

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

***FINDING OF NO SIGNIFICANT IMPACT
AND
RECORD OF DECISION***

Proposed Runway 6R-24L Safety Area Project

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) Finding of No Significant Impact (FONSI) and Record of Decision (ROD) for the proposed Runway 6R-24L Safety Area Improvement Project at Los Angeles International Airport located in Los Angeles, California. This document includes the agency determinations and approvals for those proposed Federal actions described in the Final Environmental Assessment dated May 2015. This document discusses all alternatives considered by FAA in reaching its decision, summarizes the analysis used to evaluate the alternatives, and briefly summarizes the potential environmental consequences of the Proposed Action and the No Action Alternative, which are evaluated in detail in this FONSI and ROD. This document also identifies the environmentally preferred alternative and the agency preferred alternative. This document identifies applicable and required mitigation.

BACKGROUND. In March 2015, the City of Los Angeles, through its Airport Department – Los Angeles World Airports (LAWA) prepared a Draft Environmental Assessment (Draft EA). The DEA addressed the potential environmental effects of the proposed Runway 6R-24L Safety Area Improvement Project including various reasonable alternatives to that proposal. The Draft EA was prepared in accordance with the requirements of the National Environmental Policy Act (NEPA) [Public Law 91-190, 42 USC 4321-4347], the implementing regulations of the Council on Environmental Quality (CEQ) [40 CFR Parts 1500-1508], and FAA Orders 1050.1E, *Environmental Impacts: Policies and Procedures* and 5050.4B, *National Environmental Policy Act (NEPA), Implementing Instructions for Airport Actions*. LAWA published the Notice of Availability for the Draft EA on March 12, 2015. LAWA received two verbal comments from the same commenter and two written comments, one via email and the other a letter on the draft between March 12, 2015 and April 24, 2015. FAA approved the Final EA on May 21, 2015.

WHAT SHOULD YOU DO? Read the FONSI and ROD to understand the actions that FAA intends to take relative to the proposed Runway 6R-24L Safety Area Project at Los Angeles International Airport.

WHAT HAPPENS AFTER THIS? The City of Los Angeles may begin to implement the Proposed Action.

U.S. DEPARTMENT OF TRANSPORTATION
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PROPOSED RUNWAY 6R-24L
SAFETY AREA PROJECT

LOS ANGELES INTERNATIONAL AIRPORT
LOS ANGELES, LOS ANGELES COUNTY, CALIFORNIA

- 1. Introduction.** This document is a Finding of No Significant Impact (FONSI) on the environment and Record of Decision (ROD) (FONSI/ROD) as a result of proposed Runway 6R-24L Safety Area Project and Associated Improvements at Los Angeles International Airport (LAX), Los Angeles, Los Angeles County, California. The City of Los Angeles, through its Airport Department – Los Angeles World Airports (LAWA) is the sponsor for LAX. The Federal Aviation Administration (FAA) must comply with the National Environmental Policy Act of 1969 (NEPA) before being able to take the federal actions of approval of those portions of the Airport Layout Plan (ALP) that depict the proposed projects. Approval of the ALP is authorized by the Airport and Airway Improvement Act of 1982, as amended (Public Laws 97-248 and 100-223).
- 2. Purpose and Need of the Proposed Action.** The proposed action is to meet FAA Airport Design Standards for the Runway Safety Area (RSA) for Runway 6R-24L at LAX to the extent practicable. LAX is a commercial service airport that accommodates both air carrier aircraft as well as a small amount of general aviation activity. The existing RSA for both Runways 6R-24L, the inboard runway on the North Runway Complex at the airport, does not meet current FAA airport design standards as described in FAA Advisory Circular 150/5300-13A, *Airport Design*.

The southernmost runway at LAX, Runway 7R-25L, was relocated in the year 2007 about 55-feet to the south to allow for construction of parallel Taxiway H, between the two runways in the south runway complex. Relocation of Runway 7R-25L was part of the LAX Master Plan approved by the Los Angeles City Council in December 2004. FAA approved a ROD for the LAX Master Plan Final Environmental Impact Statement (EIS) in May 2005. Runway 7R-25L has an RSA that meets FAA Airport Design Standards. In September 2013, FAA approved a FONSI/ROD for the proposed RSA improvements to Runway 7L-25R (the inboard runway in the South Runway Complex) and Associated Improvements.

In April 2013, LAWA completed a planning effort known as the Specific Plan Amendment Study (SPAS) that included various development proposals for the North Runway Complex. However, SPAS proposals are beyond the scope of this RSA project in the North Runway Complex. The SPAS analysis was required under a 2006 Stipulated Settlement Agreement between the City of Los Angeles and the Petitioners on the LAX Master Plan that was approved in December 2004.

