U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WESTERN-PACIFIC REGION

FINAL WRITTEN REEVALUATION and RECORD OF DECISION OF FAA's JANUARY 2005 FINAL ENVIRONMENTAL IMPACT STATEMENT AND MAY 20, 2005 RECORD OF DECISION

Proposed West Aircraft Maintenance Area West of Taxiway AA

Los Angeles International Airport
Los Angeles, Los Angeles County, California

For further information

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GENERAL INFORMATION ABOUT THIS DOCUMENT

WHAT'S IN THIS DOCUMENT? This document is the Federal Aviation Administration's (FAA) Written Reevaluation and Record of Decision (ROD) for the City of Los Angeles' proposed exchange of locations of the West Aircraft Maintenance Area (WAMA) Project and West Employee Parking Facility on either side of Taxiway AA, in the southwest quadrant of Los Angeles International Airport (LAX) located in Los Angeles, California. This document discusses the change in the location of the proposed WAMA project and briefly summarizes the potential environmental consequences of the City's proposal to construct the WAMA project west of Taxiway AA instead of on the east side as originally proposed. The City is not proposing to implement the West Employee Parking Facility at this time. However, the change in its proposed location is discussed in this document. The anticipated impacts of the proposed WAMA project are compared to what was evaluated in the FAA's 2005 Final Environmental Impact Statement (EIS) and approved in the FAA's Record of Decision dated May 20, 2005. FAA has prepared this Written Reevaluation and ROD pursuant to Paragraph 515 of FAA Order 1050.1E which directs the FAA to determine whether a proposed action conforms to plans or projects for which a prior EIS has been filed and whether substantial changes in the proposed action, relevant to environmental concerns, exist.

BACKGROUND. In December 2004, the Los Angeles City Council approved the Master Plan for LAX. From this Master Plan, the City of Los Angeles, through its Airport Department – Los Angeles World Airports (LAWA), prepared an Airport Layout Plan (ALP). The ALP depicts the existing and planned future locations of runways, taxiways, aircraft parking aprons, terminal buildings and other associated facilities on the airport. At the time the ALP was prepared, the City and FAA's focus was on airfield safety to reduce runway incursions. A minor component of the Master Plan included aircraft maintenance. The ALP depicts various existing hangar buildings to be demolished and aircraft maintenance to be consolidated into the southwest quadrant of the airport on the east side of a north/south taxiway called Taxiway AA. The City now proposes to accommodate these activities on the west side of Taxiway AA instead of on the east side. FAA made the Draft Written Reevaluation available for public review from April 25 through May 30, 2014. FAA Published a notice of availability of the Draft Written Reevaluation in the Federal Register on April 30, 2014 (79 FR 24487). No comments were received.

WHAT SHOULD YOU DO? Read the Written Reevaluation and Record of Decision to understand the actions that FAA intends to take relative to the proposed WAMA west of Taxiway AA at LAX.

WHAT HAPPENS AFTER THIS? FAA may take the federal actions identified in Section 2 of this document and the City of Los Angeles may begin to implement the Proposed Action.

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U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
FINALWRITTEN REEVALUATION AND RECORD OF DECISION

PROPOSED WEST AIRCRAFT MAINTENANCE AREA PROJECT WEST OF TAXIWAY AA

LOS ANGELES INTERNATIONAL AIRPORT
LOS ANGELES, CALIFORNIA

1. **INTRODUCTION/SUMMARY.** On May 20, 2005, the Federal Aviation Administration (FAA) issued a Record of Decision (ROD) that approved various airfield safety and airport security projects at Los Angeles International Airport (LAX) that were evaluated in the FAA's 2005 Final Environmental Impact Statement (FEIS). This document is a Final Written Reevaluation on a proposed change to the Airport Layout Plan (ALP) depicting a West Aircraft Maintenance Area (WAMA) Project at LAX, Los Angeles, Los Angeles County, California.[1]

   Following FAA's issuance of the ROD in 2005, LAWA began to implement the LAX Master Plan. Major projects implemented included relocation of Runway 7R/25L, construction of parallel Taxiway H between Runways 7L/25R and 7R/25L, and construction of the improvements to the Tom Bradley International Terminal including relocation of various taxiways and taxilanes. As part of implementation of the LAX Master Plan, LAWA examined each component of the master plan at a project-specific level pursuant to the California Environmental Quality Act of 1970 (CEQA). The examination of the projects considered the needs of the airport and its users when evaluating potential impacts. This Written Reevaluation addresses LAWA's desire to exchange locations of the planned WAMA and the planned West Employee Parking lot on either side of Taxiway AA, located in the southwest part of the airport. This is a change from the locations approved for these facilities in the 2005 ROD, requiring the FAA to review the requested change in a Written Reevaluation. LAWA proposes to provide a consolidated location for on-going aircraft maintenance activities on the west side of the airport to permit completion of construction of various projects identified in the 2005 LAX Master Plan Final Environmental Impact Statement.[2]

   LAWA intends to exchange the locations for the proposed aircraft maintenance area and West Employee Parking Facility on either side of Taxiway AA, a north/south connector taxiway in the west part of LAX. The primary change to the ALP is the revised locations depicted for employee parking and maintenance/related facilities. The Master Plan ALP shows the planned maintenance and related facilities on the east side of Taxiway AA, with the West Employee Parking Facility on the west side of Taxiway AA. Taxiway AA provides ground connectivity between the north and south runway complexes at LAX on the west side of the airport.

[1] The City of Los Angeles, through its Airport Department – Los Angeles World Airports (LAWA) is the sponsor for LAX, and has requested that the FAA take the federal action of approval of those portions of the Airport Layout Plan (ALP) that depict the proposed project.

[2] LAWA has conducted additional separate and independent planning efforts for other parts of the airport under the Specific Plan Amendment Study (SPAS) which was approved in 2013. However, given the programmatic level evaluation of SPAS and the need for additional refinement and environmental review, no changes associated with the SPAS study have been submitted to FAA for evaluation as they are not ripe for such review. Therefore, FAA continues to consider the project approved in the FAA's 2005 ROD and depicted in the LAX ALP to be the current plan of record.

Construction of the parking facility would occur at some time in the future when LAWA has determined it is needed. LAWA advised FAA that construction of the West Employee Parking Facility is not needed at this time and its construction is not included in reasonably foreseeable construction plans at the airport. Therefore, this Written Reevaluation will focus on the proposed construction of the WAMA on the west side of Taxiway AA. Any additional Federal environmental analysis, pursuant to the National Environmental Policy Act of 1969 (NEPA), of construction of the West Employee Parking Facility on the east side of Taxiway of AA will occur when that project is ripe for review. At this time, FAA has determined the West Employee Parking Facility on the east side of Taxiway AA is not ripe for additional review.

2. **FEDERAL ACTIONS.** The proposed exchange of locations of the proposed WAMA and West Employee Parking Lot require that LAWA revise the ALP for LAX to depict the proposed action. The revised ALP must be submitted to the FAA for approval. The location of the proposed WAMA on the west side of Taxiway AA and the West Employee Parking Lot on the east side of Taxiway AA were not assessed in the 2005 Final Environmental Impact Statement (EIS) or approved in the ROD, although the environmental impacts are similar to the approved LAX Master Plan. To ensure full compliance with NEPA, the FAA is evaluating the exchange of locations of the proposed WAMA and West Employee Parking Facility. This Written Reevaluation follows guidance provided by FAA Orders 1050.1E and 5050.4B. Both FAA Orders reference re-evaluating NEPA documents when project design changes arise after the issuance of a ROD.

   The Federal action subject to NEPA is

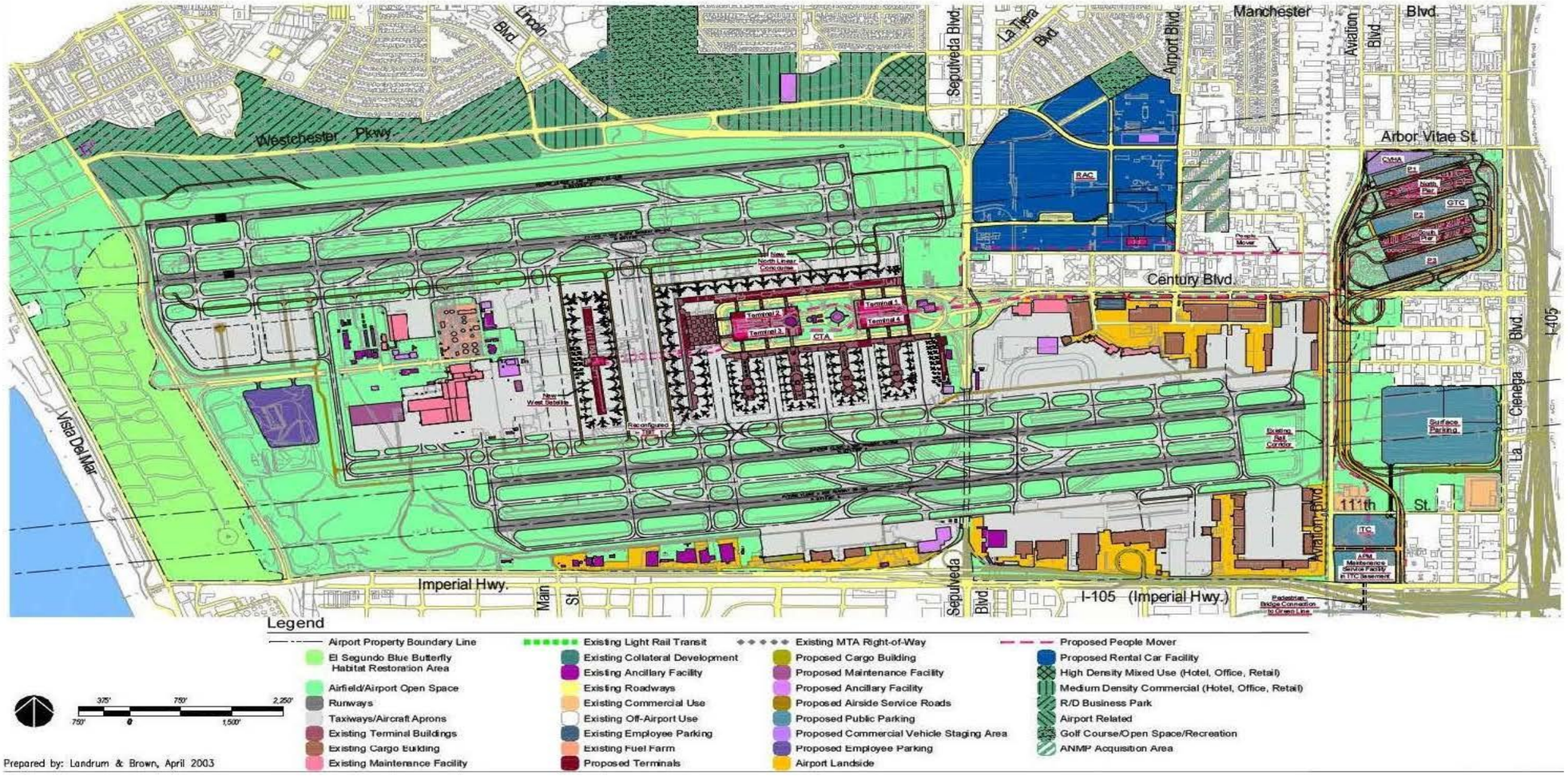
   - Unconditional approval of that portion of the ALP that depicts the proposed WAMA including extensions of Taxiways B and C and associated other improvements, including installation of blast fence(s) pursuant to 49 USC §§ 40103(b) and 47107(a)(16).

