrals under the First Source Hiring Program.	Completed and Incorporated into the LAX First Source Hiring Program. SkillsMatch System has been modified and tested.
V.D. Referral System Participants	LAWA shall make best efforts to negotiate a MOU with CDD, under which LAWA shall utilize CDD and WIB services to facilitate the First Source Hiring Process. Launch of Employee Outreach Program by LAWA; CDD and WIB will develop and implement specific systems required to effectively match qualified applicants with available Airport Jobs.	MOU has been negotiated and incorporates the LAX First Source Hiring Program. MOU will be signed when FAA has approved the Jobs Training Program and the First Source Hiring Program. Preliminary discussions have been initiated and a letter to FAA requesting approval of this program will be delivered by the first week in March.
V.E. FAA Prohibition	If FAA prohibits application of the First Source Hiring Program to certain Airport Jobs or threatens to withhold funding for same, LAWA shall implement the First Source Hiring Program with regard to all other Airport Jobs. If FAA completely prohibits the First Source Program, then LAWA shall contribute \$200,000 annually to the job training funds until 2015.	LAWA is in consultation with FAA regarding funding the application of the First Source Hiring Program to certain Airport jobs.
V.F. Construction	LAWA shall work with the Coalition to implement the LAX Project Labor Agreement in a manner that will enhance employment opportunities for underemployed individuals residing in the Project Impact Area and the City, especially minorities and women.	In progress. In 1999, LAWA approved a 10-year Project Labor Agreement (PLA) that applies, at the discretion of the Board of Airport Commissioners, to the larger Capital Improvement Projects. The use of a PLA is now limited to large federally funded projects. LAWA will continue to coordinate with the Coalition to enhance employment opportunities for underemployed individuals in the Project Impact Areas. LAWA, the Coalition and the Mayor's office will explore the possibility of creating a Local Hire Program to support the PLA requirements.

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CBA Provisions	Brief Description	Current Status
VI. Living Wage, Worker Retention and Contractor Responsibility		
VI. Living Wage, Worker Retention and Contractor Responsibility	LAWA shall apply to all Airport Contractors, Airport Lessees, and Airport Licensees the City's Living Wage Ordinance, as set forth in LA Administrative Code.	Completed. This provision currently applies to all LAWA contracts as set forth in Board Resolution No. 21601.
VII. Air Quality Study		
VII.A Air Quality Study (AQ-1 Air Quality Source Apportionment Study)	LAWA will fund an Air Quality Study by an independent expert of toxic air contaminants and criteria air pollutant emissions from jet engine exhaust and other emission sources.	See VII.B. through VII.F below. Funding of the initial development of the protocol is in place and the development of the protocol has been completed. The draft protocol was provided to the Coalition for review. See status comment VII.B below. Funding for the full program is subject to FAA approval.
VII.B. Air Quality Study Draft Protocols	The Air Quality Study draft protocols shall be based upon the "Air Quality and Source Apportionment Study" described in LAWA, Air Quality and Source Apportionment Study of the Area Surrounding Los Angeles International Airport, Technical Work plan, November 17, 2000, and all associated documents. LAWA, in consultation with CBA Representative will review and update draft protocols.	Air Quality Study Draft Protocol was provided by LAWA to the Coalition in October, 2005 for review by Coalition's Technical Expert. The Study Protocol document describes technical approach considerations related to the study, such as the approach to determining the air quality sampling locations, sampling methods, sample analysis procedures, specific air pollutants and sources to be accounted for in the study, air quality modeling approach, source inventory approach, QA/QC procedures, and the like. LAWA is currently awaiting the Coalition's response. Upon receipt and review of Coalition's comments, LAWA will revise Draft Protocol if/as appropriate and consult with FAA regarding the acceptability of the Protocol and the ability to proceed with the Air Quality Study.
VII.C. Contract Award Process	LAWA shall complete a Contract Award Process for selection of a contractor to conduct the Study and then proceed with Study.	Not applicable at this time and no action is required by LAWA at this time. The Air Quality Study is not ready for contract award.
VII.D. Review of Protocols and Interim Reporting	The Air Quality Study contractor selected shall submit proposed protocols to LAWA, and LAWA will submit them to Coalition. LAWA to apprise Coalition of progress on Study and shall provide Coalition with copies of written reports made by the contractor.	Not applicable at this time and no action is required by LAWA at this time. The Air Quality Study is not ready for contract award.