At this time, the City of Los Angeles has not provided FAA with a proposal to relocate any of the runways in the North Complex through an ALP in accordance with SPAS. Consequently, there is no action for FAA to consider under cumulative impacts for this proposal.

The FAA's statutory mission is to ensure the safe and efficient use of navigable airspace in the United States. Pursuant to Title 49 United States Code (USC), Subtitle VII, as amended, FAA must ensure the proposed project does not derogate the safety of aircraft and airport operations at LAX. Legislation under *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 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 ROD for the Final EIS in May 2005.

In June 2014, FAA approved the Final Environmental Assessment (EA) for proposed RSA work for Runway 6L-24R (the northernmost runway at LAX) along with some other RSA improvements to Runway 6R-24L. The proposed improvements to Runway 6R-24L evaluated in the June 2014 Final EA would not fully meet the requirements specified in Public Law 109-115. Due to the complexity of the various runway projects being undertaken at LAX, LAWA conducted additional planning for specific improvements to the RSA for Runway 6R-24L. The result of LAWA's additional planning is the proposed RSA project evaluated in the 2015 Final EA.

This FONSI/ROD addresses LAWA's proposed improvements to the RSA for Runway 6R-24L as described below. The proposed action would correct this design standard deficiency to the extent practicable consistent with FAA Order 5200.8, *Runway Safety Area Program*. FAA recognizes the RSA design standard length of 1000 feet beyond each end of Runway 6R-24L will be met by this proposed action using a combination of physically shifting the runway to the east, grading and establishment of declared distances.

- 3. Proposed Project and Federal Actions.** The proposed action includes site preparation, grading, as needed, installation of drainage structures, paving, marking and lighting of various airfield pavement, and relocation of FAA-owned navigational equipment (See Exhibits 1-5, 1-6, and 1-7, and the project component listing on page 1-17 of the Final EA.

The proposed action evaluated in this FONSI/ROD includes the following actions:

Runway 6R-24L RSA Improvements:

Runway 6R (West End)

- Relocate the end of Runway 6R approximately 200 feet to the east and displace the threshold of Runway 6R approximately 550 feet;
- The existing Runway 6R displaced landing threshold would be shifted approximately 420 feet to the east, resulting in a 550-foot displaced threshold;
- Construct a blast pad 400 feet long and 280 feet wide;
- Construct retaining wall and add fill graded to RSA standards;
- Shift existing connector Taxiways E16 and E17 to the east;

- Construct new and rehabilitate existing runway and taxiway pavement, as needed in the areas of the improvements identified above, and modify airfield signage, lighting, and markings;
- Relocate navigation aids, including the glide slope antenna, and Precision Approach Path Indicators (PAPI); and
- Remove the western two MALSR stations and shift/replacement of MALSR light stations to the east coincident with existing light station locations.

Runway 24L (East End)

- Shift Runway 24L endpoint by constructing approximately 800 feet of new runway pavement to the east. The landing threshold would remain in current location and pavement marked as a displaced threshold;
- Shift Taxiway E endpoint approximately 500 feet to the east with 400-foot separation from the Runway; Remove existing Taxiway E7 including the existing loop westbound that joins Taxiway V between Runways 24L and 24R;
- Construct new connector Taxiways E7 and E6;
- Construct new and rehabilitate existing runway and taxiway pavement, as needed in the areas of the improvements identified above, and modify airfield signage, lighting, and markings;
- Relocate the existing ILS Runway 6R Localizer Antenna to the east;
- Demolish and relocate existing Secure Area Access Post (SAAP) #3;
- Protect in place existing storm sewer and utilities;
- Relocate Air Operations Area (AOA) fence;
- Construct 400-foot long jet blast pad;
- Reconstruct the keel section of the eastern 250 feet of Runway 24L and portions of Taxiway V.
- Relocate taxicab holding/staging area and associated buildings;
- Implement declared distances; and
- Extend and realign existing vehicle service road(s) south of Taxiway E, which will require closure of Alverstone Avenue and Davidson Drive as well as adjacent parking lot. Existing pavement within RSA will be removed and graded.