3. **SUMMARY OF PROJECT CHANGES**.

   The proposed WAMA project evaluated in this Written Reevaluation includes the following components:

   - Site preparation, including relocation of stockpiles of dirt, grading and drainage.
   - Pave, mark and light a westerly extension to both Taxiway B and Taxilane C.
   - Pave, mark and light an Aircraft Parking Apron, west of Taxiway AA and north of Taxilane C.
   - Construct new parking lots for employees that will work at the WAMA site.
   - Install a Jet Blast Fence along the west side of Taxiway AA
   - Construct Two Aircraft Hangar buildings.

   Under the LAX Master Plan, aircraft maintenance would have occurred in various new and existing hangar buildings on the East Side of Taxiway AA (**Figure 1**). However, these hangars are not large enough to enclose the Airbus A-380 aircraft. The total square footage of hangar space under Alternative D is 323,000 square feet (sf). In addition, the LAX Master Plan included 12 to 15 acres of aircraft parking apron.



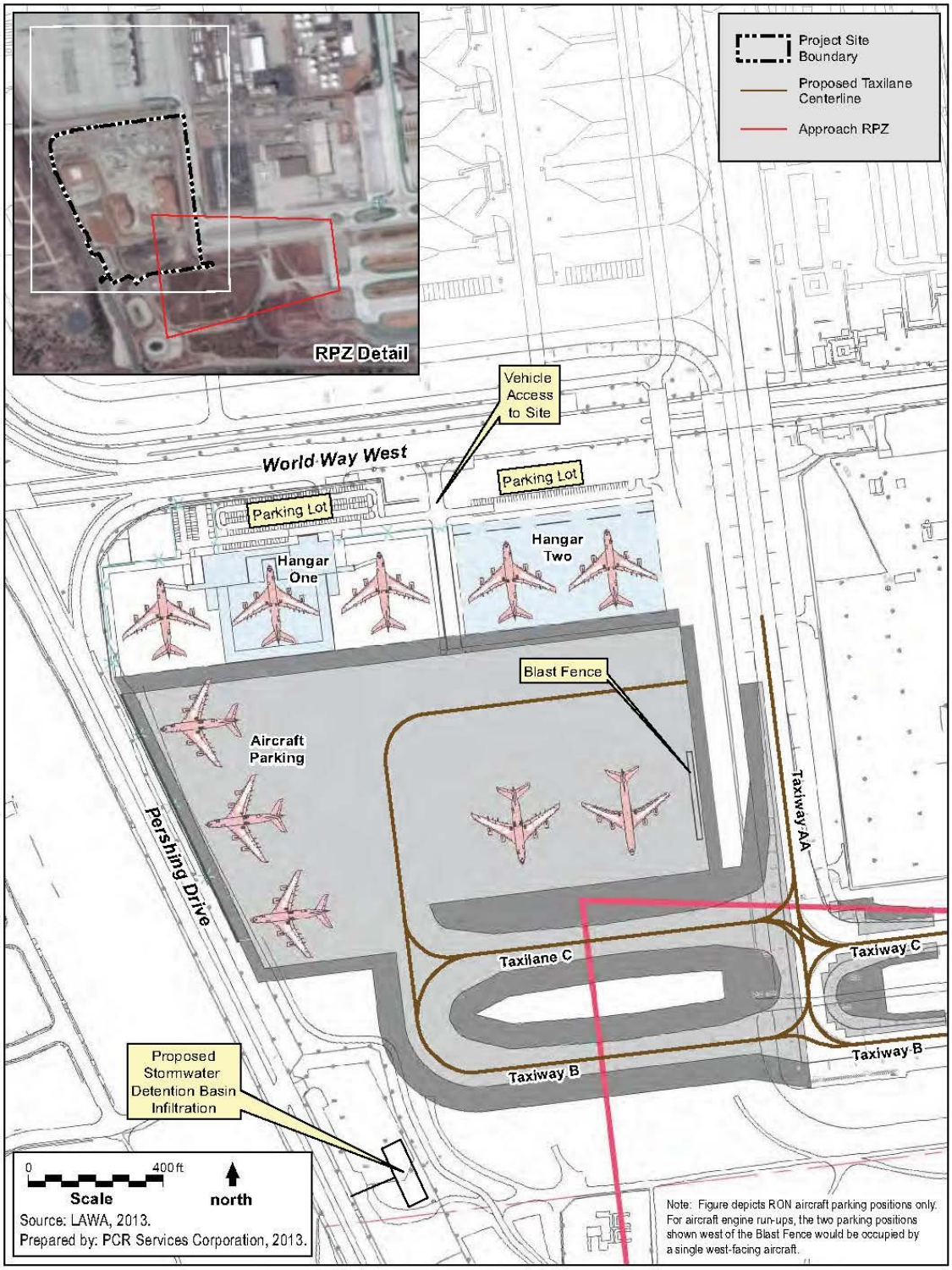
Source: LAX Master Plan FEIS, 2005

LAX West Aircraft Maintenance Area	Alternative D - 2015 Enhanced Safety and Security Plan	Figure 1

During the preparation of the 2005 Final EIS, the LAX Master Plan accounted for the operation of aircraft identified at the time as "New Large Aircraft" or NLA. The Airbus A-380 became operational in 2007, two years after the 2005 Final EIS was approved. LAWA's experience with the A-380 aircraft since 2007 has shown that slightly taller hangars are needed to fully enclose them for aircraft maintenance activities. Other changes from the LAX Master Plan for the WAMA include extension of Taxiway B and Taxilane C into the facility. These taxiway extensions, along with necessary utility roadway construction and associated grading, represent 35.5 acres of additional development. Under the LAX Master Plan, these taxiways did not need to be extended since aircraft would not be accessing the area west of Taxiway AA.

Under the proposed WAMA project, west of Taxiway AA, the project site is about 84 acres in total with a total of 290,000 sf of hangar area in two new hangar buildings. Of the total 84 acre site, 68 acres would be developed leaving about 16 acres undeveloped (such as the areas between and adjacent to the extensions of Taxiway B and Taxilane C).

The first hangar building would have about 125,000 sf of floor area and the second hangar would have up to 165,000 sf of floor area. These hangars would be constructed at the north end of the WAMA project just south of World Way West. The total amount of new aircraft maintenance hangar building area associated with the WAMA project would be about 33,000 sf less than the total amount specified under the LAX Master Plan. The proposed WAMA project would also include construction of small surface parking lots for employees that would work at the WAMA site along the southern border of World Way West (**Figure 2**). Table 1 below, provides a summary comparison of the proposed improvements under the WAMA project and under the LAX Master Plan



LAX West Aircraft Maintenance Area	Conceptual Layout	Figure 2

Table 1
Summary Comparison of Improvements Under WAMA Project and Under LAX Master Plan

West Aircraft Maintenance Area			LAX Master Plan		
Facility	**Location**	**Size**	**Facility**	**Location**	**Size**
			Hangar	East of Twy AA (Between Twy AA and United Hangar)	275,000 sf
Hangar	West of Twy AA (NW corner of WAMA site)	125,000 sf	Hangar/ Support	East of Twy AA (Former CAL Training Facility)	23,000 sf
Hangar	West of Twy AA (NE corner of WAMA site)	165,000 sf	Hangar	East of Twy AA (East of United Hangar)	25,000 sf
	Total Maintenance Hangar Floor Area	***290,000 sf***		***Total Aircraft Maintenance Hangar/Support Area***	***323,000 sf***
Total Maintenance Hangar Area incl. Employee Parking		***19 acres***	***Total Maintenance Hangar Area incl. Employee Parking***		***25 acres[1]***
			Apron	East of Twy AA (South of new 275,000 sf Hangar)	10 acres[1]
Apron	West of Twy AA (Northwest of Twy AA/Twy C Intersection)	29 acres	Apron	East of Twy AA (Adjacent to new 23,000 sf Hangar)	2-5 acres[1]
Total Aircraft Apron Area		***29 acres***	***Total Aircraft Apron Area***		***12-15 acres[1]***
Other Related Improve-ments	West of Twy AA (Westerly extensions of Twy B and Txln C and paved shoulders – 17 acres; Vehicle service road – 2.5 acres; graded but unpaved areas – 16 acres)	*35.5 acres*	Other Related Improvements	None	NA
Total Other Improvements in Maintenance/Apron Area		***35.5 acres***	***Total Other Improvements in Maintenance/Apron Area***		***0***
TOTAL MAINTENANCE/APRON AREA IMPROVEMENTS		***83.5 acres***	***TOTAL MAINTENANCE/APRON AREA IMPROVEMENTS***		***37-40 acres***
West Employee Parking[2]	East of Twy AA (At NE corner of Twy AA and World Way West)	12,400 spaces 25 acres	West Employee Parking[2]	West of Twy AA (Near NW corner of Twy AA and World Way West)	12,400 spaces 25 acres
WEST EMPLOYEE PARKING FACILITY		*12,400 spaces 25 acres*	**WEST EMPLOYEE PARKING FACILITY**		*12,400 spaces 25 acres*

Notes:
1. Estimated. Apron area and employee parking area for aircraft maintenance areas not specifically called-out in LAX Master Plan.
2. Refers to future West Employee Parking facility contemplated in Master Plan, but not currently proposed to be constructed.

4. LEGAL STANDARDS.

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*, these proposed changes are analyzed to determine if they are substantial and whether the resultant environmental impacts present significant new circumstances or information relevant to environmental concerns that have a bearing on the proposed action or its environmental impacts.