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VII.E. Reports	LAWA shall require the selected contractor to provide written annual progress reports and LAWA shall forward to the Coalition the progress reports. LAWA shall provide to the Coalition a copy of the completed Air Quality Study and make it available to the public.	Not applicable at this time and no action is required by LAWA at this time. The Air Quality Study is not ready for contract award.
VII.F. FAA Prohibition	If an FAA determination prohibits LAWA from implementing this section (VII), then LAWA shall set aside \$2M to the air quality fund specified in section XV.	Not applicable at this time and no action is required by LAWA at this time. The Air Quality Study is not ready for contract award.
VIII. Health Study		
VIII.A Health Study	LAWA shall fund a study to measure and investigate upper respiratory system and hearing loss impacts of LAX operations due to the Master Plan.	LAWA continues to coordinate with the Coalition on this issue. At the November LAWA/Coalition meeting, it was determined that the Health Study will commence only after the Air Quality Source Apportionment Study is completed. LAWA will request FAA funding for this study after the completion of the Air Quality Source Apportionment Study.
VIII.B. Contract Award Process	LAWA shall complete a Contract Award Process for selection of a contractor to conduct the Study. Within 90 days of the contract award, the contractor shall commence the Study.	Not applicable at this time and no action is required by LAWA at this time. The Health Study is not ready for contract award.
VIII.C. Review of Protocols and Interim Reporting	Prior to commencing the Study, the contractor selected shall submit proposed protocols to LAWA. Within 30 days, LAWA shall submit protocols to the Coalition. LAWA shall report semiannually to the Coalition on the progress and provide an written reports made by the contractor within 15 days of receipt.	Not applicable at this time and no action is required by LAWA at this time. The Health Study is not ready for contract award.
VIII.D. Reports	LAWA shall require the selected contractor to provide written annual progress reports. LAWA shall forward to the Coalition the progress reports. Within 15 days of completion of the Study, LAWA shall provide to the Coalition and make it available to the public.	Not applicable at this time and no action is required by LAWA at this time. The Health Study is not ready for contract award.

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VIII.E. FAA Prohibition	If an FAA determination prohibits LAWA from implementing this section or threatens to withhold federal funding if LAWA takes action required by this Section, then LAWA shall set aside \$500,000 to the air quality fund specified in section XV.	Not applicable at this time and no action is required by LAWA at this time. The Health Study is not ready for contract award.
IX. Community-Based Research Studies as part of LAWA's Future LAX Master Plan Program Project-Level Analysis.		
IX.A. Inclusion in Project-Level Environmental Analysis	In future environmental review on the various LAX Master Plan Program project components, LAWA shall require the general contractor preparing the environmental documents to subcontract with an Independent Expert to coordinate community-based research studies as described in Section IX.B. LAWA shall expend no less than \$300,000 on the Community-based Studies. The Independent Expert shall write a final report setting forth findings and recommendations. The summary of the report shall be included within the pertinent environmental documents, with the full report included as an appendix.	Not applicable at this time. No Project-level Environmental Analysis is being done at this time.
IX.B. Scope of Community-Based Studies	Study potential environmental impacts of the MP program components on individuals living or working east of Sepulveda Blvd within the Project Impact Area.	Not applicable at this time. No Project-level Environmental Analysis is being done by LAWA, hence, no community based study is required at this time.
IX.C. Planning Process	LAWA and the general contractor preparing the environmental documents for the future project-level analysis shall consult with the Coalition regarding (1) selection of topics, (2) the individuals selected to perform the Studies, and (3) the administration of the Studies. The Independent Expert shall consult with the Coalition and contractor regarding selection of topics and administration/implementation of the Studies.	Not applicable at this time. No Project-level Environmental Analysis is being done by LAWA, hence, no community based study is required at this time.
IX.D. Final Report	The Community-Based Study shall be provided to the Coalition Representative, to LAWA, and to the public.	Not applicable at this time. No Project-level Environmental Analysis is being done by LAWA, hence, no community based study is required at this time.