The federal actions necessary to carry out the proposed projects include:

- Unconditional approval of the ALP to depict the proposed improvements pursuant to 49 USC §§ 40103(b) and 47107(a)(16). 14 CFR Part 77, *Objects Affecting Navigable Airspace*; and 14 CFR Part 157, *Notice of Construction, Alteration, Activation, and Deactivation of Airports*.
- Determination under 49 USC § 44502(b) that the airport development is reasonably necessary for use in air commerce or in the interests of national defense.
- Approval of a Construction Safety and Phasing Plan to maintain aviation and airfield safety during construction pursuant to FAA Advisory Circular 150/5370-2F, *Operational Safety on Airports During Construction*, [14 CFR Part 139 (49 USC § 44706)].
- Construction, installation, relocation and/or upgrade of various navigational and visual aids including but not limited to Localizer Array, Precision Approach Path Indicator (PAPI); wind directional indicator cones, Medium Intensity Approach Lights with Runway Alignment Indicator Lights (MALSR) and associated equipment shelters; runway threshold and edge

lights, and taxiway edge lighting and signage and associated utility lines. This equipment is necessary to ensure the safety of air navigation for aircraft operations at the airport.

- Implementation of revised and temporary air traffic control procedures below 3,000 feet above ground level; including temporary approach procedures to be used during construction.
- Establishment of new Standard Instrument Departure (SID) and Standard Terminal Arrival Route (STAR) procedures.
- Determinations under 49 U.S.C. § 47106 and § 47107 relating to the eligibility
- Approval changes to the airport certification manual pursuant to 14 CFR Part 139, (49 USC § 44706).
- Determinations under 49 U.S.C §§ 47106 and 47107 relating to project grant application approval conditioned on satisfaction of project requirements, and project grant application approval conditioned on assurances about airport operations the proposed project for Federal funding assistance under the Airport Improvement Program (AIP) for the proposed project as shown on the ALPⁱ.
- Determination of eligibility for federal assistance for the near-term development projects under the Federal grant-in-aid program authorized by the Airport and Airway Improvement Act of 1982, as amended (49 USC § 47101 et seq.).
- Appropriate amendments to air carrier operations specifications pursuant to 49 USC § 44705.
- FAA determination of the Proposed Action's effects on the safe and efficient use of navigable airspace.

4. **Reasonable Alternatives Considered.** Chapter 2 of the Final EA, used a three step alternatives analysis screening process including:

Step 1 – Would the Proposed Alternatives enhance the Runway 6R-24L Safety Area consistent with FAA Advisory Circular 150/5300-13A, *Airport Design*?

Step 2 – Would the Alternative be practicable and consistent with FAA Order 5200.8, *Runway Safety Area Program*, considering existing technology and logistics in light of overall project purpose, including implementation and completion by December 31, 2015, as specified in Public Law 109-115?

Step 3 – Would the Alternative result in a safe and efficient use of navigable airspace and minimize airfield operational impacts?

ⁱ Certain requirements for AIP funding overlap with environmental review requirements for approval of the ALP and so are addressed as part of the EA for the ALP. These determinations are a prerequisite to funding but do not complete the determinations that are necessary for funding. The decision to approve AIP and PFC funding are completed in separate processes.

The Draft EA evaluated three off-airport and 13 on-airport alternatives, in addition to the No Action Alternative to the proposed action. Analysis of the No Action Alternative is required pursuant to 40 CFR § 1502.14(d).

Section 2.2.2 of the Final EA, evaluated the two off-airport non-construction alternatives of "Use Other Alternative Modes of Transportation;" and "Use of Other Area Public Airports." There are no feasible off-Airport alternatives for the location of the Runway 6R-24L Safety Area improvements because compliance with Public Law 109-115 requires the airport sponsor meet the FAA's standards for RSAs. Therefore, off-airport alternatives were eliminated from consideration. Paragraph 405(d) of FAA Order 1050.1E states in part: "*An EA must consider the proposed action and a discussion of the consequences of taking no action, and may limit the range of alternatives to action and no action when there are no unresolved conflicts concerning alternative uses of available resources.*" Therefore, both off-airport alternatives were eliminated for further review because they would not meet the purpose and need of the proposed action.

Section 2.2.2.3 of the Final EA also evaluated the on-airport non-construction alternative of "Use of Alternative Aircraft." FAA and LAWA do not have the authority to compel airlines to use alternative aircraft at LAX. This alternative does not meet the purpose and need because the RSA for Runway 6R-24L would still fail to meet the applicable FAA Airport Design Standards as required by Public Law 109-115.

The primary considerations for the FAA in selection of a preferred alternative include the Purpose and Need for the project and the environmental impacts of the project. In its consideration of alternatives, the FAA is mindful of its statutory charter to encourage the development and safety of civil aeronautics in the United States (49 USC § 40104). The No Action Alternative has fewer environmental effects than the Proposed Action. However, the No Action Alternative does not meet the Purpose and Need for the proposed project and LAWA would not comply with Public Law 109-115.