Additionally, FAA Order 1050.1E, paragraph 515a, states "*The preparation of a new EIS is not necessary when it can be documented that the:*

> *(1) Proposed action conforms to plans or projects for which a prior EIS has been filed and there are no substantial changes in the proposed action that are relevant to environmental concerns;*
>
> *(2) Data and analyses contained in the previous EIS are still substantially valid and there are no significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts; and*
>
> *(3) Pertinent conditions and requirements (all) of the prior approval have, or will be, met in the current action."*

The Order defines significant information as "*information that paints a dramatically different picture of impacts compared to the description of impacts in the EIS.*" Paragraph 516a.

If the proposed changes do not meet the criteria in paragraph 515a(1)-(3), then further analysis is necessary. (See FAA Order 1050.1E, Paragraph 516a.)

Per FAA Order 5050.4B, paragraph 1402 (b):

A supplement to the FEIS for this project is required, if:

> *(1) The airport sponsor or FAA makes substantial changes in the proposed action that could affect the action's environmental effects; or*
>
> *(2) Significant new changes, circumstances or information relevant to the proposed action, its affected environment, or its environmental impacts becomes available.*

Order 5050.4B also discusses the format and circulation of a Written Reevaluation:

Format and circulation. The responsible FAA official should develop a format to prepare a written reevaluation. The reevaluation should be reviewed internally. The responsible FAA official should place a copy of the reevaluation in the project's administrative file. The responsible FAA official need not make the written reevaluation available to the public. However, that document may be made available to the public at the discretion of the responsible FAA official.

5. ENVIRONMENTAL CONSEQUENCES.

The potential environmental impacts and possible adverse effects of the LAX Master Plan were initially identified and evaluated in the FAA's FEIS, prepared in January 2005. As stated above, the FAA prepared the EIS pursuant to FAA Order 5050.4A, *Airport Environmental Handbook*. LAWA has provided additional environmental information for the proposed West Aircraft Maintenance Area located on the West side of Taxiway AA. The following analysis has been prepared consistent with FAA's current environmental documentation orders: FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, and FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*.

The 2005 Final EIS examined the following environmental impact categories: Noise; Compatible Land Use; Socioeconomic Impacts, Farmlands; Wild and Scenic Rivers, Coastal Zones and Barriers, Department of Transportation Act Section 4(f) and Land and Water Conservation Fund Act, Section 6(f) Resources, Fish, Wildlife and Plants, Wetlands, Floodplains, and Historic, Architectural, Archaeological, and Cultural Resources, Environmental Justice and Children's Health and Safety Risks, Surface Transportation; Air Quality; Water Resources, Light Emissions; Light Emissions and Visual Impacts; Natural Resources and Energy Supply; Hazardous Materials, Pollution Prevention and Solid Waste; and Cumulative Impacts.

FAA notes that the focus of the projects evaluated in the 2005 Final EIS was on the enhanced airfield safety and airport security. The primary focus was to reduce the number of runway incursions by aircraft that could lead to a mishap. Consequently, the 2005 Final EIS did not focus detailed evaluation on aircraft maintenance activities that are part of the on-going actions by the various airlines that use the airport on a daily basis. To ensure all of the various environmental impact categories that were evaluated in the 2005 Final EIS are considered in this Final Written Reevaluation, they have been presented here in the same manner. In FAA Order 5050.4B, several of these resources have been either renamed or combined together, but the changes in FAA Order 5050.4B did not change the basic analyses that were required under FAA Order 5050.4A.

The environmental impact categories of Biotic Communities, Coastal Zones and Barriers, Department of Transportation Act Section 4(f) and Land and Water Conservation Fund Act, Section 6(f) Resources, Farmlands, Floodplains, Threatened and Endangered Species[3], Wetlands[4], Historic, Architectural,

[3] The EIS noted there were two federally listed species on or in the immediate vicinity of LAX: the El Segundo blue butterfly (*Euphilotes battoides alyni*) and the Riverside fairy shrimp (*Streptocephalus woottoni*). The El Segundo blue butterfly lives in a protected area of the LAX/El Segundo Dunes, west of Pershing Drive, which is outside of the project area. In addition, cysts of Riverside fairy Shrimp were found in various parts of the western portion of LAX, and were removed in 2005 consistent with the Biological Opinion issued by the U.S. Fish and Wildlife Service in April of 2004. Therefore, there are no Federally listed species in the project area.

[4] Section 4.12.3 of Part I - Volume 3 of the 2005 Final EIS stated approximately 1.3 acres of jurisdictional wetlands are located within the western part of the Aircraft Operations Area of LAX. A formal jurisdictional wetlands delineation was completed in 2009 for the western portion of LAX. This jurisdictional wetlands delineation determined there are no federal wetlands in the western portion of LAX. Therefore, the proposed exchange of locations of the WAMA and the West Employee Parking Facility would not affect any wetlands.

Archaeological, and Cultural Resources, and Wild and Scenic Rivers have not been evaluated further in this document because such resources are not present in the affected area and thus the WAMA proposal at LAX would not create an impact to these environmental resources.

A. Noise. Noise impacts related to the WAMA project would generally come from two sources: aircraft and construction. Aircraft noise impacts are evaluated in terms of effects of aircraft takeoffs and landings on noise contours. The primary contributor to aircraft noise impacts around LAX is takeoff and landing operations to each of the four runways at the airport. The proposed action of construction of the WAMA west of Taxiway AA would not induce or change the overall number of aircraft operations into and out of LAX because WAMA would provide an area and facilities to serve aircraft already at the airport. The WAMA facilities will replace existing hangars (QANTAS and US Airways) and areas currently used for Remain Over Night (RON)/Remain All Day (RAD) purposes that are scheduled for demolition in conjunction with implementation of the Master Plan. It would not affect the number, type, fleet mix, or schedule for aircraft arriving at or departing from LAX. Further, while the aircraft maintenance hangars can accommodate large aircraft, including ADG VI, WAMA would not induce more ADG VI operations at LAX. Such operations are market driven (by passengers and/or cargo) rather than dictated by the availability of ADG VI maintenance facilities. Therefore, the proposed WAMA would not affect the noise contours for the airport.

The 2005 Final EIS did not specifically model and address aircraft noise associated with aircraft maintenance run-ups. Such activity has occurred at LAX for several decades in various parts of the airport but the majority of engine run-up activity has and will continue to occur at the United/Continental Maintenance area east of Taxiway AA. Under proposed WAMA project, LAWA does not intend to consolidate all engine maintenance run-ups into the WAMA site.

The proposed WAMA site would not change the overall noise characteristics of the airport nor would it result in noise impacts materially different than if such engine maintenance run-up activity were to occur at the aircraft maintenance area contemplated in the LAX Master Plan (i.e., under the WAMA Project, the aircraft engine run-up activity would occur on the west side of Taxiway AA, while under the Master Plan, the aircraft engine run-up activity would occur on the east side of Taxiway AA). More specifically, the distance between the aircraft engine ground run-up area (blast fence) proposed at the WAMA site and the nearest noise sensitive receptor (i.e., the residential apartment complex located at the northwest tip of the City of El Segundo, southeast of the intersection of Imperial Highway and Pershing Drive) is 2,700 feet, which is approximately the same, if not slightly more, than the distance between where ground run-ups would occur on the new aircraft maintenance apron area proposed under the LAX Master Plan and nearest noise sensitive (residential) receptor (i.e., approximately 2,550 to 2,700 feet depending on how far south or north within the apron area that the engine maintenance run-ups occur). Given that similarity in distance between the location where engine maintenance run-ups would occur in the WAMA site and nearest noise sensitive receptor, there would be no difference between WAMA and the LAX Master Plan relative to aircraft engine maintenance run-up noise impacts. Further, the relocation of some run-up activity to the WAMA site would not, based on the infrequent occurrence (five per month) and short duration of each run-up event (5-10 minutes), result in noise impacts materially different than that contemplated in the LAX Master Plan.[5]

[5] LAWA estimates that 60 engine run-ups may occur annually (five monthly) at the WAMA site. This estimate was developed based on actual ground run-ups that occur at LAX and interviews with representatives of the airline companies conducting ground run-ups at LAX. The existing noise restriction at LAX establishes curfew hours of 11:00 p.m. to 6:00 a.m. for run-ups, and applies to all areas of the airport. Enforcement is the responsibility of LAWA –Airfield Operations

LAWA advised the FAA that they will undertake a site selection study for a location of a ground run-up enclosure (GRE) with the assistance of the City of El Segundo. Construction and operation of a GRE would help reduce off-airport noise from engine maintenance run-ups.

Aircraft taxiing to and from the proposed WAMA would still use the same taxiway routes to the maintenance area contemplated in the 2005 Final EIS for the LAX Master Plan. The only difference is whether or not an aircraft using Taxiway AA would turn left or right into the WAMA and the minor additional taxiway extensions necessary to enter the WAMA site west of Taxiway AA. Thus, there would be no difference in the overall noise impacts on the communities surrounding LAX by locating the WAMA to the east or west of Taxiway AA.

Construction related noise from earthmoving equipment would not adversely affect noise sensitive land uses. The dominant noise generator at the airport is aircraft, and aircraft activity levels will not be affected by this change. Furthermore, off-airport construction noise is expected to be limited because the construction activities would occur in the interior of the airport. The construction noise analysis in the FEIS indicates that outdoor construction equipment noise is typically around 86 dBA at approximately 50 feet from the noise source and, relative to construction of proposed LAX Master Plan improvements, noise sensitive uses within 600 feet of the construction activities would be significantly impacted.

The proposed WAMA Project would simply switch the east-west relationship of the future West Employee Parking facility and the aircraft maintenance facility, which would not place either facility, or the bulk of construction activities associated therewith, substantially closer to or farther from existing noise-sensitive uses. The nearest noise-sensitive land use to the southern edge of the proposed WAMA Project site is residential development approximately 1,550 feet to the south in the City of El Segundo, Under the LAX Master Plan, aircraft maintenance activities would occur in various parts of the airport. Under the LAX Master Plan, the noise-sensitive (residential) land use in El Segundo that is nearest to the future aircraft maintenance area is approximately 2,375 feet to the south, as measured from the southwest tip of the LAX Master Plan improvement area proposed under that scenario.

