
ATTACHMENT 1

PROJECT DESCRIPTION

United Airlines East Aircraft Maintenance and Ground Support Equipment Project

Project Description

The Proposed Project would consolidate and modernize existing United Airlines' (UAL) aircraft maintenance and ground support equipment (GSE) facilities at LAX, which, in turn, would allow for more efficient and effective maintenance of existing aircraft and GSE at the airport. Currently UAL performs maintenance in two areas at LAX: West Maintenance Facility (also known as the United Airlines Maintenance Facility, and formerly known as the Continental Airlines [CAL] Aircraft Maintenance Hangar) and East Maintenance Facility (also known as the United Airlines Maintenance Operations Center or MOC). The West Maintenance Facility is located in the western portion of LAX, south of World Way West approximately 0.7 mile east of Pershing Drive, and the East Maintenance Facility is located south of Century Boulevard, approximately 0.45 mile east of Sepulveda Boulevard. The distance between the two maintenance facilities is approximately 1.6 miles. Both facilities have aircraft service areas, which include enclosed hangars at the West Maintenance Facility, aircraft parking spots, GSE bays and shops, maintenance and inspection rooms and functions, and office and storage space.

UAL proposes to redevelop its existing eastern facility to consolidate all of UAL's aircraft and GSE maintenance activities. Following implementation of the proposed project, the West Maintenance Facility would remain vacant until such time as LAWA leases the facility to a tenant or proposes redevelopment of the site, which may be subject to its own environmental review and documentation, as appropriate.

The proposed project would redevelop an approximately 35-acre site in the eastern portion of the airport operations area (AOA). With the exception of a Quonset Hut located near the northern boundary of the project site and Avion Drive (south of Century Boulevard), all the buildings associated with the existing East Maintenance Facility would be demolished. LAWA is planning to relocate the Quonset Hut. This relocation is planned as part of LAWA's ongoing management of historic resources at LAX. The relocation will occur independently of the proposed project.

Although the portion of UAL's current aircraft and GSE maintenance operations that occurs at the West Maintenance Facility would be consolidated with operations located on the east side of the airport, the volume and basic nature of UAL's existing maintenance operations at LAX would not change or increase. Implementation of the project would simply combine/consolidate existing maintenance operations from two areas into one. The consolidation would alter on- and off-airport vehicular movements, as well as aircraft movements on the airfield. Specifically, employees that currently use the surrounding roadway network to drive to the West Maintenance Facility, including Imperial Highway, Pershing Drive, and Westchester Parkway, would instead drive to the East Maintenance Facility, which would be accessed via Century Boulevard or a generally parallel network of side roads located south of Century Boulevard. Similarly, on the airfield, GSE and aircraft that currently travel on taxiways and taxilanes to access the West Maintenance Facility would instead travel to the East Maintenance Facility. The proposed project would not increase flights and/or aircraft operations at LAX compared to existing airfield conditions and would not affect terminals, the number of gates at LAX, gate frontage, taxiways, or runways. Construction of the proposed project would be phased over approximately 22 months (one year and ten months), beginning with the demolition of existing facilities in the East Maintenance Facility lease area, projected to commence in the fourth quarter of 2018; new construction would extend to late 2020.

Project Components

The intent of the proposed project is to consolidate and modernize existing UAL aircraft maintenance and GSE facilities at LAX. Most of the buildings that comprise the existing East Maintenance Facility were constructed in the mid to late 1940s to house airline offices and hangars. These buildings were part of the Intermediate Terminal Facility, which was built to temporarily house airport administration and airline offices, passenger terminals, hangars, and air service facilities, until the permanent airport facilities were opened in the early 1960s. Notwithstanding their original design intent, the building systems have not been significantly upgraded, are inefficient, and are at or beyond their useful lives. In addition, the size of the existing hangars and layout of the apron area do not match current aircraft or GSE fleet requirements.

The main elements of the proposed project are:

- Demolish the existing buildings associated with the East Maintenance Facility (including Hangars 1 and 2), with the exception of the Quonset Hut, which is planned for relocation by LAWA independent of the proposed project.
- Construct and operate a new aircraft and GSE maintenance facility, totaling approximately 411,000 square feet, and consisting of the following elements:
 - Two wide body aircraft hangar bays with approximately 160,000 square feet of floor area and a height of approximately 110 feet, able to serve both narrow-body and wide-body aircraft
 - Aircraft maintenance shops with approximately 74,000 square feet of floor area
 - Aircraft parts/supplies stores with approximately 60,000 to 75,000 square feet of floor area, and an associated storage yard
 - A GSE maintenance facility with approximately 45,000 to 50,500 square feet of floor area, 15 GSE bays, 2 paint bays, 1 wash bay, eGSE charging stations, and an associated storage yard
 - Facility maintenance area with approximately 2,000 square feet of floor area
 - Approximately 10,000 square feet of dock and skywalk support areas
 - Approximately 40,000 to 60,000 square feet of building circulation and support
- Replace/resurface a portion of the apron area and restripe aircraft parking positions.
- Reconfigure the apron and include aircraft parking positions in the hangar for a total of 22 aircraft parking positions on the leasehold, including 6 in the hangar, 6 on the south side of the project site, and 10 within the western portion of the leasehold.
- Provide an aircraft wash pad in a contained area for conducting dry washes of aircraft.
- Construct a jet blast deflector, also referred to as a blast fence, on the eastern portion of the project site for the purpose of conducting aircraft engine run-ups.¹² With this blast fence, the proposed project would accommodate aircraft engine run-up activities that would be conducted at the East Aircraft Maintenance Facility approximately 90 percent of the time; the remaining run-ups would occur at other facilities within the airfield).
- Relocate and/or remove utilities, including water and wastewater pipelines, storm drain facilities, clarifiers, fuel lines, and an onsite triturator.

- Replace existing paint booths with a new spray booth that would be required to meet Best Available Control Technology (BACT).
- Install a diesel-powered backup generator to provide emergency power and transformer equipment on a small portion of the adjacent UAL cargo yard.
- Vacate the east-west portion of Avion Drive that abuts Parking Lot H to the north, and relocate Avion Drive south of Parking Garage F, which is located north of the existing shared-ride van lot on the south side of Century Boulevard, as a one-way street with travel from east to west.
- Relocate employee parking from Parking Lot H to Parking Garage F.