Section 2.2.3 of the Final EA describes and evaluates the six (6) basic on-airport RSA improvement alternatives for Runway 6R-24L at LAX. These include Constructing a Standard RSA; Reduced Runway Length; Declared Distances; Relocate, Shift or Realign the Runway, Implement Engineered Materials Arresting System (EMAS). Section 2.2.5 of the Final EA describes eight (8) refinements of the RSA Alternatives that were further evaluated. Table 2-3 summarizes the results of the Alternatives Screening Process.

Of the eight on-airport alternatives, Refinement Number 1, Refinement Number 7, Refinement Number 8 – LAWA's Proposed Action, and the No Action Alternatives were carried forward for detailed impact analysis. Refinement No. 8 (LAWA's proposed action) is a combination of shifting the runway and use of Declared Distances. This alternative includes shifting the west end of the runway about 480 feet to the east, building a retaining wall along Pershing Drive just west of the end of the RSA, shifting and concurrent replacement of the MALSR and other navigational aids for Runway 6R, shifting connector Taxiways E16 and E17 east to line up with the new west end of the runway. On the East end, the proposal also includes building an 800 foot displaced threshold to be used for departures to the west, extending Taxiway E to the new end of the runway with new connector taxiways E7 and E6, relocating the localizer array for Runway 6R, relocating an Air Operations Area fence, relocation of the taxicab holding/staging area, construction of a 400-foot long jet blast pad, and implementation of declared distances. Declared Distances are defined in paragraph 102(bb), Definitions, of FAA Advisory Circular 150/5300-13A, *Airport Design* as "*The distances the airport owner declares*

available for a turbine powered aircraft's takeoff run, takeoff distance, accelerate-stop distance, and landing distance requirements." Refinement Numbers 1 and 7 for the RSA for Runway 6R-24L includes use of Declared Distances to maintain the existing runway length along with a traditional graded RSA on the west end of the runway. Paragraph 323 of FAA Advisory Circular 150/5300-13A, describes the application and use of Declared Distances at an airport.

5. **Assessment.** The potential environmental impacts and possible adverse effects were identified and evaluated in a Final EA prepared in May 2015. The Final EA has been reviewed by the FAA and found to be adequate for the purpose of the proposed Federal action. The FAA determined that the Final EA for the proposed project adequately describes the potential impacts of the proposed action. No new issues surfaced as a result of the public review process.

The Final EA examined the following environmental impact categories: Noise; Compatible Land Use; Socioeconomic Impacts, Environmental Justice and Children's Health and Safety Risks, Surface Transportation; Air Quality; Water Resources; Fish, Wildlife and Plants; Coastal Resources; Light Emissions and Visual Impacts; Natural Resources and Energy Supply; Hazardous Materials, Pollution Prevention and Solid Waste; and Cumulative Impacts.

The following environmental impact categories of Department of Transportation Act Section 4(f) and Land and Water Conservation Fund Act, Section 6(f) Resources, Farmlands, Historic, Architectural, Archaeological, and Cultural Resources, Floodplains, Wetlands, and Wild and Scenic Rivers were not evaluated further because the proposed action at LAX would not pose an impact to these environmental resources.

A. Noise. Section 4.2 of the Final EA describes noise impacts resulting from the Proposed Action – Refinement No. 8, Refinement Number 1, Refinement Number 7 and the No Action Alternatives. The proposed RSA improvements will not induce or change the overall number of aircraft operations into and out of LAX. Section 4.2.2 of the Final EA notes the proposed project would be built in two distinct phases. The Runway will remain open for use, but shortened to allow adequate protection for contractors working on the runway and associated taxiways during normal daily flight operations. For the year 2016, Table 4-2 of the Final EA states within the 65 dB CNEL noise contour for construction noise, no noise sensitive land uses would experience an increase of 1.5 dB CNEL or greater within the 65 dB CNEL noise contour. The Final EA shows that the assumed redistribution of aircraft operations during the construction period creates several small areas with a 1.5 dB increase within the 65 CNEL noise contour when compared to the No Action Alternative. The areas where the 1.5 CNEL increase occur are not over noise sensitive land uses, as shown on Exhibit 4-3. The majority of this increase is over the runway pavement itself, and over non-noise sensitive land uses immediately east of Runway 6R-24L as shown on Exhibits 4-9, 4-11, and 4-13.

B. Compatible Land Use. Section 3.3 of the Final EA states the airport is located in the City of Los Angeles. The Los Angeles General Plan – Land Use Element includes the LAX Plan. Section 3.3.2.1 also describes several applicable City of Los Angeles Specific Plans including the LAX Specific Plan and the Los Angeles Airport/El Segundo Dunes Specific Plan. Section 4.3.4.2 of the Final EA states the No-Action, and the Refinement Number 1 or Refinement Number 8 – the Proposed Action would not result in changes to existing land uses in the vicinity of the airport. Section 4.3.4.3 states Refinement Number 7 would not result in changes to existing land uses in the vicinity of LAX. Therefore, the proposed RSA program is

consistent with community planning. While LAWA is proposing to build a displaced threshold on the east end of Runway 24L, LAWA has provided a Land Use Assurance Letter as required by the Airport and Airway Improvement Act of 1982, as amended (see Appendix F of the Final EA).