Based on a typical construction noise level of 86 dBA at 50 feet and a noise fall-off (attenuation) rate of 6 dB per doubling of distance, construction noise levels at the nearest noise-sensitive receptor resulting from the WAMA Project would be approximately 56 dBA, as compared to 53 dBA under the Master Plan scenario, both of which would be less that the ambient noise levels in the northern portion of El Segundo, which are approximately 65 dBA in the daytime and 60 dBA at night.[6]

Based on the above information, the FAA has concluded that aircraft operations will not change as a result of the construction and operation of the WAMA, and therefore noise associated with aircraft operations will not be affected by WAMA. Similarly, noise impacts associated with construction of WAMA would not represent a dramatically different picture than the construction noise impacts disclosed in the FEIS. Therefore, the FEIS remains substantially valid with respect to noise impacts associated with WAMA.

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staff. Draft Environmental Impact Report for Los Angeles International Airport (LAX) West Aircraft Maintenance Area Project, October 2013.

[6] Los Angeles World Airports, *LAX West Aircraft Maintenance Area Project Draft Environmental Impact Report,* October 2013. Page 4.5-33.

B. Compatible Land Use. Section 4.2 of the 2005 Final EIS states the airport is located in the City of Los Angeles. Figure F4.2-27 of the Final EIS shows the proposed land use for the LAX Master Plan for the year 2015. The majority of the land owned by LAWA for LAX is described as "Airport Airside." This includes the area for the West Employee Parking Facility, as shown in the Master Plan, to the west of Taxiway AA. The area east of Taxiway AA is also identified as "Airport Airside." The exchange of the locations for the West Employee Parking Facility and the WAMA would not change the various land use designations on or in the vicinity of the airport. Both the LAX Master Plan and WAMA contemplate future maintenance facilities in the southwest portion of the airport. Therefore, the proposed WAMA facility is consistent with the local land use planning and would not materially change the analysis and conclusions of the land use analysis for the LAX Master Plan found in the FEIS.

C. Surface Transportation. Section 4.3 of the 2005 Final EIS discusses potential impacts related to both the on-airport and off-airport surface transportation system. Evaluation of on-airport surface transportation was primarily for the Central Terminal Area via Century Boulevard and access to the western part of the airport via World Way West. The proposed West Employee Parking Facility is discussed in Section 4.3.1.6.1.5 under the subheading of Employee Parking on page 4-399 of the Final EIS. The Final EIS states parking for employees would be provided in a 12,400 stall parking garage on the west side of the airport, south of World Way West, and in the existing 1,200 stall garage in the Century Cargo Complex. Access to the proposed West Employee Parking Facility would be via World Way West no matter if it were constructed on either side of Taxiway AA. There would be no roadway connection to Imperial Highway to the south. The exchange of locations of the West Employee Parking facility and the WAMA would not materially change the anticipated traffic volumes or distribution characteristics since the off-airport intersections would not change. Traffic would still use Pershing Drive and World Way West to access the West Employee Parking Facility and WAMA no matter on which side of Taxiway AA they are built. Further, under the proposed exchange of locations for the WAMA, a small parking lot would be built to accommodate workers at the Maintenance facility. As stated earlier, LAWA has not yet decided to implement construction of the West Employee Parking Facility at this time.

D. Socioeconomic Impacts, Environmental Justice and Children's Environmental Health and Safety Risk are discussed in Section 4.4 of the 2005 Final EIS. The Final EIS states the proposed West Employee Parking Facility would occur entirely on airport property. Therefore, the proposed action would not create any adverse off-airport socioeconomic impacts. Similarly, the proposed WAMA project would not result in adverse socioeconomic impacts. The proposed WAMA project would not involve the relocation of residences or businesses or cause community disruption since the action would occur entirely on airport property.

The proposed WAMA project will also not change the conclusions reached in the FEIS regarding impacts to minority or low-income populations because the WAMA project would not change aircraft noise contours extending off-airport. Construction of the WAMA would not require the temporary closure of any of the runways at the airport that would result in changing noise contours. There would also be no changes over noise sensitive areas to the North, East and South of the airport. Construction related noise from earthmoving equipment would not adversely affect noise sensitive land uses, as the dominant noise generator at the airport is aircraft and aircraft activity levels will not be affected by this change. Furthermore, off-airport construction noise is expected to be limited because the construction activities would occur on the interior of the airport. These activities would

be located at least 1550 feet from the closest noise sensitive land use. In addition, there are no noise sensitive land uses west of LAX near the proposed WAMA. Therefore, there are no socio-economic, environmental justice, or children's environmental health and safety impacts associated with the proposed project changes that are materially different than what was disclosed in the FEIS, and the analysis remains substantially valid.

E. Induced Socio-Economic Impacts. Section 4.5 of the 2005 Final EIS addresses Induced Socio-Economic Impacts and the potential for job growth and population and housing growth. Section 4.5.6.5 of the Final EIS notes under the LAX Master Plan, there would be an overall decrease in LAX-related jobs due to productivity increases over the planning period. The analysis of job, population and housing growth considered the LAX Master Plan as a whole, and not based on individual project components of the LAX Master Plan. Aircraft maintenance activities that currently occur inside aircraft hangars at various locations at LAX east of Taxiway AA would be consolidated to the two large hangars proposed in the WAMA project, west of Taxiway AA. The exchange of the locations of the proposed WAMA with the West Employee Parking Facility on either side of Taxiway AA at the airport would not alter the overall number of maintenance activities occurring at LAX, and therefore would not change the expected number of permanent LAX-related jobs. The relocation of aircraft maintenance activities on the airport would not induce new jobs, other than temporary construction related jobs to build the WAMA project and demolish hangars that are no longer needed after the WAMA project is operational. Therefore, the conclusions contained in the FEIS remain substantially valid.

F. Air Quality. Section A.2.3 of Volume A and Section 4.6 of Part I -Volume 3 of the 2005 Final EIS describe the impacts to air quality resulting from the four LAX Master Plan build Alternatives and the No Action Alternative. Table A.2.3-1 of Volume A presents a comparison of the total mitigated operational and construction emissions for Alternatives A, B, C, D and the No Action Alternative. This table provides information on the following criteria pollutants: Volatile Organic Compounds (VOC), Carbon Monoxide (CO), Oxides of Nitrogen (NO_x), Sulfur Dioxide (SO_2) and Particulate Matter with a diameter of 10 micrometers or less (PM_{10}). At the time the FEIS was published, $PM_{2.5}$ emissions were not evaluated because U.S. Environmental Protection Agency (EPA) had not issued a final attainment designation for this pollutant for the South Coast Air Quality Management District.

To determine whether the WAMA facility now proposed for the west side of Taxiway AA would represent a change in air quality impacts from those disclosed in the FEIS, emissions estimates for both scenarios are compared.

Subsequent to the preparation of the FEIS for the LAX Master Plan alternatives, new construction equipment and air quality modeling technology have become available. In keeping with the NEPA requirement to analyze impacts using the best available information, these updated computer models and modern construction equipment must be used in estimating air pollutant emissions for the proposed project changes. In order to produce a reliable comparison of the emissions associated with building the WAMA and the LAX Master Plan equivalent facilities, the current models and construction equipment inputs must be utilized for both the proposed changes and the original configuration of the LAX Master Plan. This results in an "apples to apples" comparison that would indicate whether the proposed construction of the WAMA west of Taxiway AA would generate substantially different air pollutant emissions than where it was proposed under the LAX Master Plan, east of Taxiway AA.

Table 2 provides a comparison of the Maximum Annual Construction Emissions under both the LAX Master Plan (east side of Taxiway AA) and the current proposal to build the facility on the west side of Taxiway AA. The table discloses the proposed WAMA site, west of Taxiway AA with two hangar buildings, would result in the same or slightly lower emissions than were estimated for the equivalent facilities under the LAX Master Plan on the east side of Taxiway AA. The primary difference in emissions is associated with the need to remove buildings, pavement and the various groundwater contamination remediation equipment on the east side of Taxiway AA compared to construction of the proposed WAMA on the west side of Taxiway AA near World Way West.

Table 2
Comparison of Maximum Annual Construction Emissions for Development Under LAX Master Plan Concept and Development Under West Aircraft Maintenance Area (WAMA) Project

Row No.	Construction Year	VOC	NOx	CO	SO2	PM10	PM2.5
	Construction Emissions (Tons/Year) Under LAX Master Plan Development Concept						
1	2014	4	43	51	<1	3	1
2	2015	2	10	18	<1	1	1
3	2016	3	11	19	<1	2	1
4	2017	2	2	5	<1	1	1
5	2018	<1	2	4	<1	1	1
	Construction Emissions (Tons/Year) Under WAMA Project						
76	2014	4	42	44	<1	3	1
7	2015	2	10	18	<1	1	<1
8	2016	<1	1	2	<1	1	<1
9	2017	1	2	5	<1	1	<1
10	2018	<1	1	1	<1	1	<1
	Construction Emissions Due To The Project Changes (i.e., Difference in WAMA Emissions Compared to Master Plan Emissions–tons/year)						
11	2014	0	-1	-7	0	0	0
12	2015	0	0	0	0	0	<1
13	2016	-2	-10	-17	0	-1	<1
14	2017	-1	0	0	0	0	<1
15	2018	0	-1	-3	0	0	<1

Source: PCR Services Corporation and CDM Smith, 2013

With respect to $PM_{2.5}$, for which there was no applicable SIP in the South Coast Air Basin at the time of the FEIS's preparation, emissions associated with the current proposal and the LAX Master Plan are shown in Table 2. As is demonstrated in Table 2, $PM_{2.5}$ emissions associated with the proposed

project changes for WAMA are equal to or less than the $PM_{2.5}$ emissions associated with the original project under the LAX Master Plan.

Aircraft that would use the WAMA would use the same taxi routes from elsewhere on the airport to get to Taxiway AA independent of whether or not the WAMA was built on the east side of Taxiway AA or the west. There is a slight increase in taxiing distance under the WAMA proposal due to the need to extend taxiways into the facility if built on the west side of Taxiway AA. However, the additional taxiing distance does not materially change the associated emissions. Thus, emissions associated with taxi times from other areas of the airport to the WAMA facilities would not change as compared to the LAX Master Plan's original configuration.

