

**U.S. Department of Transportation
Federal Aviation Administration**

**Los Angeles World Airports
Los Angeles International Airport**

**Draft Environmental Assessment
Runway 7L/25R Runway Safety Area (RSA) and Associated Improvements Project**

**NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL ASSESSMENT,
PUBLIC WORKSHOP AND PUBLIC HEARING**

Pursuant to Title 49, United States Code, Section (§) 47106(c)(1)(A), notice is hereby given that the City of Los Angeles, California, through its airport department – Los Angeles World Airports (LAWA), proposes to improve the Runway Safety Area (RSA) for Runway 7L/25R at Los Angeles International Airport (LAX), City of Los Angeles, Los Angeles County, California and to complete associated improvements that include pavement reconstruction on the eastern segments of Runway 25R and Taxiway B, the extension of Taxiway C to the east, the demolition of Air Freight Building No. 8, and the construction of a replacement Ground Support Equipment (GSE) Maintenance Facility to relocate the tenants currently operating at the existing Air Freight Building No. 8 (collectively the Proposed Action). The purpose of the Proposed Action Runway 7L/25R RSA improvements is to enhance the level of safety provided by RSAs at LAX to comply with airport design standards included in Federal Aviation Administration (FAA) Advisory Circular 150/5300-13, *Airport Design*, as required by *The Transportation, Treasury, Housing and Urban Development, the Judiciary, The District of Columbia, and Independent Agencies Appropriations Act, 2006* (Public Law [P.L.] 109-115), November 30, 2005. P.L. 109-115 requires completion of RSA improvements by airport sponsors that hold a certificate under Title 14, Code of Federal Regulations (CFR), Part 139, to meet FAA airport design standards by December 31, 2015. The purpose for reconstructing Runway 7L/25R and Taxiway B pavements is to address poor pavement conditions and to provide a suitable pavement for aircraft landing and departing on Runway 7L/25R and aircraft taxiing on Taxiway B. The purpose of the proposed extension of Taxiway C is to maintain access to Runway 25R during pavement reconstruction activities of Taxiway B. The purpose of the replacement GSE Maintenance Facility is to provide a location within the South Airfield area to relocate the existing GSE maintenance operations currently housed in Air Freight Building No. 8.

The Proposed Action RSA improvements involve a westerly extension of Runway 7L and implementation of declared distances, as well as site preparation, grading, and installation of drainage structures, paving, marking, and in-pavement approach lighting system along an 832-foot long by 150-foot wide westerly extension of Runway 7L/25R to serve as a displaced threshold; construction of extensions to parallel and connector taxiways for the displaced threshold; replacement of the Approach Lighting System from towers to in-pavement lights. The Proposed Action also involves the pavement reconstruction of the eastern portion of the Runway 7L/25R and of the eastern portion of parallel Taxiway B; easterly extension of Taxiway C to Taxiway B1 to permit continued access to the end of Runway 25R while Taxiway B pavement is reconstructed; demolition of Air Freight Building No. 8 to accommodate the extension of Taxiway C and realignment of a service road, and construction of a new, replacement GSE Maintenance Facility along Imperial Highway within the LAX property boundary. The Proposed Action will enhance the safety of the airfield consistent with the requirements of P.L. 109-115 at LAX. Reconstruction of the runway and taxiway pavements is necessary to ensure safety of aircraft operations on the airport due to the deteriorated condition of the existing pavement. A Draft Environmental Assessment (EA) of the economic, social, and environmental impacts of the Proposed Action and its alternatives (including the No-Action Alternative) has been prepared.

The Draft EA evaluates the potential environmental effects of the Proposed Action and its alternatives described above and has been prepared pursuant to the requirements of Section 102(2)(c) of the *National Environmental Policy Act of 1969* (NEPA), and Section 509(b)(5) of the *Airport and Airway Improvement Act of 1982*, as amended. The FAA is the lead federal agency to ensure compliance with NEPA for airport development actions. The Draft EA has also been prepared in accordance with FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*; and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. Pursuant to the federal Endangered Species Act, Clean Water Act, Clean Air Act, National Historic Preservation Act, the Draft EA includes an analysis of prudent or feasible alternatives analysis, potential impacts, and mitigation measures, as appropriate.

Beginning on **September 28, 2012**, the Draft EA will be available for public review through LAWA's website at <http://www.ourlax.org> and in the following locations during normal business hours, through **November 13, 2012**:

- Federal Aviation Administration, Western-Pacific Region, Office of the Airports Division, 15000 Aviation Boulevard, Hawthorne, CA 90261;
- Los Angeles World Airports, Airports & Facilities Planning Division, 1 World Way, Room 218, Los Angeles, CA 90045;
- El Segundo Public Library, 111 W. Mariposa Avenue, El Segundo, CA 90245; and
- City of Los Angeles Public Library Westchester-Loyola Branch, 7114 W. Manchester Avenue, Los Angeles, CA 90045.

A Public Workshop on the Draft EA will be held on **Thursday, November 1, 2012**, from 6:00 p.m. to 7:00 p.m. Pacific Daylight Time, followed by a Public Hearing from 7:00 p.m. to 9:00 p.m. Pacific Daylight Time at the **Flight Path Learning Center, 6661 West Imperial Highway, Los Angeles, California, 90045**. Oral and written comments will be accepted at the Public Hearing.

Comments must be received by **5:00 p.m. Pacific Daylight Time** on **Tuesday, November 13, 2012**. Please ensure adequate time for mailing. Comments can only be accepted with the full name and address of the individual commenting. Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask the FAA in your comment to withhold from public review your personal identifying information, the FAA cannot guarantee that it will be able to do so. Comments received on the Draft EA and the responses to those comments will be disclosed in the Final EA.

Written comments on the adequacy of the information disclosed in the Draft EA may be submitted by mail or facsimile to:

Mr. Herb Glasgow
Chief of Airport Planning I
Airports & Facilities Planning Division
Los Angeles World Airports
1 World Way, Room 218
Los Angeles, California 90045
Fax: (424) 646-9210

Those interested in attending the Public Workshop and/or Hearing who have special communication or accommodation needs, including translation services, are encouraged to contact Mr. Herb Glasgow at least three (3) days prior to the Workshop and Public Hearing. Every reasonable effort to accommodate special needs will be made.