



New LAX Expansion Proposals Have Something for Everyone – If You Want to be Impacted

Los Angeles World Airports Executive Director, Gina Marie Lindsey, revealed a set of new LAX Master Plan proposals for environmental study this coming year. Your Neighborhood Council Airport Affairs Committee was told that study alternatives will be confirmed in a Notice of Preparation (NOP) to be revealed at the end of September. Public meetings will solicit comments. Ms. Lindsey agreed to a 45 day NOP comment period.

Community stakeholders at the meeting were angry about continued expansion attempts and unhappy with the study proposals presented. Ms. Lindsey said that she wishes for process transparency and it is better than previous administrations, but community members expressed shock and dismay that at least one new LAWA alternative is worse than any previously unacceptable proposals and that it was not part of the year and a half NORSAC study. Her plans call for VERY LARGE airport expenditures to move runways north and west while:

- Continuing to threaten as much as one-third to one-half of our business district with extinction.
- Calls for removal of homes and apartments to meet new runway protection zone requirements.
- Increases noise and air quality impacts on residences bordering LAX and especially western Playa Del Rey.

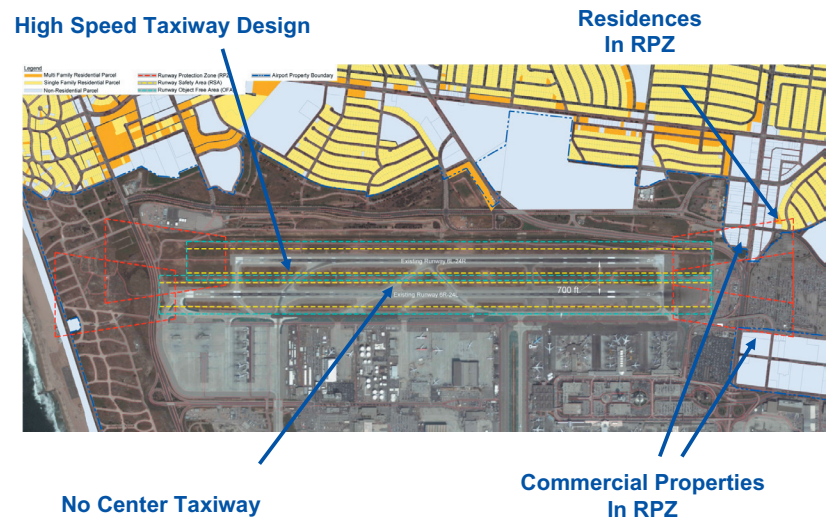
LAWA doesn't have adequate funding for all possible projects so Ms. Lindsey called for a Master Plan responsive to air and ground traffic assessments instead of creating a calendar based timeline. The Specific Plan Amendment Study Process calls for replacement of the most onerous portions of the Alternative D LAX Master Plan with less impacting alternatives to the discarded "Yellow Light Projects." Neither delineation nor quantification of the "resolved issues" was included in her pronouncements.

LAWA proposals include moving the north most runway, 24R, further north 100', 200', 300', and 400 feet respectively toward Westchester-Playa Del Rey AND west toward Pershing Avenue. Ms. Lindsey justified the new proposals by stating that proposals progressively support increased elements of the Federal Aviation Administration desire for full compliance with "Group VI Runway Design" to accommodate newer, larger aircraft like the A380. A380 takeoffs and landings could number as many as nine flights per day out of about 2400 by 2020. LAWA separately agreed to include a new 100' runway movement south proposal, but the criteria by which proposals will be evaluated to reject options from serious consideration remains unresolved.

The recent \$1.5 million, Board of Airport Commission sponsored, North Runway Safety Committee Study (NORSAC) Review by an Academic Panel of runway design and safety experts found the north runway complex is safer than comparable world airports. Councilmember Rosendahl reiterated that no runway movement is justified and that he vows to continue fighting expansion. His motto, "Modernization, YES, Expansion, NO" continues to resonate. Mayor Villaraigosa repeated his opposition to runway movement unless needed for safety purposes. The Neighborhood Council is expected to call upon him to direct his Board of Airport Commission appointees to stop requesting expansion alternatives.

Keep abreast of this subject at NCWPDR.org and at RegionalSolution.org.

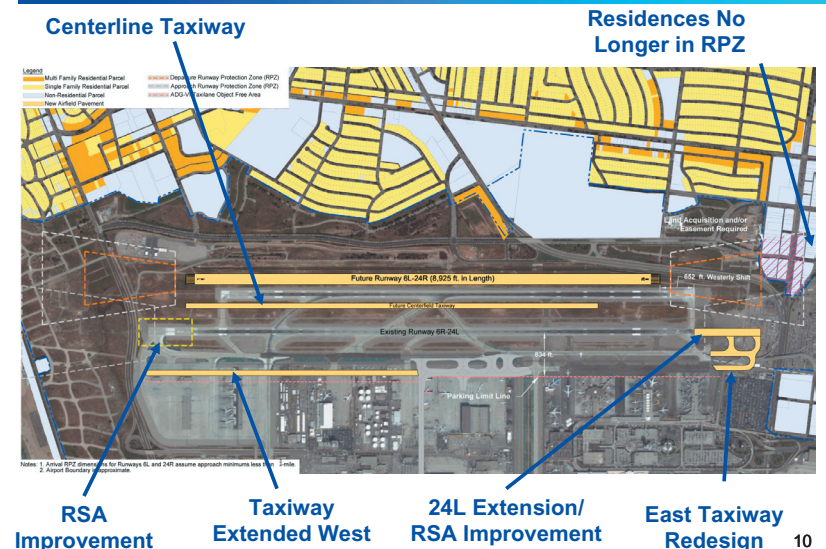
Existing Conditions – North Airfield



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This image shows the existing conditions of LAX's north airfield – from the August 9, 2010 presentation from LAWA officials to the Board of Airport Commissioners.

SPAS North Airfield Common Components



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This image shows the common components of LAWA's planned expansion of LAX's north airfield – from the August 9, 2010 presentation from LAWA officials to the Board of Airport Commissioners.