As part of the approval process for the Master Plan Alternative D, FAA prepared a draft and final General Conformity Determination (GCD) pursuant to 40 CFR Part 93 due to the South Coast Air Basin's nonattainment status. The purpose of the GCD is to demonstrate whether a project is compliant with the State Implementation Plan (SIP) that specifies how the local air basin will achieve timely attainment of the National Ambient Air Quality Standards. As described in Volume A 2 of the Final EIS (see Appendix A-2a), the LAX Master Plan is designed to accommodate future (2015) aircraft activity at LAX at a level comparable to that which would otherwise be accommodated by the No Action Alternative.[7] FAA conducted an evaluation of the emissions of criteria pollutants in the South Coast Basin that would be generated by the implementation of the LAX Master Plan. The results of the evaluation showed that the LAX Master Plan conformed to the SIP.[8] Because the peak construction emissions associated with the relocated WAMA are equal to or less than the emissions associated with the equivalent facilities under the LAX Master Plan, no changes to the conclusions contained in the GCD are likely. Furthermore, the changes in emissions associated with the WAMA as compared to the approved LAX Master Plan alternative are all well below de minimis levels[9] for all pollutants, including $PM_{2.5}$. Therefore, the FAA has concluded that the existing GCD remains valid and no further action under the conformity regulations is necessary.

G. Water Quality. Section 4.7 of the 2005 Final EIS discloses the potential impacts to surface water drainage, groundwater recharge and surface and ground water quality. The LAX Master Plan would increase the amount of impervious surface on the airport and specifically in the western part of the airport. Table F4.7-5 of the 2005 Final EIS indicates the total acres of impervious area would increase by about 6 percent in the Hydrology and Water Quality Study Area (HWQSA).

As previously noted, the proposed WAMA facilities will include an overall increase in total impervious surface area as compared to the approved Master Plan alternative. The increase in impervious area associated with the WAMA consequently reduces the amount of unpaved land for ground water recharge. The 2005 Final EIS discloses the reduction in recharge would be about 40 acre-feet per year with the build-out of the LAX Master plan. Under the LAX Master Plan, a 25 acre West Employee Parking Facility would be constructed west of Taxiway AA. By contrast, the proposed WAMA would

[7] Air pollutant emissions forecasted in Table 5 of the Final General Conformity Determination that accompanied the 2005 Final EIS were based largely on anticipated operational levels projected to occur in future years. Those forecast operational levels have not materialized, thus the airport's overall emissions profile is currently below what was anticipated and disclosed in the FEIS.

[8] See FAA's Final GCD, dated January, 2005. Based on that Final GCD and the FAA's approval of Alternative D in the 2005 ROD, LAWA has undertaken a continuous plan of construction of Alternative D.

[9] 40 C.F.R. §93.153(b).

pave about 68 acres west of Taxiway AA. However, there are 12 acres of land west of Taxiway AA that are already paved resulting in a net increase due to the proposed WAMA project of 31 acres. The total impervious area under the LAX Master Plan is 2,174 acres. That increase in impervious area under the Master Plan represented an increase of 6 percent. Adding the additional 31 acres of pavement due to the proposed WAMA project would increase the total paved area to 2,205 acres resulting in a 7.6 percent increase in impervious surface over the No Action Alternative. Thus, the proposed WAMA project accounts for a 1.6 percent increase in impervious area compared to the amount of acres paved under the LAX Master Plan. Given the urbanized/developed nature of the Santa Monica Bay watershed, this change would represent a marginal increase in regional impervious area. As described on page 4-781 of the FEIS, an evaluation of the existing conveyance capacity of, and hydrologic analysis for, the Imperial Drain system found that the additional surface runoff associated with the Master Plan would not exceed the system's capacity, and that conclusion remains true with the additional impervious area associated with the WAMA.

A similar minor change from the LAX Master Plan holds true relative to groundwater recharge due to the proposed WAMA project. Table F4.7-6 of the FEIS indicates the amount of pervious area within the HWQSA under Alternative D would be 553 acres, which would be reduced to 522 acres with implementation of the WAMA Project (i.e., 31-acre net increase in impervious area). Based on the estimated recharge rate of 0.24 feet of water per year per acre of pervious area, groundwater recharge associated with 522 acres of pervious area would be approximately 125 acre-feet/year as compared to the Master Plan estimate of 131 acre feet/year.

As indicated on page 4-759 of the FEIS, groundwater beneath the airport is not used for municipal or agricultural purposes, and industrial and process uses of groundwater are limited to the removal of small amounts of groundwater extracted incidental to free hydrocarbon product (i.e., contaminated groundwater) removal. The contribution of groundwater recharge from the airport area, under the LAX Master Plan would be 131 acre-feet/year. Under the proposed WAMA project with the additional pavement the ground water recharge rate would be 125 acre-feet/year. Comparing the proposed WAMA project to the LAX Master plan for ground water recharge results in no material difference in groundwater inflows to the West Coast Groundwater Basin.

Implementation of the currently proposed WAMA Project would support improvement of existing groundwater quality, to a greater degree than the originally proposed Master Plan improvements, by shifting the near-term development of the maintenance hangar and apron area westward; thereby avoiding an extensive number of existing groundwater extraction wells and conveyance piping located directly above the contamination plume. Those wells and conveyance piping are integral to the groundwater remediation system, which is needed to operate for many more years. Should the maintenance hangar and associated apron be developed at the location contemplated in the Master Plan, the placement of a 2 foot-thick concrete slab above that well field would substantially limit the ability to monitor, maintain, and service much of the groundwater remediation system, which could compromise the effectiveness of the system and hinder the groundwater clean-up program. Conversely, development of the West Employee Parking facility on the east side of Taxiway AA, based on the proposed exchange of location with the WAMA Project, would not require as thick of a concrete slab above the well field. Also, the basic functional design of a vehicular parking facility would be more accommodating of the groundwater remediation system (i.e., the parking area floor plan could preserve open [non-parking] areas at key well head points).

The conversion of an additional 24 acres of vacant land to apron and building area is anticipated to result in slightly more of a reduction in total suspended solids and slightly more of an increase in metals, oil, and grease for the Master Plan. This means 56 acres of new impervious surface under WAMA west of Taxiway AA, compared to 25 acres under the LAX Master Plan for the West Employee Parking facility equals a 31 acre increase due to WAMA. However, 7 acres would be underneath the new Hangars which would shield that surface area from storm water runoff and associated pollutant entrainment. Therefore the net increase in additional surface area affected by surface pollutants would be 24 acres. The amounts of phosphorus, nitrogen, ammonia, oxygen demand, and bacteria associated with WAMA Project are anticipated to be less than would otherwise occur with the smaller footprint of the West Employee Parking (i.e., the pollutants tend to be slightly higher for open space than for paved areas). It should be noted that although the amount of new impervious surface area for the proposed Project is larger than for the West Employee Parking (i.e., 56 acres compared to 25 acres), approximately 7 of those acres would be covered by building (hangar) area, which would shield the surface activity area from storm water flows. The FEIS addressed the water quality impacts to Santa Monica Bay based on an additional impervious surface area within the upstream watersheds at LAX. The 49 acres of exposed surface area associated with the WAMA (i.e., 56 acres of paved area, less the 7 acres of hangar area that would shield the underlying area from storm water flows), would add only incrementally to pollutant loading beyond that originally contemplated for the 25-acre West Employee Parking area. LAX Master Plan commitment HWQ-1 described on page 4-766 of the FEIS required the preparation of a Conceptual Drainage Plan establishing the framework for drainage improvements and water quality BMPs to be incorporated into the more detailed engineering and design of each LAX Master Plan improvement project. Additionally, regulatory requirements to include Standard Urban Storm water Mitigation Plan (SUSMP) BMPs in development and redevelopment projects, as described on page 4-767 of the FEIS, would account for any increase in affected area (i.e., the BMPs would need to be sized and designed for the total project area). While a reduction in the recharge is noted, it does not exceed any thresholds of significance as defined in Order 1050.1E and the conclusions reached in the FEIS regarding water quality impacts are still substantially valid.

I. Energy Supply and Natural Resources Section 4.17 of the 2005 Final EIS indicates that the development alternatives would result in increased use of fuel and energy compared to the No Action Alternative due to the addition of new buildings, conversion of ground support equipment to alternative fuels, increased vehicular traffic, and use of construction equipment. The exchange of the locations of the Proposed WAMA and West Employee Parking Facility would not increase aircraft operations or use of LAX.

The 2005 Final EIS does not specifically address energy consumption associated with the West Employee Parking Facilities and maintenance facilities proposed at that time. However, the exchange of locations for the proposed WAMA and the West Employee Parking Facility would not substantially increase the demand for energy at the airport. As noted in the 2005 Record of Decision, the Final EIS states that the Los Angeles Department of Water and Power (DWP) is the local power supplier and is obligated to provide power to its customers as stated in the Los Angeles City Charter. Electrical power is generated at the Central Utility Plant and is traded to DWP for credits to LAWA's electrical purchases.

J. Light Emissions and Visual Impacts. Section 4.18 of the 2005 FEIS addresses potential lighting impacts from various proposed improvements on LAX including runways, taxiways, terminal buildings and automobile parking locations. The night time illumination at the proposed WAMA would include security lighting, aircraft parking apron lighting, roof perimeter lighting and obstruction lighting, as needed. The exchange of locations between the proposed WAMA and the West Employee Parking lot on either side of Taxiway AA would not introduce new adverse light emissions on sensitive receptors because they are remote from the site. The nearest residential land use is located on the south side of Imperial Highway, approximately 1,500 feet from the WAMA site. The light emissions from the WAMA or the West Employee Parking lot would be similar to what occurs at the airport now. The various lights that are needed for the proposal, except for red obstruction lighting, would be shielded or directed away from the perimeter of the project and focused on the proposed facilities to minimize lighting impacts off-airport. For these reasons, the proposed project changes will not present a dramatically different picture than what was disclosed in the FEIS.

K. Construction Impacts. Section 4.20 of the 2005 Final EIS addresses temporary impacts related to construction activities. Figure F4.20-2 shows the various staging areas to be used for construction of the LAX Master Plan. This figure clearly shows the proposed West Employee Parking Facility as being outside any of the staging areas. The proposed exchange of locations for the West Employee Parking Facility and the WAMA would utilize some areas that have been used for construction staging in the past. After the proposed WAMA facilities are built, LAWA would designate other areas of the airport for construction staging, as needed. The exchange of locations does not represent an appreciable change from the overall development program contemplated in the LAX Master Plan. The main differences are an increase in new apron space by approximately 60 acres and a decrease in hangar space by 33,000 square feet. Since there will be a concrete batch plant on site, the increase in apron space would not result in any appreciable increase in surface truck traffic.

Construction impacts related to noise and air quality are discussed in Sections A and F respectively.

L. Design, Art and Architecture Application/Aesthetics. When the 2005 Final EIS was prepared, Design, Art and Architecture was an environmental resource required by both FAA Orders 1050.1D and Order 5050.4A. This resource has been combined into the Visual Impacts section now required by Orders 1050.1E and 5050.4B.