C. Socioeconomic Impacts, Environmental Justice and Children's Environmental Health and Safety Risk are discussed in Section 4.4 of the Final EA. The Final EA states the proposed RSA and associated improvements would occur entirely on airport property. Therefore, the proposed action would not create any adverse off-airport socioeconomic impacts. Section 4.4.3.2, of the Final EA, states there the Census Tracts that intersect with the General Study Area can be characterized as having "slightly smaller percentage of minority population than the City of Los Angeles or Los Angeles County." The Environmental Justice text of Section 4.4.3.2 states that an analysis of air quality, noise and traffic indicates no significant impacts are anticipated for the Proposed Action Alternative. Furthermore, no significant impacts related to lighting and visual character, hazardous materials or water resources are anticipated. Section 4.4.4.3 states that none of the action alternatives would result in significant operational changes at LAX, thus Refinement Number 8 – the Proposed Action, Refinement Number 1, Refinement Number 7, and No Action Alternatives will not result in disproportionate impacts on any minority or low-income populations.

D. Air Quality. Section 4.5 of the Final EA, states the proposed action will not change aircraft operations at the LAX. Section 4.5.3 provides construction and operational emissions inventory for the Final EA. Construction emissions for the Proposed Action were evaluated and were determined to be below the *de minimis* thresholds for all applicable pollutants, and therefore not significant. Table 4-12 provides the emissions inventories for the Proposed Action Alternative with the *de minimis* thresholds. The Proposed Action would not exceed the *de minimis* thresholds for air pollutant emissions.

Construction operations would cause specific impacts resulting from and limited to construction of the RSA improvements. These impacts are distinct and temporary in duration and decrease as work is finished. Section 4.5.7 of the Final EA states that since the proposed action would not exceed General Conformity thresholds for criteria pollutants, additional construction mitigation measures are not required beyond those techniques specified in the 2005 LAX Master Plan EIS/EIR for construction activities including fugitive dust suppression, stationary point source controls, diesel emissions reduction plan, vehicle idling and siting limitations, use of alternative fuels, vehicle trip reduction measures and administrative controls.

E. Water Resources. Section 4.6 of the Final EA states the Proposed Action would not create a significant impact to water resources. The Proposed Action includes shifting Runway 6R-24L to the east including construction of a displaced threshold, changes to the parallel and connecting taxiway system and various navigational aids that would result in minor changes to stormwater discharges by slightly increasing the total amount of impervious surfaces at the airport. Section 4.6.4.2 of the Final EA states for stormwater treatment and discharge the Proposed Action would not alter the drainage patterns on the airport. This section of the Final EA also states the proposed action and the No Action Alternative will have no effect on potable water sources used at the airport.

F. Fish, Wildlife, and Plants. Section 4.7 of the Final EA states the Proposed Action includes relocation/replacement of seven of the nine MALSR stations for Runway 6R located in the LAX/EI Segundo Dunes west of Pershing Drive. The LAX/EI Segundo Dunes is an environmentally sensitive habitat and the southern portion of the dunes contains the federally listed EI Segundo blue butterfly. The Biological Assessment included in Appendix C of the Final EA states that directed surveys for the EI Segundo blue butterfly revealed that there are no Coast Buckwheat – the host plant for the butterfly in the vicinity of the MALSR stations. The nearest observed buckwheat and EI Segundo blue butterfly was located about 300-500 feet south of the MALSR stations. FAA determined the proposed action would not affect any federally listed threatened or endangered species. Since FAA made a no-effect determination, no Section 7 consultation with the U.S. Fish and Wildlife Service was required pursuant to the Endangered Species Act of 1973, as amended. While FAA has determined no effect on federally listed species or designated critical habitat, Section 4.7.5.4 of the Final EA does include implementation of the following two LAX Master Plan mitigation measures: use of water or a dust control agent to reduce fugitive dust within 2,000 feet of the Habitat Restoration Area, and a qualified environmental monitor shall be present for all construction within 1000 feet of occupied habitat.

G. Coastal Resources. Section 4.8 of the Final EA states the Proposed Action – Refinement Number 8, Refinement Number 7 and Refinement Number 1 would all involve modifications to the existing nine MALSR stations located within the California Coastal Zone for Runway 6R. The No Action Alternative would not affect the Coastal Zone as no changes would result from the No Action Alternative. FAA consulted with the California Coastal Commission on the proposed shifting/replacement of the MALSR stations.