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IX.E. Recommendations for Further Analysis	Any recommendations for further action or project-specific mitigation proposed by one or more Community-Based Studies shall be reviewed by the Coalition, which may then prepare a proposal that LAWA staff shall forward to the BOAC for consideration.	Not applicable at this time. No Project-level Environmental Analysis is being done by LAWA, hence, no community based study is required at this time.
IX.F. FAA Prohibition	If an FAA determination prohibits LAWA from implementing this section or threatens to withhold federal funding if LAWA takes action required by this Section, then LAWA shall set aside \$300,000 to the air quality fund specified in section XV.	Not applicable at this time. Action required only if FAA prohibits LAWA from implementing this section.
X. Air Quality		
X.A. Electrification of Passenger Gates	Construction of new passenger gates and the retrofiting of existing passenger gates over time shall include provisions to provide electricity sufficient for the needs of parked aircraft. Exemptions are identified within the CBA. In conjunction with the Passenger Gate Electrification requirements of the CBA, LAWA shall conduct an assessment of whether electrification of Passenger Loading Areas (i.e., loading/unloading of passengers on commuter flights that don't involve contact gates) is feasible. LAWA will implement an electrification program for those Passenger Loading Areas where such improvements were not determined to be infeasible.	LAWA has completed the assessment/survey of whether electrification of Passenger Loading Areas is feasible. The survey/assessment found that centralized 400 hertz power, or equivalent, is available for aircraft use at all gates. In addition, over 55% of the gates have available pre conditioned air.
X.B. Electrification of Cargo Operation Areas.	Construction of new Cargo Operations Areas and the retrofiting of existing Cargo Operations Areas over time shall include provisions to provide electricity sufficient for the need of parked aircraft. Exemptions are identified within the CBA. Implementation of this program will be based on LAWA's completion of an assessment(s) of a particular Cargo Operations Area(s) to determine whether such electrification is feasible. LAWA will implement an electrification program for those Passenger Loading Areas where such improvements were not determined to be infeasible.	LAWA has completed the first phase of the feasibility assessment and is in the process of evaluating the electrification program for cargo operations at individual locations.

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X.C. Electrification of LAX Hangars	LAWA shall conduct an assessment of operations at LAX Hangars for the purpose of determining whether electrification is operationally/technically infeasible.	LAWA has completed the first phase of the feasibility assessment and is in the process of evaluating the electrification program at these hangars.
X.D. FAA Prohibition	If an FAA determination prohibits LAWA from implementing this section or threatens to withhold federal funding if LAWA takes action required by this Section, then LAWA shall set aside \$1.7M to the air quality fund specified in section XV.	Not applicable at this time. Action required only if FAA prohibits LAWA from implementing this section.
X.E. Reporting	LAWA shall report in writing to the Coalition on the progress of Section XA, XB, XC semiannually.	Completed and Incorporated into the most current CBA Quarterly Report.
X.F. Construction Equipment	LAWA shall incorporate into construction activities related to the LAX Master Plan Program measures to reduce air pollutant emissions from construction equipment. Such measures include Best Available Emission Control Devices Verified or Certified by CARB; Demonstration Projects That Use Emission Control Devices Not Yet Verified by CARB; Establishment of Emission Reduction Standards For Certain Control Devices; Requirements Relative to Granting Exemptions For The Use of Best Available Emission Control Devices; Use of ULSD and Other Cleaner Burning Fuels; Operational Requirements Such as Engine Maintenance and Idling Limitations and; Provisions for Enforcement by LAWA; Use of Independent Third Party Monitor; Reassessments of Emission Control Devices.	All applicable Emission Control and ULSD/other fuels requirements have been incorporated into the first LAX Master Plan Project, the South Airfield Improvement Program (SAIP) specifications. LAWA has provided the Coalition with a draft copy of the scope of work for a Request for Proposals for an Independent Third Party Monitor and the Coalition has provided comments. LAWA is finalizing this RFP at this time and will follow the contract award process set forth in the Agreement.
X.G. GSE Diesel Emission Reduction Incentive Program	LAWA shall create a program providing incentives for the reduction of GSE diesel emissions (GSE Incentive Program) LAWA shall expend at least \$500K on this program in fiscal year 2005-06. Participation by GSE operators in the GSE Incentive Program shall be voluntary.	Completed. LAWA has budgeted the funds for this program and is in the process of developing the GSE Diesel Emission Reduction Incentive Program.