Section 4.21 of the 2005 Final EIS states that impacts on aesthetics and views were determined by comparing existing visual conditions on and around the airport with conditions expected under each of the proposed Master Plan alternatives. Section 4.21.4.2 of the 2005 Final EIS states there are no federal standards that define significance thresholds for aesthetic or view impacts. Section 4.21.6.5 of the Final EIS includes a description of the West Boundary of the airport under the LAX Master Plan the selected development alternative for the LAX Master Plan. This section of the EIS concluded that the proposed development on the west side of the airport – the West Employee Parking Facility and new airline maintenance facility -- would not represent a greater aesthetic or view impact when compared to the No Action/No Project Alternative.

The currently proposed changes for this area of the airport include construction of two hangars that would be visible from the surrounding areas. However similar to the proposed West Employee Parking Facility (parking garage) in the 2005 Final EIS, the proposed WAMA would not create a significant aesthetic or view impact since the proposed development would remain in the southwest quadrant of the airport, with only the locations of the WAMA and the West Employee Parking Facility

exchanged on either side of Taxiway AA. The construction of an aircraft parking apron, extended taxiways, and hangar buildings would be consistent with other existing development on the airport for visual impacts. Therefore, the conclusions contained in the FEIS remain valid for this resource category.

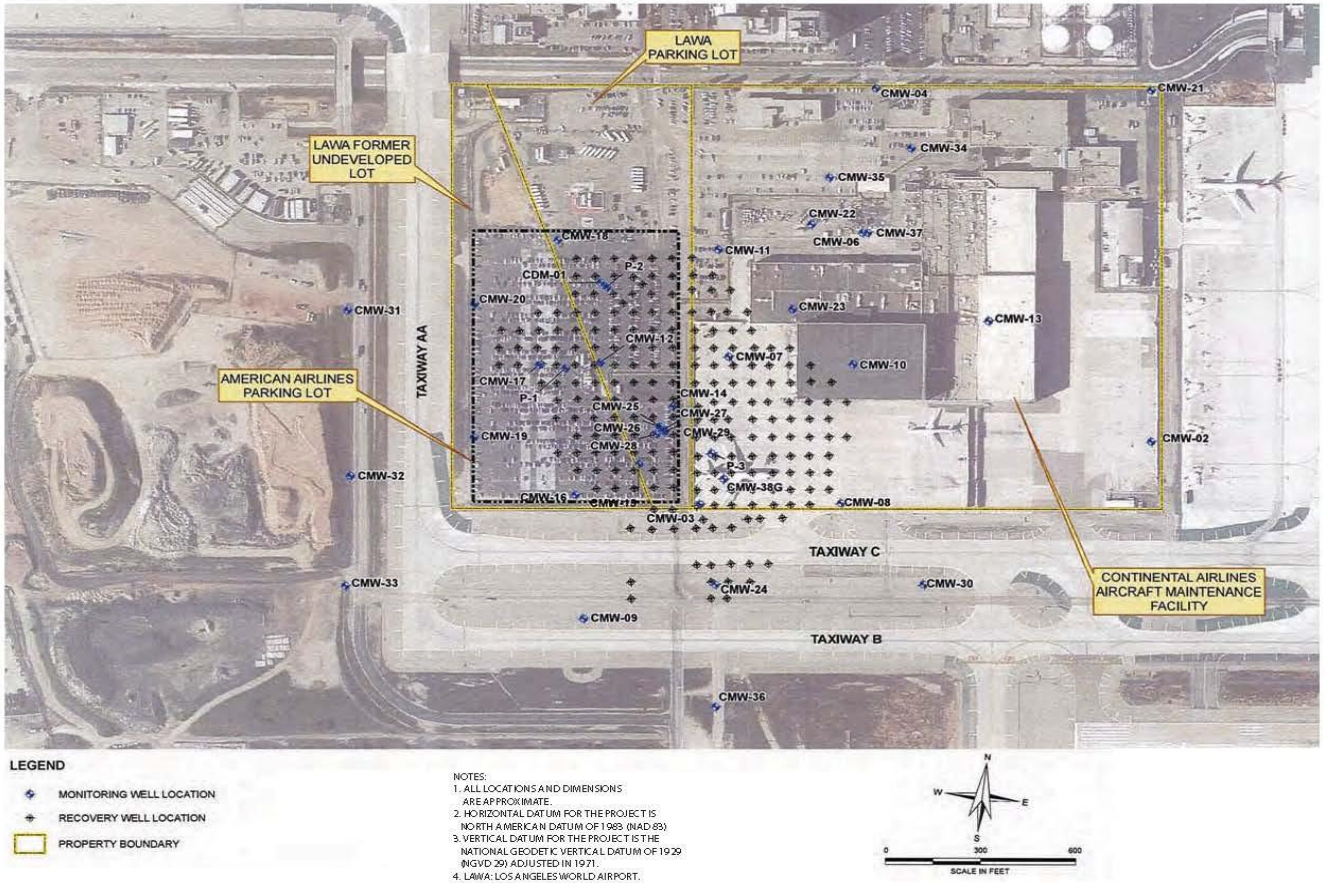
M. Hazardous Materials, Pollution Prevention and Solid Waste. Section 4.23 of the 2005 Final EIS discloses the potential impacts related to hazardous materials (See FEIS Section .423.6.5, Page 4-1301). The Final EIS notes the location for the aircraft maintenance area on the east side of Taxiway 75, (now known as Taxiway AA) is contaminated at depth associated with the former Continental Airlines Maintenance Facility (See Table F4.23-1 and Figure 4.23-1 of the 2005 FEIS – Site 4). This location has an extensive remediation infrastructure system composed of groundwater extraction wells and associated conveyance piping in place that would be disturbed if LAWA constructs the maintenance facility east of Taxiway AA. **Figure 3,** of this document, shows the locations of various monitoring and recovery wells used for the remediation of the contaminated groundwater at the former Continental Airlines site. As stated on page 4-1301 of the 2005 FEIS, "*Removing the active remediation system at the Continental Maintenance Facility for an extended period would interfere with existing clean up efforts."* These features would have to be removed/relocated in order to accommodate pavement capable of accommodating Airplane Design Group VI (Airbus A-380 and Boeing 747-8 sized aircraft). There are no monitoring or recovery wells in the area west of Taxiway AA. Construction of the WAMA on the west side of Taxiway AA would not interfere with the on-going remediation effort at the former Continental Maintenance Facility.

As indicated in the FEIS, implementation of Best Management Practices to avoid spillages of fuels, greases, and oils, would reduce potential impacts for the proposed WAMA on either side of Taxiway AA.

Construction of the WAMA on the west side of Taxiway AA compared to an aircraft maintenance area on the east side, as described in the EIS, would not change the solid waste estimates expected to occur with either construction or operation of the WAMA. Therefore, the conclusions reached in the FEIS with respect to hazardous materials, pollution prevention and solid waste remain valid under the proposed project changes.

N. Cumulative Impacts. Based on the evaluation contained in the specific resource categories above, and the lack of notable off-airport impacts related to the WAMA proposal, the potential for cumulative impacts is limited to the time of construction for the WAMA project. In addition, the WAMA project will not create off-airport impacts. Therefore, for the purposes of this Written Reevaluation, the spatial boundary used for cumulative impacts is the LAX property line. The temporal boundary would begin in 2014 with the start of construction for the WAMA project and ends in 2018 with the anticipated completion of the project's construction.

LAWA has undertaken various LAX Master Plan projects including relocation of Runway 7R-25L, construction of parallel Taxiway H (between the two south runways), and construction of the Tom Bradley International Terminal West expansion. In addition, LAWA is moving forward with the Midfield Satellite Concourse (known as the "West Satellite Concourse" in the FEIS), which was evaluated in the 2005 Final EIS and also approved in FAA's May 2005 Record of Decision. No further Federal environmental documentation on this project is necessary.



Source: LAWA, 2012
Prepared by: CDM Smith, 2012

LAX West Aircraft Maintenance Area	Monitoring Well Locations at Continental Airlines Groundwater Contamination Site	Figure 3

The following two construction projects would influence impacts associated with the other projects addressed in the Final EIS and the proposed WAMA Project: Runway Safety Area projects on the north and south runway complexes.

Runway Safety Area (RSA) improvement projects. LAWA proposes to improve the RSA's for runways on both the north and south sides of the airport. *The Transportation, Treasury, Housing and Urban Development, the Judiciary, The District of Columbia, and Independent Agencies Appropriations Act, 2006* (Public Law 109-115), November 30, 2005, requires completion of Runway Safety Area (RSA) improvements at all airports certificated under Title 14, Code of Federal Regulations (CFR) Part 139, to meet FAA design standards by December 31, 2015. The LAX Master Plan did not contemplate compliance with Public Law 109-115 because the law was enacted after the LAX Master Plan was adopted by the City of Los Angeles and after FAA approved its Record of Decision for the Final EIS on May 20, 2005.

The purpose of the RSA project for the Runway Safety Area for Runway 7L-25R (the inboard runway on the south runway complex) at LAX is to meet FAA Airport Design Standards to the extent practicable for this runway. The existing RSA for Runway 7L-25R, one of two parallel runways in the South Runway Complex at the airport, does not meet current FAA airport design standards as described in FAA Advisory Circular 150/5300-13A, *Airport Design*. For this Written Reevaluation, this project is identified as "LAX RSA South." LAWA circulated a Draft Environmental Assessment (EA) for the RSA project from September to November 2012. The Final EA was approved by the FAA on August 30, 2013. FAA approved a Finding of No Significant Impact and Record of Decision for this project on September 5, 2013.

LAWA proposed the following project components in **RSA South**:

- Extend the Runway 7L/25R pavement 832 feet to the west. The Runway 7L threshold will remain at its current location, for landings to the east, resulting in an 832-foot displaced threshold, thus maintaining the existing runway length.
- Grade and compact the RSA, approximately 500 feet wide by 168-feet long, beyond the new Runway 7L runway end and grade and compact approximately 1,125 feet beyond the new Runway 7L end to meet FAA Airport Design Standards for an RSA.
- Construct a blast pad west of the Runway 7L extension.
- Implement declared distances for Runway 7L/25R.
- Extend parallel Taxiway H, 832 feet to the west.
- Construct a new taxiway connector (B-17) from Taxiway H to Taxiway C.
- Decommission Taxiway B-16 from Taxiway H to Taxiway C.
- Reconstruct a portion of Taxiway B at the intersection of new Taxiway B-17.
- Relocate the existing Localizer Antenna and blast fence to the west.
- Replace existing Approach Lighting System (ALS) towers where the new runway pavement will be constructed with in-pavement lights.
- Modify the existing Runway and Taxiway lighting and marking in the newly constructed Pavements.