FAA provided detailed information to the California Coastal Commission about the number of square feet of concrete pads at each of the 9 MALSR stations located within the California Coastal Zone for Runway 6R. The FAA advised the Commission that there is about 555 square feet of concrete pads used to support the MALSR Towers and associated power/control equipment. FAA's relocation of the MALSR to accommodate LAWA's shifting of Runway 6R to the east would result in an overall reduction of the total number of square feet of concrete used for the MALSR towers. FAA determined the proposed project is consistent "to the maximum extent practicable" with Section 30240(a) of the California Coastal Act. Since this effort is not located in the immediate vicinity of federally listed species, and it reduces the overall permanent impact to the dunes, the California Coastal Commission concurred with FAA's Negative Determination by letter dated February 19, 2015 (See **Appendix B** of the Final EA).

The results of the consultation with the California Coastal Commission are that Stations 24 and 22 (the western-most two stations of the MALSR) would be abandoned and the associated concrete hand holes and concrete pads supporting the flashing light stations be removed. The north and south towers of the 1000 foot light bar would also be removed. New power and communication cables would be installed using underground soil boring equipment instead of open trenching. The California Coastal Commission noted the scattered vegetation around the various MALSR stations is comprised of iceplant and other ornamental and non-native plants. Following the temporary disturbance of the removal/replacement of the various parts of the MALSR, the sites would be restored to "pre-project conditions." In restoring the sites to "pre-project conditions," LAWA may choose to plant various native plants at the sites of the removed MALSR stations using the plant pallet that is consistent with the various habitat restoration plans for the LAX/EI Segundo Dunes.

G. Light Emissions and Visual Impacts. Section 4.9 of the Final EA states the No Action Alternative would not have an impact on light emissions. The Proposed Action – Refinement Number 8, Refinement Number 7 and Refinement Number 1 would all involve minor modifications to existing airfield lighting. The MALSR Lights would be relocated to accommodate proposed shifts in the location of the runway ends. For Refinement Number 8, this involves removal of the western most two MALSR stations in the LAX/EI Segundo Dunes. These last two stations are part of the flashing light stations of the MALSR. The other MALSR stations would be relocated or placed into the pavement, as appropriate.

Section 4.9.3.2 of the Final EA states that nighttime construction work is not planned for any of the alternatives. However, if deemed necessary temporary construction lighting would be used and restricted to just those areas of the proposed RSA improvements. Section 4.9.5 of the Final EA states that LAWA will conduct reviews of lighting type and placement to ensure that lighting will not interfere with aeronautical lights or create glare for pilots and Air Traffic Controllers in the Airport Traffic Control Tower.

H. Natural Resources and Energy Supply. Section 4.10 of the Final EA states the Proposed Action – Refinement Number 8, Refinement Number 7 and Refinement Number 1 and the No Action Alternatives would not have a significant impact on natural resources that are unusual or in short supply. The Proposed Action – Refinement Number 8, Refinement Number 7, Refinement Number 1 and the No Action Alternative would not increase aircraft operations or use of the Airport compared to the No Action Alternative. Each of the build alternatives would consume more diesel and other fuels compared to the No Action Alternative.

I. Hazardous Materials, Pollution Prevention and Solid Waste. Section 4.11 of the Final EA notes construction associated with the Proposed Action would involve shallow excavation in the areas where the runway, taxiway pavements are to be reconstructed. Section 4.11.3.2, notes there are two known or listed hazardous material or clean-up sites located within the Detailed Study Area (DSA). One is the Continental Airlines Cleanup Program site and the other is the National Car Rental System site. This section of the Final EA states that no known or listed hazardous material or clean-up sites are located within areas of the DSA that would be excavated or graded during the construction activities for any of the action alternatives. Implementation of Best Management Practices to avoid spillages of fuels, greases, and oils, would reduce potential impacts.

J. Cumulative Impacts. The past, present and reasonably foreseeable cumulative actions included in the cumulative impact analysis are presented in Section 3.16, Past, Present, and Reasonably Foreseeable Future Actions. This section of the Final EA states there are a number of projects at LAX in various stages of planning and/or construction. The evaluation of cumulative impacts from these cumulative actions is discussed in Section 4.12 of the Final EA. None of the various action alternatives would result in significant operational changes to the airport or would increase the type or amount of aircraft operations at the airport compared to the No Action Alternative. No significant cumulative impacts were identified.