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X.H. GSE Inventory	LAWA shall prepare a study ("GSE Inventory") detailing all GSE operated on-site. The GSE Inventory requirements include special provisions to discern those on-site GSE operators that did not participate in the Southern California GSE Memorandum of Understanding (MOU). Based on that information, the CBA requirements for emissions reductions by nonparticipating GSE operators would need to be applied (see below).	LAWA initiated the GSE inventory in June 2005 and is currently working to resolve problems encountered in obtaining, compiling, and reconciling data received from inventory information sources. A recent event that has complicated the applicability and implementation of this CBA measure is the fact that the Air Transport Association (ATA) chose to withdraw from, and effectively terminate, the SCGSE MOU in December 2005. LAWA is currently evaluating the implications of this action relative to programs and requirements that pertain to the SCGSE MOU, such as this CBA requirement.
X.I. Requirements for Emissions Reductions by Nonparticipating GSE Operators	LAWA shall issue requirements leading to the use of less-polluting GSE by Nonparticipating GSE Operators, as described in this Section.	In progress. Also, see above regarding complicating effect of SCGSE MOU termination.
X.J. Emission Reductions from On-Road Trucks, Buses, and Shuttles.	LAWA shall fund a study of on-road Heavy Duty vehicle traffic related to LAX operations.	Draft scope for this study was submitted to Coalition in July 2005. Currently awaiting Coalition review comments.
X.K.. Particulate Matter (PM 2.5)	LAWA shall conduct and complete a CEQA assessment of PM2.5 impacts related to the first LAX Master Plan Program project to be initiated after establishment of applicable thresholds, either by SCAQMD or as otherwise determined in accordance with the CBA requirements of this section.	This requirement will be implemented in conjunction with the next project to be completed under the LAX Master Plan. Note: this requirement is not considered to apply to the SAIP based on the fact that the CEQA analysis for that project was already well underway before the CBA took effect (i.e., SAIP EIR NOP was published in August 2004, while CBA was not executed until February 2005.)
X.L. Rock-Crushing Operations and Construction Material Stockpiles	LAWA shall locate rock-crushing operations and construction material stockpiles for all construction related to the LAX Master Plan Program in areas away from LAX-adjacent residents to reduce impacts from emissions of fugitive dust.	Applicable to the South Airfield Improvement Project. Subject requirement has been included in construction specifications and is reflected in proposed location of rock-crushing plant for Project.
X.M. Limits on Diesel Idling	LAWA shall prohibit diesel-powered vehicles from idling or queuing for more than 10 consecutive minutes On-Site, unless, CARB adopts a stricter standard, in which case, LAWA shall enforce that standard. Exemptions to this rule may be granted as defined in CARB regulations.	Applicable to the South Airfield Improvement Project. Subject requirement has been included in construction specifications.

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X.N. Provision of Alternative Fuel	LAWA shall ensure that its infrastructure for providing fuel to Alternative-Fuel Vehicles is sufficient and available, where not Operationally Infeasible and/or Technically Infeasible, to meet all requests for alternative fuel from contractors and other uses of LAX.	LAWA has determined that existing infrastructure is adequate for providing fuel to Alternative-Fuel Vehicles given the demand at LAX. LAWA will continue to evaluate from time-to-time the adequacy of the alternative fuel infrastructure at LAX and make improvements as necessary.
X.O. Hydrogen Fuel Cell Infrastructure	LAWA shall support efforts to place a hydrogen fuel cell system for the generation of electricity at or near LAX. This fuel cell system shall meet or exceed CARB 2007 distributed generation certification standard.	LAWA is currently evaluating the placement of a fuel cell system with American Airlines and DWP.
X.P. Cleaner Burning Jet Fuels	LAWA shall support efforts to encourage the airlines and petroleum industries to embark on a study to promote the use of jet fuels that minimize air pollutants emissions from jet engines.	LAWA continues to monitor and support efforts where appropriate.
XI. Green Building Principles		
XI. Green Building Principles	To the extent practical and feasible, in accordance with local building codes and California state codes, and Subject to limitation or restrictions in accordance with FAA or TSA standards guidelines, LAWA shall incorporate Leadership in Energy and Environmental Design (LEED) building standards into demolition, design, construction and operation of all aspects of the LAX Master Program.	Currently in practice to the extent feasible and practical. In order to build long-term healthy buildings, and improve Los Angeles World Airports' energy efficiency in the long run, LAWA adheres to and implements the following LEED Principles on all building projects: <ul style="list-style-type: none"> • Buildings are designed to exceed the requirement of ASHREA/IESNA 90.1-1999 and Title 24 requirements for energy performance. • LAWA specifies zero use of CFC-based refrigerants in new building HVAC systems. • LAWA requires that 10% to 20% of construction, demolition and land clearing waste be recycled and/or salvaged for re-use. • LAWA requires that a high percentage, depending on project, of all wood-based materials is certified in accordance with the Forest Stewardship Council. • LAWA requires the use of low-emitting adhesives and sealants that meet or exceed South Coast Air Quality Management District Rule No. 1168. • LAWA requires the use of low-emitting carpet that meets or exceeds Carpet and Rug Institute Green Label Indoor Air Other principles that LAWA routinely adheres to are the extensive use of recycled water (where available), drought resistant plants, alternative transportation, sediment and erosion control measures and the use of alternative refueling stations.
XII. Traffic		