Associated RSA South Improvements:

- Reconstruct the eastern portion of Runway 7L/25R and
- Reconstruct the eastern Portion of Taxiway B.
- Reconstruction of a portion of the Air Freight Building No. 8 Aircraft Parking Apron

LAWA is preparing a Draft Environmental Assessment for proposed RSA improvements to both Runway 6L-24R and 6R-24L on the North side of the airport. For this Written Reevaluation, this project is identified as "LAX RSA North." FAA expects LAWA will publish the Draft EA during the spring or summer of 2014.

LAWA proposes to implement the following improvements under the heading **RSA North** including:

- Construct a 700 foot long culvert in the eastern portion of the Argo Ditch.
- Reconstruct the eastern 7,250 feet of Runway 6L-24R
- Reconstruct High Speed Taxiway AA.
- Realign the painted Hold Bars on Taxiways AA, Y and Z.
- Relocate various on-airport service roads and Airfield Security fencing
- Relocate two Security Gates.
- Close three on-Airport Construction Equipment parking areas east of Runway 6L-24R

Similar to the LAX RSA South project, the LAX RSA North project also includes full reconstruction of the eastern portion of the Runway 6L-24R and connector taxiway. These pavements were originally built in 1969. This pavement on the North side is used extensively each day and has reached the end of its useful life.

Under cumulative impacts, the proposed WAMA will not affect the following environmental impact categories because the identified resources are not present in the project area or the WAMA project has no impacts to the resource: Biotic Communities, Coastal Zones and Barriers, Compatible Land Use, Department of Transportation Act Section 4(f) and Land and Water Conservation Fund Act, Section 6(f) Resources; Design, Art and Architecture (now under Visual Impacts) Energy Supply and Natural Resources; Farmlands; Floodplains; Social Impacts; Hazardous Materials; Historic, Architectural, Archaeological, and Cultural Resources; Induced Socio-Economic Impacts; Light Emissions; Solid Waste; Threatened and Endangered Species; Water Quality; Wetlands; and Wild and Scenic Rivers.

The following resources of Noise, Air Quality and Surface Traffic are further evaluated for cumulative impacts.

Noise. Construction related noise from the proposed WAMA project and RSA projects would be localized, thereby potentially affecting noise sensitive areas within about 500 feet of the project site. For each of the three projects, the nearest residential (noise sensitive) land use is about 1,500 feet away. Therefore, for construction related noise, there would be no cumulative increase in noise exposure resulting from these three projects.

Considering airport noise during operations, the WAMA and RSA projects would not induce additional aircraft operations at LAX. These projects are not capacity enhancement projects. The RSA projects

do not increase the capacity of the airport. During construction of the WAMA site, there may be limited closures of the western ends of Taxiways B and C while extensions to the Taxiway B and Taxilane C are made. These closures are expected to be temporary and conducted consistent with a Construction Safety and Phasing Plan prepared by LAWA. During the construction of RSA South project, LAWA plans to temporarily close Runway 7L-25R while construction activities are occurring to ensure safety of aircraft operations. This temporary closure will result in redistribution of the air traffic using the other three runways during the closure. The August 2013 Final EA for RSA South states this temporary closure is estimated to be 3.5 months (Section 4.2.2.2 of Final EA). The RSA South Final EA notes there would be no noise sensitive land uses that would experience a 1.5 dB increase in noise within the 65 dB CNEL noise contour during construction. The RSA South Final EA also notes the proposed RSA improvements would result in a slight overall reduction in the number of people affected by airport noise of 65 dB CNEL or greater. This reduction is due to aircraft beginning their takeoff roll slightly further west than where they begin now.

Similar to RSA South, the RSA North project will not affect the number of and type of aircraft using LAX. LAWA proposes to reconstruct a portion of the Runway 6L-24R pavement that is wearing due to heavy daily use since it was first built in 1969. LAWA would temporarily close this runway to ensure the safety of aircraft operations during construction. It would be reasonable to assume that the duration of LAWA's temporary closure to be similar to RSA South because the amount of runway pavement and taxiway to be reconstructed is about the same. However, since the runway threshold on the east end is not proposed to be relocated, there would be no change in long-term airport noise exposure resulting from the completion of the RSA project. Further, mitigation measures such as sound insulation would be provided to reduce noise impacts caused by construction. LAWA has advised FAA that the RSA projects would be sequenced so that only one runway will be closed at a time to avoid creating an unnecessary adverse impact to the capacity of the airport and shifting noise impacts to communities around LAX if more than one runway was closed at a time.

Air Quality. LAX is located in the South Coast Air Basin. This air basin is classified by the U.S. Environmental Protection Agency as an extreme non-attainment area for Ozone and Non-attainment for Particulate Matter ($PM_{2.5}$).[10] Implementation of the proposed WAMA project along with the RSA project will not have a significant cumulative impact on air pollutants. The WAMA and RSA projects are not capacity enhancement projects and will not induce additional traffic into or out of LAX. Airport operational emissions will not change since there would be no change in the number and type of aircraft operating at LAX resulting from these three projects.

During construction there is expected to be some overlap of the three projects. The proposed WAMA project construction is estimated to occur from 2014 to 2018, with the peak project construction activity occurring in the years 2014 and 2015. Therefore, overlapping emissions are anticipated to occur from the proposed WAMA, RSA North and RSA South projects during 2014 and 2015.

Given that the WAMA project's emissions standing alone are equal to or less than the emissions associated with the Master Plan's equivalent facilities, the addition of the RSA Projects' construction emissions to the total construction emissions of the WAMA will represent the same or lower emissions than would occur if the RSA projects were implemented in conjunction with the Master Plan's maintenance and associated facilities. Section 4.10 and Table 4.10-1 of the August 2013 Final

[10] http://www.epa.gov/oar/oaqps/greenbk/ancl.html, U.S. Environmental Protection Agency, Currently Designated Nonattainment Areas for All Criteria Pollutants, Green Book. Accessed March 21, 2014.

EA for RSA South examined the cumulative impacts associated with various projects including WAMA, and found no significant air quality impacts. Following the public release of this written reevaluation, the EA for the RSA North project was also released. According to the May 2014 Draft EA for RSA North, the RSA North project will not directly or indirectly cause significant air quality impacts, nor cause significant cumulative air quality impacts when viewed in conjunction with the RSA South and WAMA projects.

Surface Traffic. The WAMA and RSA projects would not induce additional aircraft operations at LAX, and, therefore, would not be anticipated to affect surface traffic conditions during normal airport operations. The location of the WAMA and RSA projects are several miles apart and are expected to only have minor timing overlap. As a result, there are no anticipated adverse surface traffic impacts associated with construction related traffic. Further, LAWA will utilize its Construction and Logistics Management team to avoid creating adverse construction traffic impacts. LAWA advises FAA that its construction contracts prohibit truck delivery trips during peak commute hours and also for construction work shift times to avoid peak commute hours as well.

6. PUBLIC REVIEW.

Notice of availability of the draft Written Reevaluation was published in the *Federal Register* on Wednesday, April 30, 2014 (79 FR 24487). The FAA invited the public to submit comments on the document by May 30, 2014. A copy of the notice is included in the Appendix to this document. Copies of the draft Written Reevaluation were made available for public review at public libraries in the vicinity of LAX and at FAA's Western-Pacific Region Office at the addresses below:

U.S. Department of Transportation, Federal Aviation Administration, Western-Pacific Region, Office of the Airports Division, 15000 Aviation Boulevard, Hawthorne, California 90261

The document is also available for public review at the following website and public libraries: http://www.faa.gov/airports/western_pacific/environmental/

Westchester-Loyola Village Branch Library – 7114 W. Manchester Avenue, Los Angeles, California 90045

El Segundo Library – 111 W. Mariposa Avenue, El Segundo, California 90245

Inglewood Library – 101 W. Manchester Boulevard, Inglewood, California 90301

Culver City Library – 4975 Overland Avenue, Culver City, California 90230

The FAA received no comments on the Written Reevaluation.

7. CONCLUSION

Based on the above analysis, I conclude that:

(1) The proposed action conforms to plans or projects for which a prior EIS has been filed and there are no substantial changes in the proposed action that are relevant to environmental concerns;

(2) The data and analyses contained in the previous EIS are still substantially valid and there are no significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts; and

(3) Pertinent conditions and requirements of the prior approval have, or will be, met in the current action.

In accordance with FAA Order 1050.1E, *Policies and Procedures for Assessing Environmental Impacts,* and FAA Order 5050.4B, NEPA *Implementing Instructions for Airport Actions*, the contents of the 2005 Final EIS remain valid and the preparation of a new or supplemental EIS is not required.

Responsible Federal Official: _____ Date: June 19, 2014

David B. Kessler, AICP
Regional Environmental Protection Specialist
FAA Western-Pacific Region, Airports Division
P.O. Box 92007, Los Angeles, CA 90009-2007

8. DECISION AND ORDER

This document is prepared pursuant to FAA Orders 1050.1E, *Environmental Impacts: Policies and Procedures*, Paragraph 515, and 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, Paragraph 1401.

After careful and thorough consideration of the facts contained in the Written Reevaluation, the January 2005 Final Environmental Impact Statement, and the May 20, 2005 Record of Decision for the LAX Master Plan at the Los Angeles International Airport, the undersigned makes the following findings:

(1) The proposed action conforms to plans or projects for which a prior EIS has been filed and there are no substantial changes in the proposed action that are relevant to environmental concerns. The requested action under consideration is the FAA's approval to amend the Airport Layout Plan (ALP), and associated determinations. FAA approval of an ALP, FAA environmental determinations under applicable laws, regulations, DOT orders and executive orders and FAA receipt of airport sponsor assurances and certifications were required as conditions of eligibility for grants of federal funding for the Master Plan at the time of the project's approval in 2005. In evaluating LAWA's request for this federal action, the FAA has concluded that the January 2005 Final EIS contains evidence that the FAA has adequately discharged its obligations under NEPA and that no further environmental documentation is necessary to support the proposed ALP revision or the ongoing validity of the environmental determinations reached in the 2005 ROD.

The proposed changes that make up the proposed WAMA project, which is the subject of this Written Reevaluation, primarily concern the exchange of on-airport land uses on either side of Taxiway AA. The proposed WAMA project is largely equivalent to the LAX Master Plan aircraft maintenance area, as presented in the January 2005 Final EIS. However, development associated with the WAMA project will result in facilities on either side of Taxiway AA that vary slightly from what was approved by the FAA in its 2005 ROD.