K. Environmentally Preferred Alternative and FAA Preferred Alternative

In connection with its decision to approve the proposed ALP revisions, the FAA considered the environmental impacts from the Proposed Action – Refinement Number 8, Refinement Number 7, Refinement Number 1 and the No Action Alternative. The FAA determined that all practicable means to avoid or minimize environmental harm from the Proposed Action –

Refinement Number 8 have been adopted and there would be no significant environmental impacts from the Proposed RSA improvements at LAX and that the project would not jeopardize the safe and efficient operations at the Airport. The No Action Alternative has fewer environmental effects than the Proposed Action – Refinement No. 8, Refinement Number 7 and Refinement Number 1 alternatives and thus would be the environmentally preferred alternative. However, the No Action Alternative does not meet the Purpose and Need for the proposed project and does not allow the LAWA to comply with the provisions of Public Law 109-115.

Thus, the FAA's preferred alternative is the Proposed Action – Refinement No. 8 defined in the Final EA. FAA selected this alternative because it meets the Purpose and Need of the proposed project with minimum adverse environmental effects. Further, it meets FAA's statutory mission to ensure the safe and efficient use of navigable airspace by enhancing aviation safety through improved RSAs at LAX and complies with Public Law 109-115.

6. Public Participation.

The public was encouraged to review and comment on the Draft EA which was released for public review on March 12, 2015. LAWA published a notice of availability of the Draft EA in the following local newspapers in the vicinity of the airport: *Los Angeles Times*, *Daily Breeze*, *The Argonaut* and *La Opinion*. LAWA made the Draft EA available on their web site, in the local libraries, the Airport administrative offices and the FAA's Western-Pacific Regional Office and at the FAA's Los Angeles Airports District Office. LAWA held a public hearing on April 14, 2015. One commenter provided two verbal comments at the public hearing. The public comment period ended on April 24, 2015, ten days after the public hearing. One comment via email and one letter were received by LAWA. No new issues were raised as a result of these comments. Copies of the newspaper Affidavit of Publications are provided in Chapter 5 of the Final EA.

7. Inter-Agency Coordination.

In accordance with 49 USC § 47101(h), the FAA has determined that no further coordination with the U.S. Department of Interior or the U.S. Environmental Protection Agency is necessary because the Proposed Action does not involve construction of a new airport, new runway or major runway extension that has a significant impact on natural resources including fish and wildlife; natural, scenic, and recreational assets; water and air quality; or another factor affecting the environment.

8. Reasons for the Determination that the Proposed Action will have No Significant Impacts.

The attached Final EA examines each of the various environmental resources that were deemed present at the project location, or had the potential to be impacted by the Proposed Action. The proposed Runway Safety Area Project at LAX would not involve any environmental impacts, after mitigation, would not exceed the threshold of significance as defined by FAA Orders 1050.1E and 5050.4B. Based on the information contained in the Final EA, the FAA has determined that the Proposed Action – Refinement Number 8 is the most feasible and prudent alternative. The FAA has decided to implement the Proposed Action as described in Section 3 of this FONSI and ROD.

9. Agency Findings.

The FAA makes the following determination for this project based on information and analysis set forth in the Final EA and other portions of the administrative record.

- a. **The project is reasonably consistent with existing plans of public agencies for development of the area [49 U.S.C. 47106(a)].** The proposed project is consistent with the plans, goals and policies for the area, including the City of Los Angeles General Plan and the LAX Specific Plan. The proposed project is also consistent with the applicable regulations and policies of federal, State and local agencies.
- b. **Independent and Objective Evaluation:** As required by the Council on Environmental Quality (40 CFR § 1506.5) the FAA has independently and objectively evaluated this proposed project. As described in the Final EA, the Proposed Action and the No Action Alternatives were studied extensively to determine the potential impacts and appropriate mitigation measures for those impacts. The FAA provided input, advice, and expertise throughout the analysis, along with administrative and legal review of the project.
- c. **National Historic Preservation Act:** The proposed project will not affect any properties listed or eligible for listing on the National Register of Historic Places. FAA conducted the required consultation with the California State Historic Preservation Officer pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended.
- d. **Coastal Zone Management Act:** FAA consulted with the California Coastal Commission about shifting/replacement of the FAA owned MALSR system for Runway 6R within the California Coastal Zone. FAA finds the proposed project is consistent "to the maximum extent practicable" with Section 30240(a) of the California Coastal Act. FAA determined the proposed project will not affect the marine environment, land resources, and other resources covered under the Coastal Zone Management Act. FAA also determined the temporary impacts of deactivation/replacement of the MALSR equipment will not diminish the value of the coastal resources in the LAX/EI Segundo Dunes. FAA determined the proposed project is consistent with the coastal resource protection policies of the California Coastal Management Program.