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XII.A. Construction Traffic	LAWA shall designate routes for construction traffic related to the LAX Master Plan Program. LAWA shall establish a mechanism for the public to report instances of non-compliance with designated routes, Community Response Program. If LAWA participates in construction of the Lennox/405 Interchange, LAWA shall consult with the Coalition and impacted residents in developing mitigation measures to minimize negative impacts such as residential relocations and the demolition of a community center, pedestrian and bicycle access.	LAWA in conjunction with LA Department of Transportation designate routes for construction traffic on a project by project basis. LAWA is in the process of developing a website to provide construction information for the general public, including a phone number to report incidences of non-compliance.
XIII. Minority Business Enterprise, Women Business Enterprise and small business utilization and Retention Program		
XIII. Minority Business Enterprise, Women Business Enterprise and small business utilization and Retention Program	LAWA shall coordinate with the Mayor's office, CDD, and other relevant business advocacy and assistance organizations to initiate a program to increase participation in the planning, construction, operation and maintenance of LAX by Project Impact Area small businesses and MBE/WBE.	LAWA's Small Business and Job Opportunities Division (SBJOD) and Procurement Division are currently working closely with the Mayor's office, CDD, and other business advocacy groups to enhance MBE/WBE participation on LAX project. The SBJOD Small Business Program provides an entry point through which local business enterprises can obtain information on future airport business contracting opportunities and on a wide array of business assistance services, networking activities, workshops and referrals. The SBJOD is in the process of establishing a SBJOD facility near the Airport, on Century Boulevard, with enough square footage to house SBJOD staff; CDD staff; and a Surety Bond Liaison. The SBJOD will serve as a clearinghouse for information in its three core program areas: business outreach, employment outreach and educational outreach.
XIV. Community Preparedness for Airport related emergency		
XIV. Community Preparedness for Airport related emergency	LAWA shall assist in the coordination and dissemination of appropriate information related to emergency preparedness and response of local law enforcement agencies, emergency response groups and the local communities in the event of an airport-related emergency.	LAWA is currently in coordination for emergency preparedness with local law enforcement agencies, emergency response groups and local communities. LAWA's Executive Director is a member of the newly formed advisory team for the Los Angeles Mayor's newly Homeland Security Advisors Group. This group of diverse leaders will improve the City of Los Angeles' counter-terrorism intelligence coordination and disaster preparedness training and response capabilities. The advisory team will be organized into working groups and tasked with five major missions: Counter-terrorism measures; Private sector outreach and involvement; Governmental outreach and involvement; Evacuation planning; Emergency Preparedness.
X.V. Designated Airport Funds		

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X.V. Designated Airport Funds	Where the CBA provides that LAWA shall contribute airport revenues to job training funds or air quality funds, LAWA will follow the procedures set forth in the Cooperative Agreement regarding "Alternative Job Training and Air Quality Expenditure."	If an FAA determination, as defined in and pursuant to the procedures set out in the Cooperative Agreement, or any other regulatory authority prohibits LAWA from taking actions required by the CBA Sections V, VII, VIII, IX, X, or threatens to withhold federal funding if LAWA takes actions required by the referenced sections, then LAWA shall set aside funds to the Job Training and Air Quality Funds. As of this date, there is no FAA determination on the referenced sections, hence no action is required by LAWA at this time.
XVI. Miscellaneous		
XVI. Miscellaneous	Implementation meetings with the Coalition; Annual Reports; Contract Award process; Special Arbitrator; General LAWA Enforcement Responsibilities;	In progress. Monthly meetings are scheduled with the Coalition.
Lennox School District - Sound Attenuation Measure		
LAWA Funding of Certain District Mitigation Measures	Subject to FAA Determination regarding the use of airport funds under the Federal anti-revenue diversion laws, LAWA shall fund certain mitigation measures for the District.	On December 7, 2005, LAWA and Lennox School District submitted a request to FAA for an advisory opinion on the use of airport revenues for noise mitigation measures at Whelan School. In their response on January 12, 2006, the FAA raised some questions and issues regarding the Los Angeles County Superior Court's April 8, 1976 Judgment and Final Order. At this time, LAWA and the Lennox School District are discussing the FAA's concerns and working on finding a way to move forward.
Inglewood School District - Sound Attenuation Measure		
LAWA Funding of Certain District Mitigation Measures	Subject to FAA Determination regarding the use of airport funds under the Federal anti-revenue diversion laws, LAWA shall fund certain mitigation measures for the District.	No Action at this time.