Specifically, under the LAX Master Plan, about 25 acres of land would be developed for a multi-level automobile parking structure for employees that would accommodate up to 12,400 parking spaces west of Taxiway AA. Under the current development plan, LAWA has instead identified the area east of Taxiway AA for the future West Employee Parking Facility. LAWA advised FAA they do not plan to implement that part of the LAX Master Plan at this time. Furthermore, under the Master Plan, aircraft maintenance hangars were located at various places east of Taxiway AA in the southwestern quadrant of the airport, rather than consolidated into one location west of Taxiway AA as occurs under the WAMA. The site for the WAMA project encompasses a total of 84 acres. Under the WAMA project, 68 acres would be developed west of Taxiway AA to accommodate aircraft parking and construction of two aircraft maintenance hangar buildings. Thus, leaving about 16 acres undeveloped (such as the areas between and adjacent to the extensions of Taxiway B and Taxilane C).

Despite these physical changes to the project, the Written Reevaluation discloses that there would be no new environmental impacts associated with the proposed WAMA project compared to the LAX Master Plan other than additional pavement that would cover the ground surface. The environmental impact categories most likely to be affected by the proposed changes, either from the project's construction or operation, include noise, compatible land use, and air quality. However, the Written Reevaluation examined each of these impact categories and found no changes or only minimal

changes in environmental impacts, and the FAA has therefore concluded that the proposed action conforms to plans or projects for which a prior EIS has been filed and there are no substantial changes in the proposed action that are relevant to environmental concerns.

Additionally, the Written Reevaluation considered the potential for cumulative construction impacts resulting from various projects at LAX, such as the Runway Safety Area (RSA) projects on both the North and South Runway Complexes in addition to the WAMA. The RSA projects were not considered in the LAX Master Plan because Public Law 109-115 was not enacted until almost one year after the City of Los Angeles adopted the LAX Master Plan. However, because the potential impacts for RSA projects have been evaluated in this Written Reevaluation and in their respective environmental documentation, FAA found the cumulative impacts associated with the WAMA projects and the two proposed RSA projects not significant. Thus, they are not relevant to environmental concerns.

(2) Data and analyses contained in the previous EIS are still substantially valid and there are no significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impact.

The FAA determined in its January 2005 Record of Decision that the 2005 Final EIS contained adequate evidence that the FAA had discharged its obligations under NEPA. The FAA has examined the various components of the proposed LAX Master Plan and the information available at the time of the January 2005 EIS and May 20, 2005 Record of Decision. Based on that review, as documented in this Written Reevaluation, data and analyses contained in the Final EIS and conclusions and determinations contained in the May 20, 2005 Record of Decision remain substantially valid. As stated earlier, although the proposed changes that embody the proposed WAMA project were not discussed within the January 2005 Final EIS, because these proposed changes either create circumstances equivalent to the aircraft maintenance components in the LAX Master Plan, or they result in minor environmental impacts, the proposed WAMA project does not create significant new circumstances that are relevant to environmental concerns. The January 2005 Final EIS, together with this Written Reevaluation, provides adequate, accurate, and valid information and analyses to support the pending agency actions.

(3) All pertinent conditions and requirements of the prior approval have, or will be, met in the current action.

The LAX Master Plan that was the subject of the FAA's May 20, 2005 Record of Decision was approved with certain requisite findings, and conditions, including implementation of mitigation measures outlined in the Record of Decision to address unavoidable environmental consequences of the FAA's decision. The FAA has reviewed the status of the findings it made in the 2005 Record of Decision and has determined that these findings remain valid. Additionally, the FAA has reviewed the status of LAWA's compliance with the conditions of approval associated with the project and finds that LAWA is in compliance with them and/or will comply with them in the future.

Based on the foregoing information, the undersigned finds that the proposed changes to the ALP that make up the proposed WAMA project do not represent significant new information that is relevant to environmental concerns. Furthermore, the undersigned finds that the data and analyses contained in the 2005 Final EIS remain substantially valid, applicable, and accurate. Accordingly, under the authority delegated to me by the Administrator of the FAA, I conclude that there is no requirement to complete a new or supplemental EIS to support this ROD.

APPROVED:

Mark A. McClardy
Manager, Airports Division
Western-Pacific Region

6/20/14
Date

DISAPPROVED:

Mark A. McClardy
Manager, Airports Division
Western-Pacific Region

Date

RIGHT OF APPEAL

This Written Reevaluation and Record Of Decision constitutes a final order of the FAA Administrator and is subject to exclusive judicial review under 49 U.S.C. § 46110 by the U.S. Circuit Court of Appeals for the District of Columbia or the U.S. Circuit Court of Appeals for the circuit in which the person contesting the decision resides or has its principal place of business. Any party having substantial interest in this order may apply for review of the decision by filing a petition for review in the appropriate U.S. Court of Appeals no later than 60 days after the order is issued in accordance with the provisions of 49 U.S.C. § 46110. Any party seeking to stay implementation of the ROD must file an application with the FAA prior to seeking judicial relief as provided in Rule 18(a) of the Federal Rules of Appellate Procedure.

foreign government-funded airport construction projects.

Michael B.G. Froman,

United States Trade Representative.

[FR Doc. 2014–09775 Filed 4–29–14; 8:45 am]

BILLING CODE 3290–F4–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Availability of Draft Written Reevaluation for the Proposed West Aircraft Maintenance Area at Los Angeles International Airport, Los Angeles, Los Angeles County, CA

AGENCY: Federal Aviation Administration, Department of Transportation (DOT).

ACTION: Notice of availability of draft written reevaluation.

SUMMARY: The Federal Aviation Administration (FAA) is issuing this notice to advise the public that the Draft Written Reevaluation for a minor adjustment to a project evaluated in FAA's 2005 Final Environmental Impact Statement (FEIS) for the LAX Master Plan will be made available for public comment. The Draft Written Reevaluation has been prepared for the construction and operation of the proposed West Aircraft Maintenance Area (WAMA) west of Taxiway AA in the southwest quadrant of Los Angeles International Airport, Los Angeles, California. FAA is seeking comments on the Draft Written Reevaluation.

FOR FURTHER INFORMATION CONTACT: David B. Kessler, AICP, Regional Environmental Protection Specialist, AWP–610.1, Airports Division, Federal Aviation Administration, Western-Pacific Region, P.O. Box 92007, Los Angeles, California 90009–2007, Telephone: 310/725–3615. Comments on the draft Written Reevaluation should be submitted to the address above and must be received no later than 5:00 p.m. Pacific Standard Time, Friday, May 30, 2014.

SUPPLEMENTARY INFORMATION: In December 2004, the Los Angeles City Council approved the Master Plan for Los Angeles International Airport (LAX). From this Master Plan, the City of Los Angeles, through its Airport Department—Los Angeles World Airports (LAWA), prepared an Airport Layout Plan (ALP). The ALP depicts the existing and planned future locations of runways, taxiways, aircraft parking aprons, terminal buildings and other associated facilities on the airport. At the time the ALP was prepared, the LAWA's and Federal Aviation Administration's (FAA) focus was on airfield safety to reduce runway incursions. A minor component of the Master Plan included aircraft maintenance. The ALP depicts various existing hangar buildings to be demolished and aircraft maintenance to be consolidated into the southwest quadrant of the airport on the east side of a north/south taxiway called "Taxiway AA."

The FAA has prepared a Draft Written Reevaluation for a minor adjustment to a project evaluated in its 2005 Final Environmental Impact Statement (EIS) for the LAX Master Plan pursuant to the National Environmental Policy Act of 1969. LAWA proposes to adjust its LAX ALP to depict the proposed West Aircraft Maintenance Area (WAMA) on the west side of Taxiway AA rather than the east side as originally proposed in the 2005 Final EIS.

FAA is making the Draft Written Reevaluation available to the public and governmental agencies for review and comment. The Draft Written Reevaluation discusses the change in the location of the proposed WAMA project and briefly summarizes the potential environmental consequences of the LAWA's proposed change. The change in the proposed location of the West Employee Parking Facility is also discussed in the Draft Written Reevaluation. The anticipated impacts of the proposed WAMA project are compared to what was evaluated in the FAA's 2005 Final Environmental Impact Statement (EIS) and approved in the FAA's Record of Decision dated May 20, 2005. Further, LAWA is not proposing to implement the West Employee Parking Facility at this time.

FAA has prepared the Draft Written Reevaluation pursuant to FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. LAWA is seeking federal approval of the ALP for the proposed WAMA. FAA does not anticipate LAWA seeking federal funding assistance for the proposal.

Copies of the Draft Written Reevaluation are available for public review at the following locations during normal business hours: U.S. Department of Transportation, Federal Aviation Administration, Western-Pacific Region, Office of the Airports Division, 15000 Aviation Boulevard, Hawthorne, California 90261.

The document is also available for public review at the following libraries and at the following Web site: *http://www.faa.gov/airports/western_pacific/environmental/*.

Westchester-Loyola Village Branch Library—7114 W. Manchester Ave., Los Angeles, CA 90045.
El Segundo Library—111 W. Mariposa Ave., El Segundo, CA 90245.
Inglewood Library—101 W. Manchester Blvd., Inglewood, CA 90301.
Culver City Library—4975 Overland Ave., Culver City, CA 90230.

The Draft Written Reevaluation will be available for public comment for 30 days. Written comments on the Draft Written Reevaluation should be submitted to the address above under the heading **FOR FURTHER INFORMATION CONTACT** and must be received no later than 5:00 p.m. Pacific Standard Time, Friday, May 30, 2014. FAA will consider all comments received when making a decision whether the requested ALP changes may be approved based on the Written Reevaluation or whether further environmental review for the proposed WAMA is required.

Before including your name, address and telephone number, email 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 us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

Issued in Hawthorne, California on April 16, 2014.

Mark A. McClardy,

Manager, Airports Division, Western—Pacific Region, AWP–600.

[FR Doc. 2014–09901 Filed 4–29–14; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Sixteenth Meeting: RTCA Special Committee 225, Rechargeable Lithium Battery and Battery Systems—Small and Medium Size

AGENCY: Federal Aviation Administration (FAA), U.S. Department of Transportation (DOT).

ACTION: Meeting notice of RTCA Special Committee 225, Rechargeable Lithium Battery and Battery Systems—Small and Medium Size.

SUMMARY: The FAA is issuing this notice to advise the public of the sixteenth meeting of the RTCA Special Committee 225, Rechargeable Lithium Battery and