10. Decision and Orders.

Based on the information in this FONSI/ROD and supported by detailed discussion in the Final EA, the FAA has selected the proposed Runway 6R-24L Safety Area Project and Associated Improvements as the FAA's Preferred Alternative. The FAA must select one of the following choices:

- Approve agency actions necessary to implement the Proposed Action, or
- Disapprove agency actions to implement the Proposed Action.

Approval signifies that applicable federal requirements relating to the proposed airport development and planning have been met. Approval permits the City of Los Angeles to proceed with implementation of the Proposed Action and associated mitigation measures. Disapproval would prevent the City of Los Angeles from implementing the Proposed Action elements within LAX.

Under the authority delegated to me by the Administrator of the Federal Aviation Administration, I find that the project is reasonably supported. I, therefore, direct that action be taken to carry out the agency actions discussed more fully in Section 3 of this FONSI/ROD.

1. Unconditional approval of the ALP to depict the proposed improvements pursuant to 49 USC §§ 40103(b) and 47107(a)(16). Title 14, Code of Federal Regulations, (CFR) Part 77, *Objects Affecting Navigable Airspace*; and 14 CFR Part 157, *Notice of Construction, Alteration, Activation, and Deactivation of Airports*.
2. Determination under 49 USC § 44502(b) that the airport development is reasonably necessary for use in air commerce or in the interests of national defense.
3. Approval of a Construction Safety and Phasing Plan to maintain aviation and airfield safety during construction pursuant to FAA Advisory Circular 150/5370-2F, *Operational Safety on Airports During Construction*, [14 CFR Part 139 (49 USC § 44706)].
4. Construction, installation, relocation and/or upgrade of various navigational and visual aids including but not limited to Localizer Array, Precision Approach Path Indicator (PAPI); wind directional indicator cones, Medium Intensity Approach Lights with Runway Alignment Indicator Lights (MALSR) and associated equipment shelters; runway threshold and edge lights, and taxiway edge lighting and signage and associated utility lines. This equipment is necessary to ensure the safety of air navigation for aircraft operations at the airport.
5. Implementation of revised and temporary air traffic control procedures below 3,000 feet above ground level; including temporary approach procedures to be used during construction.
6. Establishment of new Standard Instrument Departure (SID) and Standard Terminal Arrival Route (STAR) procedures.
7. Determinations under 49 U.S.C. § 47106 and § 47107 relating to the eligibility
8. Approval changes to the airport certification manual pursuant to 14 CFR Part 139, (49 USC § 44706).
9. Determinations under 49 U.S.C §§ 47106 and 47107 relating to project grant application approval conditioned on satisfaction of project requirements, and project grant application approval conditioned on assurances about airport operations the proposed project for Federal funding assistance under the Airport Improvement Program (AIP) for the proposed project as shown on the ALPⁱⁱ.
10. Determination of eligibility for federal assistance for the near-term development projects under the Federal grant-in-aid program authorized by the Airport and Airway Improvement Act of 1982, as amended (49 USC § 47101 et seq.).
11. Appropriate amendments to air carrier operations specifications pursuant to 49 USC § 44705.

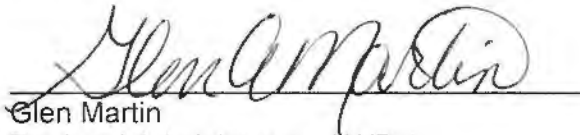
ⁱⁱ Certain requirements for AIP funding overlap with environmental review requirements for approval of the ALP and so are addressed as part of the EA for the ALP. These determinations are a prerequisite to funding but do not complete the determinations that are necessary for funding. The decision to approve AIP and PFC funding are completed in separate processes.

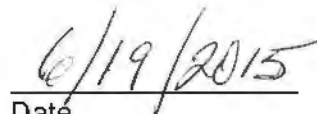
12. FAA determination of the Proposed Action's effects on the safe and efficient use of navigable airspace.

This order is issued under applicable statutory authorities, including 49 USC §§ 40101(d), 40103(b), 40113(a), 44701, 44706, 44718(b), and 47101 et seq.

I have carefully and thoroughly considered the facts contained in the attached EA. Based on that information, I find the proposed Federal action is consistent with existing national environmental policies and objectives of Section 101(a) of the National Environmental Policy Act of 1969 (NEPA). I also find the proposed Federal action will not significantly affect the quality of the human environment or include any condition requiring any consultation pursuant to section 102(2)(C) of NEPA. As a result, FAA will not prepare an EIS for this action.

APPROVED:


Glen Martin
Regional Administrator, AWP-1


Date

DISAPPROVED:

Glen Martin
Regional Administrator, AWP-1

Date

RIGHT OF APPEAL

This FONSI/ROD 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.